2000 Simpson Street
District 65 School

Major Variations
23ZMJV-0022

LUC Recommending Body

Memorandum

To: Chair and Members of the Land Use Commission

From: Meagan Jones
Neighborhood and Land Use Planner

CC: Sarah Flax, Director of Community Development
Elizabeth Williams, Planning Manager

Subject: Major Variations
2000 Simpson Street, 23ZMJV-0022

Date: April 14, 2023

Request

The applicant applies for the following major variations from the Evanston Zoning Code:

1. Floor Area Ratio (FAR) of .62 where the maximum is 0.15 (Section 6-15-9-6).
2. Proposed height of 3 stories at 55 ft. where 2.5 stories or 35 ft. is maximum (Section 6-15-9-7).
3. Open parking location within the front yard (Section 6-16-2-1.C).
4. Loading area located in the required front yard (Section 6-16-4-1.B).
5. Loading area dimension (10 X 35) that is located within the drive aisle width of the parking lot (Section 6-16-4-4).

Notice

The Application has been filed in conformance with applicable procedural and public notice requirements including publication in the Evanston Review on March 30, 2023.

General Information

Applicant: Alex Lopez
Cordogan Clark Architects
960 Ridgeway Ave
Aurora, IL 60506

Owner(s): School District #65
1500 McDaniel Avenue
Evanston, IL 60202

Existing Zoning: OS, Open Space District

Existing Land Use: Open playing field, tennis courts, basketball court, 25 space parking lot.

PINs: 10-13-201-028-0000

Surrounding Zoning and Land Uses	Zoning	Land Use
North	B1 Business, MXE Mixed-Use Employment	Commercial businesses, Religious Institution, Single-family and Multi-family residential
South	R4 General Residential District, oWE West Evanston Overlay	Single-family and Multi-family residential
East	R4 General Residential District	Single-family and Multi-family residential, Religious Institution
West	R4 General Residential District	Fleetwood Jourdain Community Center, Family Focus, Single-family, Two-Family and Multi-family residential

Analysis

The site of the proposed development is located at the southwest corner of Simpson Street and Ashland Avenue and is approximately 143,680 sq. ft. The lot has a unique shape that is fully bordered by streets on two frontages, Simpson St. and Ashland Ave., and partially bordered by streets along Foster Street and Dewey Avenue (which dead ends into a cul-de-sac slightly less than halfway down the west side of the parcel from Simpson St.). The configuration creates two front yards, one on Simpson St. and the other on Foster St.

Other uses surrounding the property include the Family Focus facility and Fleetwood-Jourdain Community Center just west along Foster St., a mix of residential to the immediate east, south and west (along the northern portion of the lot), and religious institutions to the east across Ashland Street and southwest across Foster Street. The Hill Arts District is located north of the site with a variety of locally-based businesses, residences and religious institutions.

The site is largely used as an open play field on the northern portion of the lot; south of the existing access drive on Ashland Ave. are two tennis courts, a community garden and a 25-space parking lot constructed by the City which serves the City-owned Fleetwood-Jourdain Community Center immediately to the west. This land was previously leased by the City from School District 65 for these uses, however, that lease will terminate on May 31, 2023 in anticipation of the construction of the new school.

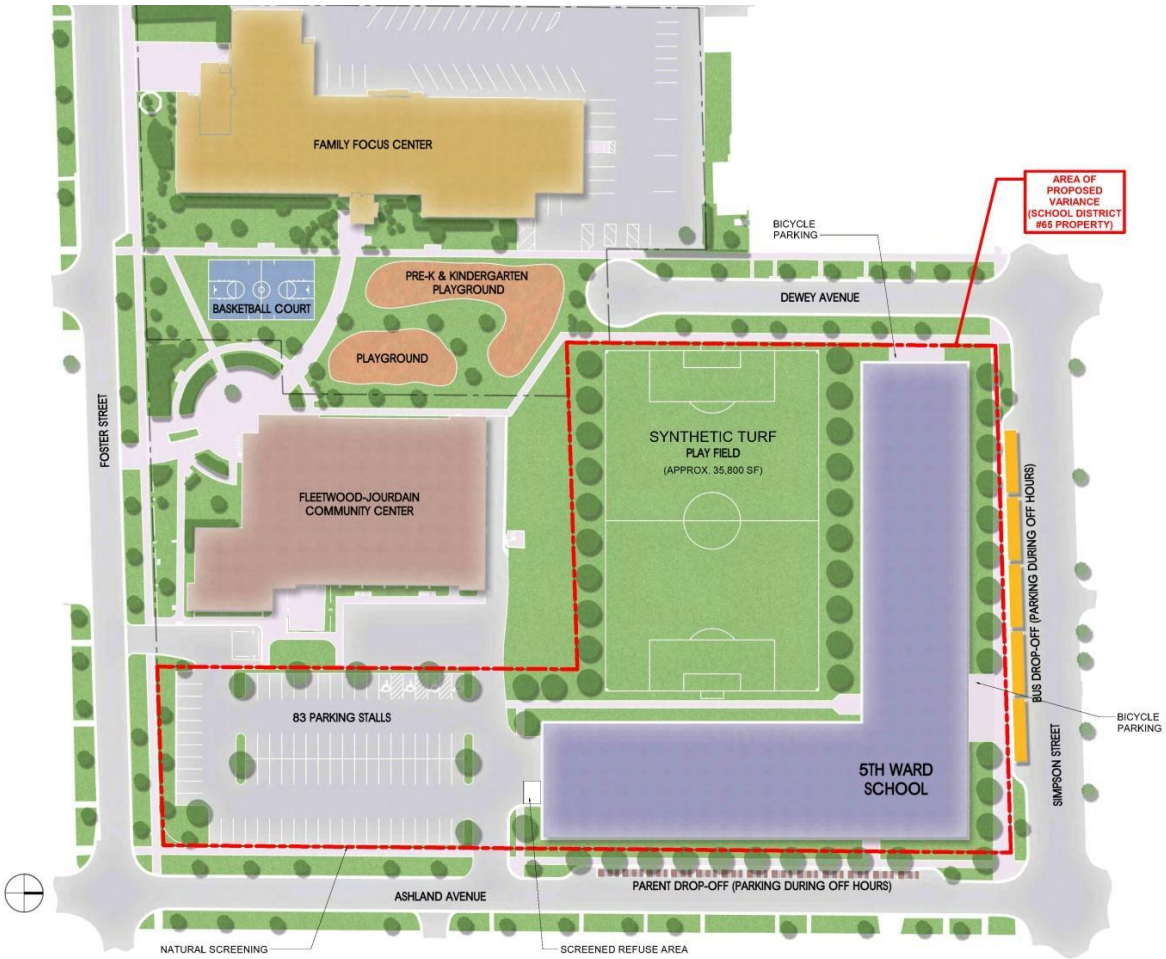
Proposal

The applicant proposes to construct a 3-story (55 ft.), kindergarten through 8th grade school consisting of Bessie Rhodes School and 5th Ward neighborhood school. Total enrollment is estimated to be up to 900 students with school staff totaling 70 to 75. The L-shaped building is oriented with frontages running parallel to Simpson St. and Ashland Ave., north of the access drive and parking lot entry off of Ashland Ave. In the space that remains behind the school building and north of Fleetwood-Jourdain, is a proposed 35,800 sq. ft. synthetic turf play field. The school will have 39 classrooms, science and visual arts laboratories, gymnasium with a suspended track, full proscenium stage, STEM laboratory, meeting spaces, offices, wellness office, special education classrooms and administrative offices.

The main entry will be on the north side of the building on Simpson St where bus drop-off and pick-up is proposed to occur. On-street pick-up and drop-off lanes are proposed on Simpson St. and Ashland Ave. north of the parking lot entry to facilitate traffic circulation at peak times. A rear entry to the building is proposed directly across from the front entry for those entering from the parking lot. Both entrances will be within secured vestibules near the administrative offices on the ground floor. Bicycle parking is proposed adjacent to the main entry and on the west side of the building.

The parking lot has 83 spaces, including 5 ADA accessible spaces and 5 spaces equipped with Electric Vehicle (EV) charging stations. Access to the parking lot can be from Ashland St. or from the existing curb cut off of Foster St. (on City of Evanston property) used for the current parking lot. Based on the number of proposed staff members, the existing Fleetwood-Jourdain Center use, and the playing field, the proposed number of parking spaces meet zoning requirements. However, based on the intensity of these uses (programming at Fleetwood-Jourdain and various activities at the school), staff believes that at times there may be the need for additional parking spaces to mitigate possible impact to the surrounding neighborhood. District 65 has indicated that they will enter into a Memorandum of Understanding with Family Focus for additional overflow parking and have begun conversations with nearby churches to help with possible parking demand.

Open loading and an attached screened refuse area are located on the south end of the building adjacent to the parking lot fronting Foster St. The loading area, assuming a 10 ft. by 35 ft. dimension, partially obstructs a drive aisle within the parking lot. District 65 has expressed the intention to coordinate refuse pick-up and other loading needs so that conflict with pick-up and drop-off times and heavier parking lot usage is avoided.



School Site Plan in relation to Fleetwood-Jourdain and Family Focus Buildings

The applicant proposes two access easements as part of the development. The first, a 26 ft. wide easement off of Ashland Ave. to provide documented access across the District 65 property to the Fleetwood Jourdain property where equipment and a wireless tower currently exist and a narrow drive is used to access these uses. The second is a 6 ft. wide sidewalk easement along Simpson St. to provide a walkway south of where the bus lay-by pick-up and drop-off lane is proposed. Additionally, a letter of intent has been signed by District 65 and the City to provide access to the play field outside of school hours, 25 parking spaces within the parking lot, and access across the properties for entry into the parking lot off of Foster St. and access drive behind Fleetwood Jourdain.

District 65 also provided a letter of intent with Family Focus expressing the plan to reconstruct the basketball court and upgrade playground equipment on the Family Focus property for shared use.

The proposed exterior building materials include:

- Masonry brick veneer
- Architectural metal paneling
- Aluminum curtain wall.

The masonry brick is shown for the bulk of the building with the metal paneling helping to define the entry plaza and along the roofline. The aluminum curtain wall is proposed where the majority of classroom windows will be. Staff notes that building design continues to be developed and smaller building details will be finalized closer to the permit stage.

Rendering from Simpson Street

Rendering from Ashland Avenue

Landscaping
The applicant proposes plantings at the base of the building in addition to street trees along Simpson St. and Ashland Ave. Trees are also proposed on the north and south borders of the turf play field; however, with limited open green space/ play area on site, trees may be better located elsewhere in the vicinityAdditionally, the proposal is subject to the City's Tree Preservation ordinance per Section 7-8-8-5 of the Evanston City Code.

Transportation Study
The applicant submitted a transportation study to analyze the existing and projected conditions for pedestrians, bicyclists and vehicles traveling to, from and around the site, in addition to a parking survey of streets in the vicinity of the site.

There are several Chicago Transit Authority (CTA) and Pace bus routes near the site including CTA Bus Route 93 that runs along Emerson Street with a bus stop at Dewey Ave two blocks south of the site, CTA Bus Route 206 that runs along Dodge Ave., Simpson St., and Ashland Ave. with a bus stop at the northwest corner of Simpson St./Ashland Ave., and Pace Bus Route 213 that runs along Dodge Ave., Simpson St., and Ashland Ave. with a bus stop at the northwest corner of Simpson St./Ashland Ave..

Bike lanes are provided on Emerson St. between Wesley Ave. and McCormick Blvd. Dodge Ave., Simpson St., and Ashland Ave. between Simpson St. and Noyes St. are designated bike routes and off-street multi-use paths exist within Twiggs Park and along McCormick Blvd.

The parking survey was completed on March 1, 2023 during the hours of 7:00 A.M.,8:00 A.M., 9:00 A.M., 11:00 A.M., 12:30 P.M., 2:00 P.M., 3:00 P.M., 4:00 P.M., 6:00 P.M., and 7:00 P.M. and provided data on the approximate number of parking spaces available at those times. Noting that individual parking spaces are not marked on the street, the survey found that less than 40 percent of the approximately 400-plus on-street parking spaces are occupied during the school's drop-off and pick-up periods, leaving approximately 250 on-street parking spaces available within several blocks of the

school site for drop-off and pick-up activity. Staff does note that a parking survey of the Hill Arts District, just north of the site, is underway. There is no designated completion date for that survey; however, results will be used to inform possible changes with regards to parking in the area in the future. Even with understanding the current proposals to address parking needs, area residents and business owners continue to express concerns about negative parking impacts related to this project, including impacts such as the loss of 24-hour neighborhood parking on the south side of Simpson St.

The Neighborhood School and Bessie Rhodes School will have staggered times of operation to minimize traffic conflicts with the schools and surrounding area. The bell schedule for Bessie Rhodes School will start at 8:00 A.M. and dismiss at 2:45 P.M. while the bell schedule for the 5th Ward Neighborhood School will start at 9:00 A.M. and dismiss at 3:35 P.M. This enables better traffic flow as not every student will need to arrive or leave the school at the same time. Considering pick-up and drop-off times and staff arrivals, peak traffic times are designated as 7:15 to 9:15 A.M. and 2:15 to 4:15 P.M. Traffic counts were taken at these peak times on Tuesday, February 28, 2023. Though intersections are expected to still operate at good levels of surface, the study did recognize that some delays will occur right before and right after school bell periods, which is inherent at other schools given their fixed start and end times.

To aid in efficient flow of traffic, the applicant is proposing two lay-by pick-up and drop-off lanes, one on Simpson St. for buses and another on Ashland Ave. for parent pick-up/drop-off north of the entrance to the parking lot. The intention is that these lanes will be used during the peak pick-up and drop-off times, and would be available for the neighborhood to use for general on-street parking outside of those hours. Creation of these lanes and restrictions on their use during specific hours will require review and approval by City Council.

The transportation study indicates the existing roadways will be able to accommodate the traffic generated by the proposed developments. The study recommends the following:

- To enhance the flow of traffic along the Ashland Avenue school frontage, Ashland Avenue should operate in a one-way southbound direction between Simpson Street and Foster Street during school arrival and dismissal times. The one-way operation should be enforced with appropriate signage and managed by the crossing guards that would install and remove a portable traffic control device (e.g., orange cones, mini-cades, etc.) on northbound Ashland Avenue at Foster Street.
- To prevent parents from parking along the west side of Ashland Avenue between the school parking lot access drive and Foster Street, consideration should be given to placing orange cones along the curb lane to supplement the existing “No Parking” signs.
- To assist with the safe and orderly crossing of pedestrians and bicyclists, crossing guards should be positioned at six intersections within the area as identified in the traffic study and the proposed school walking routes (Figure 7).

- To further assist with the safe and orderly crossing of pedestrians and bicyclists, curb extensions and a ladder-style crosswalk should be installed on the north leg of Dodge Avenue at its intersection with Foster Street as identified in the proposed school walking routes (Figure 7 below).

Additionally, District 65 explained that they have an existing program for staff which encourages walking, bicycling, and use of public transportation. Similar to a Flexible Spending Account (FSA), staff are able to put money towards transit cards to use as needed. The District also intends to have a permit parking system for the teachers using the parking lot. Spaces within the lot that would also be used for Fleetwood Jourdain would need to be clearly marked or have signage installed.

Because of the complexity in the change in use for this area, the community has expressed concerns that the current plan, while robust, may not fully address the actual challenges related to the increase in pedestrian, bicycle, vehicle and bus traffic. Community members have suggested that the plan be updated and improved once the school is in operations.

Relocation of Existing Courts

The proposed development's on-site parking lot is located where the existing tennis and basketball courts reside. These courts were built by the City using grants awarded in 2008 through the Illinois Department of Natural Resources (IDNR) Open Space and

Land Acquisition and Development (OSLAD) grant program, and removing them triggers a conversion clause. To remain in good standing, Public Works staff has begun the process to find an alternative location to replace the recreational uses that will be removed. On April 10, 2023, City Council adopted Resolution 31-R-23 “Expressing the Commitment of the City Council to Complete a Property Conversion Utilizing an Undeveloped Property Within the City of Evanston to Create New Public Park Space” to fulfill the grant requirements.

District 65 is proposing to build a basketball court on the Family Focus property between that building and Fleetwood Jourdain; however, this does not satisfy IDNR requirements. Community members specifically have expressed concerns related to the loss of tennis courts in this neighborhood.

Fleetwood-Jourdain Operations Impacts
With the reduction in open field space and outdoor amenities, the current programming offered by Fleetwood-Jourdain may be impacted significantly. Negotiated agreements for shared outdoor use space may offset some or all of the negative impact, depending on the availability of those spaces for City program use.

Market Impact Analysis
The applicant submitted a market impact analysis that looked at various market data, and other factors that include the creation of temporary construction jobs and permanent jobs being brought to the area, the school serving the immediate community, controls being in place for ongoing compliance. The analysis concluded that the school would not diminish property values in the immediate vicinity nor will it have a negative impact on residential property values in the surrounding area.

Major Variations
The applicant is requesting approval of 5 variations to develop the site:

1. Floor Area Ratio (FAR) of .62 where the maximum is 0.15.
2. Proposed height of 3 stories at 55 ft. where 2.5 stories or 35 ft. is the maximum.
3. Open parking location within the front yard.
4. Loading area located in the required front yard.
5. Loading area dimension (10 X 35) that is located within the drive aisle width of the parking lot.

The unusual configuration of the lot having multiple street frontages creates two front yards along Simpson St. and Foster St., a street side yard along Ashland Ave. and a partial street side yard along Dewey Ave. Though the proposed school is a permitted use within the OS Open Space District (educational institution – public), the purpose of the District to support the continuation of existing open space and recreational space leads to a lower maximum FAR requirement of .15. The proposed configuration of the school, seeking to both keep playing field space for students and providing on-site parking for staff and visitors, limits where access and loading can be located.

Design and Project Review (DAPR) Discussion

Staff discussion and comments from the Design and Project Review (DAPR) process conducted on April 11, 2023 include the following:

- Updated renderings and building materials
- Parking: District 65 described an existing program for staff that promotes walking, bicycling and use of public transportation in-lieu of driving to work which helps to reduce parking demand. They further detailed that some preliminary discussions had occurred with nearby churches and a letter of intent with Family Focus to provide for use of their parking lots for overflow parking as needed.
- Pick-up and Drop-off: staff confirmed dimensions of the proposed pick-up/drop-off areas and options, making Ashland one-way during those peak times and consideration of additional drop-off area on Ashland Ave. south of the parking lot entrance.
- Consideration of widening Ashland Avenue to 36 feet between Simpson St and Foster St.
- Concern surrounding adequacy of refuse area: Staff expressed that, given the sizes of other school's trash enclosures, what is proposed for trash and recycling may be inadequate given the enrollment and related school activities. Discussion occurred regarding increased frequency of trash pick-up, staging a trash area indoors, consideration of adding a trash compactor to the site and ensuring the enclosure is adequately closed to deter fly-dumping. A waste management plan is recommended as a condition of approval
- Concern regarding proposed trees bordering the turf playing field. As proposed, the trees in these areas present maintenance difficulties since there is no easy access point provided. Additionally, trees adjacent to the field will create a turf maintenance challenge, since leaves and debris will need to be constantly removed. With limited open space onsite for play fields, locating trees and landscaping along the perimeter (particularly to the south) will further limit opportunities for outdoor play. Trees (and the associated increase in the urban canopy) may be better located elsewhere in the vicinity.
- Stormwater management: Public Works staff confirmed that the school will need to comply with both Metropolitan Water Reclamation District and City of Evanston requirements.
- Confirmation of 5 EV stalls within the parking lot, including one of the ADA spaces.
- Confirmation that the School District will need to comply with state regulations as they relate to emergency management plans, including contacting the Fire Marshall, and that the District intends to work with Evanston's Fire Department to ensure a plan is in place in the event of an emergency.
- General discussion on recommended conditions (listed below) based on the comments and questions provided.

Department Recommendation

Should the Land Use Commission decide to recommend approval of the proposal, staff recommends the following be added as conditions:

1. Provide a final landscape plan prior to City Council
2. Provide a tree removal and replacement plan prior to City Council
3. Provide a waste removal plan prior to City Council

4. A Construction Management Plan is required prior to construction to include how restoration of adjacent properties will be accomplished as a result of proposed construction activities.
5. A Pedestrian and Traffic Circulation Plan shall be provided within 6 months of approval of the project. This plan will be evaluated, amended, and submitted to the City, as necessary, by the School District to address impacts to the neighborhood. Plan should include the following:
    - Recommendations included within the Traffic Study provided by KLOA
    - Confirmation and City approval of any proposed street closures for pick-up/drop-off times (Ashland Ave, Dewey Ave, etc.)
    - Confirmation and City approval of any temporary one-way street designations for streets bordering the site during pick-up/drop-off times
    - Use of crossing guards or other staff to direct traffic
6. A robust educational Active Transportation Safety Initiative for students shall be developed to raise student and parent awareness regarding safe pedestrian and bicyclist behaviors. This program should not only teach safety principles but also encourage active transportation through the use of challenges and goal setting. The curriculum and plan shall be submitted for approval at least six months prior to the project completion.
7. Additional parking alternatives should be pursued to support the City's CARP goals. Items to consider:
    - The School District could consider increasing incentives to further promote staffers commuting via CTA, Metra and ride share. *As stated above, the District has an existing program that enables staff to put money towards transit cards to encourage use of public transit.*
    - District 65 should regulate their parking lot via a permit program either virtual permit (license plate based) or stickered. This would allow correlation with a transit program. *The District intends to regulate parking for teachers in this manner.*
    - Work with the City to utilize additional parking spaces within the Ecology Center or Civic Center parking lots
    - Parallel parking spaces on Ashland should be very short term parking. This will allow residents and visitors to use the spaces. A 1 Hour max limit would be our suggestion. In addition, the spaces can disallow parking during certain hours of the day, example: "no parking between 7am-9am / 2pm-4pm Mon-Fri.
8. Should the surrounding community implement residential parking districts (permit parking) in the future, school staff will not be granted residential parking district permits.
9. The Applicant may be required to contract at their own expense with a traffic consultant to study pedestrian and traffic circulation over time and make necessary revisions to the pedestrian and traffic circulation and parking plan if the City identifies pedestrian and/or traffic issues with the development at any time in the future.
10. A Shared Use Agreement is required for City access to the required parking for Fleetwood-Jourdain and the playfield. Signage may be required to designate Fleetwood-Jourdain parking.

11. An easement agreement must be negotiated and approved by the City Council for the City to access the Fleetwood Jourdain maintenance drive on the west side of the parking lot.
12. A pedestrian path must be established through the parking lot.
13. A pick-up/drop-off area on the southern part of Ashland is added to mirror the parent pick-up/drop-off to the north.
14. Dimension the existing right-of-way & widen Ashland to 36' foot back of curb to back of curb
15. A rodent control plan designed by a certified operator is provided before, during and after construction.
16. Snow removal plan required to be submitted within 6 months of project approval; snow must be stored on-site or hauled away.
17. Mechanical equipment is screened and designed to minimize noise impacts to the surrounding neighborhood.
18. Street light replacement required for all existing lights affected by the pick-up/drop-off areas and construction.
19. Public refuse containers are installed per Public Works standards.

Standards for Approval

The proposed development must follow the Standards for Major Variations (Section 6-3-8-12-E). For the Land Use Commission to recommend that the City Council grant the proposed major variations, the Commission must find:

1. **The requested variation will not have a substantial adverse impact on the use, enjoyment or property values of adjoining properties**.
2. **The requested variation is in keeping with the intent of the zoning ordinance.**
3. **The alleged hardship or practical difficulty is peculiar to the property.**
4. **The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out**.
5. **a. The purpose of the variation is not based exclusively upon a desire to extract additional income from the property, or**
   b. While the grant of a variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Land Use Commission or the City Council, depending on final jurisdiction under Section 6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to, any of the standards of Section 6-3-6-3 - Public Benefits (see below).
6. **The alleged difficulty or hardship has not been created by any person having an interest in the property**.
7. **The requested variation requires the least deviation from the applicable regulation among the feasible options identified before the Land Use**

Commission issues its decision or recommendation to the City Council regarding said variation.

Action by the Commission

After making findings of fact as to whether or not the requested major variations meet or do not meet the aforementioned standards, the Land Use Commission may make a recommendation or recommendations to the Planning & Development Committee of the City Council to approve, approve with conditions, or deny the variations as requested. The Commission may make individual motions for recommendation for each of the variations, or one motion for one recommendation covering all of the variations. The Land Use Commission is the recommending body and the City Council is the determining body per Section 6-3-8-12-E of the City Code and Ordinance 92-O-21.

Attachments

1. Letters of Intent
   -With Family Focus
   -With City of Evanston
2. Major Variation Application
3. Development Plans & Preliminary Landscape Plan
4. Renderings
5. Traffic Study- dated April 13, 2023
6. Market Impact Analysis- dated April 11, 2023
7. Public comments received as of the date of this memo

March 15, 2023

Ms. Meagan Jones
Neighborhood and Land Use Planner
City of Evanston Community Development
2100 Ridge Avenue
Evanston, IL 60201

RE: **Zoning Analysis Response / Formal Zoning Submittal – New SD65 Fifth Ward School**

CCA No. **221026**

Dear Ms. Jones:

Thank you for your comment letter we received via email on March 13, 2023. We have reviewed your comments and provided responses below in an itemized format**.** Please refer to our formal responses, in **bold,** below for your record.

Planning & Zoning

1. The following variations are needed based on this zoning district:

    a. FAR of .62 where the maximum is 0.15.
    Acknowledged.

    b. Building height – proposed height of 3 stories at 55 ft where 2.5 stories or 35 ft. is maximum
    Acknowledged. The majority of the building mass is set with a 15' floor to floor height resulting in a 45' average height; with only atrium and entrance elements higher along with minor aesthetic anchor elements.

    c. Open parking location within the front yard
    Acknowledged. Parking lot located within non-contributing front yard of dual frontage through lot. New parking lot is located in same general location as existing parking lot.

    d. Loading area located in the required front yard
    Acknowledged. Loading area is located within non-contributing front yard of dual frontage through lot.

    e. Loading area dimensions (10 X 35) located within the drive aisle of the parking lot
    Acknowledged. Depth of loading area is 20 feet with the remaining 15 feet within the drive aisle.

2. Please ensure elevation details reflect the configuration provided on the site and floor plans.
   Acknowledged. Exterior elevations are in early schematic design phase.

3. Please confirm details of the waste enclosure area on the plans (materials, height, etc.) A waste management plan will likely be a condition of approval to ensure no conflict with student pick-up and drop-off times occurs
   Acknowledged. Will comply. Waste enclosure area will consist of brick walls to match and or compliment the new proposed brick base of the new building. The height will likely be 8'-0". Final height will be coordinated with the height of the waste bins. A double door, lockable, painted steel gate will be provided. Waste pick-up will not conflict with peak drop-off / pick-up times.

4. Please note that drive aisle width at the west property line is compliant at approximately 26 ft., however, circulation into the parking area from Foster St. is hindered by the existing trash enclosure just west of the property line. The city may require parking lot access from Foster Street to be removed.
   Acknowledged.

5. Lighting within the parking lot should be designed in a way to prevent direct glare of beams onto any public property including streets and any adjoining private property, and residential properties.
   Acknowledged. Will comply. Night sky/cutoff fixtures will be specified.

6. Please provide cross sections for the building dimensions of height and length to scale.
   Acknowledged. Building sections have not been developed.

7. Please continue to work with staff on the building design. New institutional resources, such as the proposed Fifth Ward School, should embody excellence in design and provide opportunities to physically represent and celebrate the community or population it is intended to serve. The design should be revised to develop human-centered, creative, and authentic design solutions and the use of materials that complement the existing built heritage of the neighborhood and City at-large. The design should be people-oriented and scaled, and provide opportunities to be alive with activity and visual interest. The new design should be friendly and comfortable with larger and more celebratory entrances and exterior public spaces, larger and more interesting fenestration, and incorporate the use of additional horizontal design articulation and visual relief. The design should attract people because people like being there and should include human scale and proportion, color and texture, shade, partial enclosure, street trees and under-story trees, masses of native landscaping, and comfortable places to sit with surrounding visual interest.
   Acknowledged.

8. Please note: Play area on Family Focus property will require a minor variation for location within the lot's side yard.
   Acknowledged. No change to permitted uses and use of space is being requested. Area is currently used as a playground and will be updated with new equipment appropriate for elementary-aged students.

9. Please note: Removing the City's access to parking for the Fleetwood-Jourdain Center during business hours will require a major variation.
   Acknowledged. SD65 will allow limited use of parking lot for the Fleetwood-Jourdain Center during business hours

10. Staff is currently in contact with the Illinois Department of Natural Resources (IDNR) regarding previous grants awarded to the city to build the existing Basketball, Tennis Courts, and parking lot area and possible obligations should they be removed. Additional information will be provided to you as clarification is provided from IDNR.
    Acknowledged.

Attachments:

1. SD65 Introduction letter dated March 13, 2023
2. SD65 / Family Focus letter of intent dated February 10, 2023
3. Major Variation Application dated March 9, 2023
4. Preliminary design drawings dated March 15, 2023

Respectfully,

Cordogan Clark

Alex López, AIA, NCARB, LEED AP
Associate Vice President

CC:
Dr. Devon Horton, Superintendent of Schools, SD65
Raphael Obafemi, Chief Financial Officer, SD65
Brian Crowley, SD65 Counsel, Franczek P.C.
Brian Kronewitter, Executive Vice President, Cordogan Clark
Craig Welter, Vice President, Cordogan Clark
Michael Perez, Project Architect, Cordogan Clark

EVANSTON/SKOKIE
SCHOOL DISTRICT 65

Every Child, Every Day,
Whatever it Takes

March 13, 2023

City of Evanston - Land Use Commission
2100 Ridge Avenue
Evanston, IL 60201

Dear Commissioners,

On behalf of Evanston/Skokie School District 65, we are pleased to submit the District's City of Evanston Zoning Application as part of the historic process to return a public school to Evanston's Fifth Ward community.

In spring 2021, District 65 embarked on a multi-year process to develop a comprehensive Student Assignment Plan. The building of a new school in the Fifth Ward to serve kindergarten through eighth grade students is part of the District's comprehensive vision for the future of public schools in Evanston/Skokie.

The District's plan, rooted in community voice, is focused on equitable outcomes for all students, neighborhood schools, and high quality educational programming to prepare all students for success in high school and beyond.

In 1967, the decision was made to close Foster School in Evanston's Fifth Ward as a way to integrate schools. At that time, 99% of Foster students were Black and African American. The former superintendent was quoted as saying, "...One-way busing appeared to be a pragmatic, although perhaps unfair, way to desegregate."

Since the closing of Foster School, many have urged District 65 leaders to return a school to the Fifth Ward noting that students residing in the Fifth Ward currently experience a disproportionate burden of desegregation. This includes loss of their neighborhood school, increased busing and accompanying environmental hazards; reduced sense of community; and lack of access to before/after school programming. The closing of the school also negatively impacted businesses and public services within the Fifth Ward in the following decades.

The return of a new, state-of-the-art school to Evanston's Fifth Ward, on the current site of Foster Field, is both historic and a much-deserved critical investment within the community. This is a shared commitment. As part of the City's and the District's April 2022 Intergovernmental Agreement (IGA) regarding revenue sharing for the Five Fifths Tax Increment Financing (TIF), the District, at the City's urging, agreed to use funds derived from that TIF to assist with the development of the Fifth Ward School.

The site design will include new and improved amenities. These include:

- Off-street parking for 83 vehicles and 5 electric vehicle charging stations
- A youth soccer / football practice field
- Two age-appropriate play structures
- A basketball court with park benches
- Over 20 new trees planted along with upgraded landscaping for added aesthetics and screening
- Two entrance plazas
- Wider sidewalks
- A dedicated parent/caregiver drop-off lane

Dr. Devon Horton
Superintendent

1500 McDaniel Avenue
Evanston, Illinois 60201

P 847.859.8000
F 847.866.7241

Evanston/Skokie SD 65
www.district65.net

EVANSTON/SKOKIE
SCHOOL DISTRICT 65

Every Child, Every Day,
Whatever it Takes

The building design includes thirty-nine classrooms, state of the art science and visual arts laboratories, a stage with full proscenium opening and a STEM laboratory. The administration area will include meeting spaces and offices for social workers, counselors, and a wellness office. Special education classrooms and offices are also part of the program. The physical education spaces include a middle school sized court for basketball and volleyball with a walking / running track suspended above the gymnasium as well as a fitness area. The cafeteria will be served by a full commissary kitchen and will serve dual purpose as the auditorium seating area for special events. The media center will include a green room and computer coding room.

The exterior design of the building will include brick, architectural metal panel and a high-performance curtain wall glazing system. The exterior facade will feature vertical aluminum fins that will serve to reduce glare and add an extra layer of depth to the facade. All spaces will be designed to have plenty of natural light penetration.

The District is currently designing for LEED certification, all-electric carbonless footprint and photovoltaic panels on the roof as well as an innovative engagement and array of vertical photovoltaic fins on the south and west curtain wall facades of the building.

The District is grateful for the collaboration to date with the City of Evanston and Family Focus regarding this historic project and looks forward to the City's input on the District's limited variation requests to ensure a superior educational facility for an area of the City that has been neglected for far too long. The District is mindful that the City's zoning authority is to promote livable, as well as economically viable, communities, while also respecting the unique role schools and their separate governing body contribute to the community. The Illinois General Assembly has recognized the necessity for balance regarding municipal zoning oversight and a school district's obligation to meet the educational needs of its students through legislation adopted in 2016. *See* 65 ILCS 5/11-13-27. That legislation makes clear that a school district is not a typical private sector developer. The District appreciates the City's recognition of this balance and looks forward to a thoughtful and very collaborative process. We are confident that the Fifth Ward and the Evanston community overall will be well served by the building of this new school.

Sincerely,

Devon Horton

Dr. Devon Horton,
Superintendent

Sergio Hernandez, Board President
Soo La Kim, Board Vice President
Joseph Hailpern, Board Member
Elisabeth "Biz" Lindsay-Ryan, Board Member
Tracy Olasimbo, Board Member
Donna Wang Su, Board Member
Mya Wilkins, Board Member

Dr. Devon Horton
Superintendent

1500 McDaniel Avenue
Evanston, Illinois 60201

P 847.859.8000
F 847.866.7241

Evanston/Skokie SD 65
www.district65.net

EVANSTON/SKOKIE
SCHOOL DISTRICT 65

Every Child, Every Day, Whatever it Takes

February 10, 2023

Ms. Dara Munson
President and CEO
Family Focus Evanston
2010 Dewey Ave.
Evanston, IL 60201
dara.munson@family-focus.org

RE: Letter of Interest- Family Focus/District 65 Fifth Ward School Play Area Facilities

Dear Ms. Munson:

Evanston/Skokie School District 65 (the "School District") hereby indicates its desire to explore the shared use of the playground area owned by Family Focus (FF), located at 2010 Dewey Avenue in Evanston's Fifth Ward. Ideally, the School District would construct improvements to the FF playground area to accommodate a new basketball court and playground area on the east side of the FF property (the "Play Area Facilities"). If our two organizations can reach an agreement, the Play Area Facilities would be accessible to both FF participants and School District students.

The School District will work in collaboration with FF project manager and architect on the Play Area Facilities, with the design, programming, services, and amenities to be defined and designed by the School District. All final proposals for the Play Area Facilities would be subject to review and approval of both the School District and the Family Focus Boards. The specifics of the arrangement, including construction matters, access, hours of use, insurance, maintenance, duration, and other matters, will be set forth in a separate agreement between the parties.

Please confirm FF's acceptance of this letter of interest acknowledging its willingness to partner with the School District in regards to the Play Area Facilities. The parties agree that this letter of interest is non-binding upon the School District and FF, and that it indicates only the intention of the parties regarding the terms of the arrangement.

EVANSTON/SKOKIE SCHOOL DISTRICT 65

By: Devon O. Horton

Superintendent

FAMILY FOCUS

DocuSigned by:
By: Dara T. Munson
901A30AC0A454EC...

President and CEO

Dr. Devon Horton
Superintendent

1500 McDaniel Avenue
Evanston, Illinois 60201

P 847.859.8000
F 847.866.7241

Evanston/Skokie SD 65
www.district65.net

EVANSTON/SKOKIE
SCHOOL DISTRICT 65

Every Child, Every Day,
Whatever it Takes

March 21, 2023

Mr. Luke Stowe
City Manager
City of Evanston
2100 Ridge Ave.
Evanston, IL 60201 #4500
lstowe@cityofevanston.org

RE: Letter of Intent-Fifth Ward School Parking and City of Evanston Joint Use

Dear Mr. Stowe:

This letter sets forth the commitment that Evanston/Skokie School District 65 (the "School District") and the City of Evanston (the "City") share regarding the development of the Fifth Ward School and the intention of the parties to enter into an agreement related to the development. Specifically, the School District and the City agree to work collaboratively to enter into joint use agreements that address the following matters concerning the shared use of the School District's Fifth Ward School site:

- **Parking**-the School District will provide 25 parking spaces at the Fifth Ward School parking lot for use by the City related to the Fleetwood-Jourdain property during Fleetwood-Jourdain's regular hours of use.

- **Use of outdoor playfield**-the School District will allow the City use of the Fifth Ward School's outdoor playfield during non-school use, including spring break and summer break.

- **Maintenance cross access**-the School District will grant cross access between both the Fifth Ward School and the Fleetwood-Jourdain properties for the use of the Foster Street access drive to the parking lot and maintenance drive.

Please confirm the City's acceptance of this letter of intent acknowledging its commitment to enter into an agreement with the School District incorporating the terms expressed above. The parties agree that this letter of intent is non-binding upon the School District and the City, and that it indicates only the intention of the parties regarding the terms of the arrangement.

1500 McDaniel Avenue
Evanston, Illinois 60201

P 847.859.8000
F 847.866.7241

Evanston/Skokie SD 65
www.district65.net

EVANSTON/SKOKIE SCHOOL DISTRICT 65

By: _____
Superintendent

CITY OF EVANSTON

By: Luke Stowe
City Manager

1500 McDaniel Avenue
Evanston, Illinois 60201

P 847.859.8000
F 847.866.7241

Evanston/Skokie SD 65
www.district65.net

MAJOR VARIATION APPLICATION

City of Evanston

CASE #: 23ZONA-0025 – 2000 Simpson Street

zoning office use only

1. PROPERTY

Address 2000 Simpson Street, Evanston, IL 60201 (proposed)

Permanent Identification Number(s):

PIN 1: 10-13-201-028-____ PIN 2: ____-____-____-____-____

(Note: An accurate plat of survey for all properties that are subject to this application **must** be submitted with the application.

2. APPLICANT

Name: Alex López, AIA

Organization: Cordogan Clark Architects

Address: 960 Ridgeway Avenue

City, State, Zip: Aurora, IL 60506

Phone: Work: 630.896.4678 Home: n/a Cell/Other: 224.558.4764

Fax: Work: n/a Home: n/a

E-mail: alopez@cordoganclark.com

Please circle the primary means of contact.

What is the relationship of the applicant to the property owner?

- ☐ **same**
- ☑ builder/contractor
- ☐ potential purchaser
- ☐ potential lessee
- ☑ architect
- ☐ attorney
- ☐ lessee
- ☐ real estate agent
- ☐ officer of board of directors
- ☐ other: ____

3. PROPERTY OWNER (Required if different than applicant. **All** property owners must be listed and must sign below.)

Name(s) or Organization: Evanston Skokie School District 65 c/o Raphael Obafemi

Address: 1500 McDaniel Avenue

City, State, Zip: Evanston IL, 60201

Phone: Work: 847.859.8000 Home: n/a Cell/Other: n/a

Fax: Work: n/a Home: n/a

E-mail: obafemir@district65.net

Please circle the primary means of contact.

"By signing below, I give my permission for the Applicant named above to act as my agent in all matters concerning this application. I understand that the Applicant will be the primary contact for information and decisions during the processing of this application, and I may not be contacted directly by the City of Evanston. I understand as well that I may change the Applicant for this application at any time by contacting the Zoning Office in writing."

Property Owner(s) Signature(s) -- **REQUIRED** — March 9, 2023 Date

4. SIGNATURE

"I certify that all of the above information and all statements, information and exhibits that I am submitting in conjunction with this application are true and accurate to the best of my knowledge."

Applicant Signature – **REQUIRED** — March 9, 2023 Date

5. REQUIRED DOCUMENTS AND MATERIALS

The following are required to be submitted with this application:

- ☑ **(This) Completed and Signed Application Form**
- ☑ **Plat of Survey** Date of Survey: 3.6.2023
- ☑ **Project Site Plan** Date of Drawings: 3.15.2023
- ☑ **Plan or Graphic Drawings of Proposal** (If needed, see notes)
- ☑ **Non-Compliant Zoning Analysis**
- ☑ **Proof of Ownership** Document Submitted: n/a
- ☑ **Application Fee (see zoning fees)** Amount $ n/a plus Deposit Fee $150

Note: Incomplete applications will not be accepted. Although some of these materials may be on file with another City application, individual City applications must be complete with their own required documents.

Plat of Survey

(1) One copy of plat of survey, drawn to scale, that accurately reflects current conditions.

Site Plan

(1) One copy of site plan, drawn to scale, showing all dimensions.

Plan or Graphic Drawings of Proposal

A Major Variance application requires graphic representations for any elevated proposal-- garages, home additions, roofed porches, etc. Applications for a/c units, driveways, concrete walks do not need graphic drawings; their proposed locations on the submitted site plan will suffice.

Proof of Ownership

Accepted documents for Proof of Ownership include: a deed, mortgage, contract to purchase, closing documents (price may be blacked out on submitted documents).

- **Tax bill will not be accepted as Proof of Ownership.**

Non-Compliant Zoning Analysis

This document informed you that the proposed project is non-compliant with the Zoning Code and is eligible to apply for a major variance.

Application Fee

*** IMPORTANT NOTE: Except for owner-occupied residents in districts R1, R2 & R3, a separate application fee will be assessed for each variation requested.**

The fee application fee depends on your zoning district (see zoning fees). Acceptable forms of payment are: Cash, Check, or Credit Card.

6. PROPOSED PROJECT

A. Briefly describe the proposed project:

Construction of a new K-8 school, parking lot and playfield

B. Have you applied for a Building Permit for this project? ☑ **NO** ☐ **YES**

(Date Applied: n/a Building Permit Application #: n/a)

REQUESTED VARIATIONS

What specific variations are you requesting? For each variation, indicate (A) the specific section of the Zoning Ordinance that identifies the requirement, (B) the requirement (minimum or maximum) from which you seek relief, and (C) the amount of the exception to this requirement you request the City to grant.
(See the Zoning Analysis Summary Sheet for your project's information)

(A) Section	(B) Requirement to be Varied	(C) Requested Variation
1		
6-15-9-6	An FAR of .62 is proposed where the maximum permitted is 0.15.	Consider allowing an FAR of .62

*** For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.**

2		
6-15-9-7	Building height of 3 stories / 55ft. is proposed where 2.5stories or 35 ft. is maximum permitted	Consider allowing 3 stories. 55ft. is maximum height. 45 ft. is average height
3		
6-16-2-1.C	Open parking location proposed within the front yard	Consider allowing open parking in non-contributing front yard of dual frontage through lot

(A) Section	(B) Requirement to be Varied	(C) Requested Variation
4		
6-16-4-1.A	Loading area abutting a residential district and not screened	Consider allowing the delivery area located at the rear of the building in a non-contributing front yard of dual frontage through lot

*** For multiple variations, see "IMPORTANT NOTE" under "Application Fee & Transcript Deposit" on Page 2.**

5		
6-16-4-1.B	Loading area located in the required front yard	Consider allowing loading area in non-contributing front yard of dual frontage through lot
6		
6-16-4-4	Loading area dimension (10 X 35) located within the drive aisle of the parking lot	Consider allowing loading area in drive aisle

B. A variation's purpose is to provide relief from specified provisions of the zoning ordinance that may unduly impact property due to the property's particular peculiarity and special characteristics. What characteristics of your property prevent compliance with the Zoning Ordinance requirements?

The existing site area is compact. The additional off-street parking requirements further reduce build-able area. The current parcel is considered a through lot with two frontages. As such, it is extremely difficult to comply with accessory uses like parking, loading and refuse areas since no true rear yard is available where these uses are permitted. Further, the height and FAR variances are the minimum required to meet the District's requirements to meet the curriculum needs of K-8 students in a 21st Century school.

1. The requested variation will not have a substantial adverse impact on the use, enjoyment, or property values of adjoining (touching or joining at any point, line, or boundary) properties.

The variations requested will greatly improve the existing property, use and enjoyment of the Fifth Ward Campus by the community. Currently, the Fifth Ward residents have no neighborhood school and students must be driven or bussed to schools outside their neighborhood. A neighborhood school is an enhancement for the neighborhood and will decrease inequity. Students in the Fifth Ward will for the first time in several generations be able to walk to school like their peers in all other neighborhoods in Evanston. Further, the property neighbors Fleetwood Jourdain, owned by the City, and Family Focus, both public oriented spaces. A public school available to the neighborhood complements those other uses. The current use is a playfield. While a school will now be on the property, the outdoor playfield amenities will be greatly enhanced for use by students and the public as whole. The District's plans include the addition of trees, and is sensitive to parking limitations and traffic in the area. Further, as a school, its hours of operation are limited and will not impact residents during non-school hours.

2. The property owner would suffer a particular hardship or practical difficulty as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out.

The variations are necessary to provide an appropriate educational facility for students. The school district would not be able to adequately service its students, families and the community at large as intended with a walkable school for Fifth Ward students. The District has committed to its community and through agreement with the City (The Five Fifths TIF Agreement) to construct a Fifth Ward School. The District owns no other property in the Fifth Ward. The unique shape of the property and the needs for a 21st century K-8 school requires these variations.

3. Either…

   (a) the purpose of the variation is not based exclusively upon a desire to extract income from the property, or
   (b) while the granting of the variation will result in additional income to the applicant and while the applicant for the variation may not have demonstrated that the application is not based exclusively upon a desire to extract additional income from the property, the Zoning Board of Appeals or the City Council, depending upon final jurisdiction under §6-3-8-2, has found that public benefits to the surrounding neighborhood and the City as a whole will be derived from approval of the variation, that include, but are not limited to any of the standards of §6-3-6-3.

As the proposed improvements are for a new public school, no profit will be extracted from developing the property. The proposed school will serve as an additional public space to serve the needs of the Fifth Ward community.

4. The alleged difficulty or hardship has not been self-created, if so, please explain.

It has not. The variations are required to meet the educational needs of students and to construct a 21st century school. Again, the District has committed to the community and by agreement with the City (the recent Five Fifths TIF Agreement) to construct the school. This is the only land the District owns in the Fifth Ward. Its unique shape requires these variations. The variations, however, will have no adverse impact on the surrounding area. Additionally, the proposed school will start the important process of repairing the damage to the community created by the closure of the only school in the community which occurred in 1967.

5. Have other alternatives been considered, and if so, why would they not work?

The proposed variations are the minimum necessary to meet the educational needs for the proposed school. Due to the size of the lot and it uniqueness as explained above, the variations are necessary to construct the school. There are no other alternatives available that would not require more extensive variations.

City of Evanston
DISCLOSURE STATEMENT FOR ZONING HEARINGS

(This form is required for all Major Variances and Special Use Applications)

The Evanston City Code, Title 1, Chapter 18, requires any persons or entities who request the City Council to grant zoning amendments, variations, or special uses, including planned developments, to make the following disclosures of information. The applicant is responsible for keeping the disclosure information current until the City Council has taken action on the application. For all hearings, this information is used to avoid conflicts of interest on the part of decision-makers.

1. If applicant is an agent or designee, list the name, address, phone, fax, and any other contact information of the proposed user of the land for which this application for zoning relief is made:

Evanston Skokie School District 65 c/o Raphael Obafemi
1500 McDaniel Avenue
Evanston IL, 60201
847.859.8000
obafemir@district65.net

2. *If a person or organization owns or controls the proposed land user*, list the name, address, phone, fax, and any other contact information of person or entity having constructive control of the proposed land user. Same as number ✓ above, or indicated below. (An example of this situation is if the land user is a division or subsidiary of another person or organization.)

3. List the name, address, phone, fax, and any other contact information of person or entity holding title to the subject property. Same as number ✓ above, or indicated below.

4. List the name, address, phone, fax, and any other contact information of person or entity having constructive control of the subject property. Same as number ✔ above, or indicated below.

If Applicant or Proposed Land User is a Corporation

Any corporation required by law to file a statement with any other governmental agency providing substantially the information required below may submit a copy of this statement in lieu of completing a and b below.

a. Names and addresses of all officers and directors.

n/a

b. Names, addresses, and percentage of interest of all shareholders. If there are fewer than 33 shareholders, or shareholders holding 3% or more of the ownership interest in the corporation or if there are more than 33 shareholders.

n/a

If Applicant or Proposed Land User is not a Corporation

Name, address, percentage of interest, and relationship to applicant, of each partner, associate, person holding a beneficial interest, or other person having an interest in the entity applying, or in whose interest one is applying, for the zoning relief.

n/a

91681351

QUITCLAIM DEED OF THE TRUSTEES OF SCHOOLS OF TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS LEGAL TITLEHOLDER, FOR THE USE AND BENEFIT OF THE BOARD OF EDUCATION OF COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO.65, COOK COUNTY, ILLINOIS

91681351

The Grantor, TRUSTEES OF SCHOOLS OF TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS LEGAL TITLEHOLDER, FOR THE USE AND BENEFIT OF THE BOARD OF EDUCATION OF COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO. 65, COOK COUNTY, ILLINOIS, a body politic and corporate, (formerly known as District No. 75, Cook County, Illinois) in consideration of One Dollar ($1.00) and other good and valuable consideration, in hand paid, the receipt and sufficiency of which is hereby acknowledged, CONVEYS AND QUITCLAIMS unto Grantee, REGIONAL BOARD OF SCHOOL TRUSTEES, COOK COUNTY, ILLINOIS, AS LEGAL TITLEHOLDER, FOR THE USE AND BENEFIT OF THE BOARD OF EDUCATION OF COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO. 65, COOK COUNTY, ILLINOIS, a body corporate and politic, the following described real estate situated in the County of Cook, in the State of Illinois, to wit:

DEPT-01 RECORDING $11.50
T#1111 TRAN 2145 12/27/91 14:38:00
#4590 # F *-91-681354

See Legal Description Rider attached hereto as Exhibit A and made a part hereof.

SUBJECT TO: (a) covenants, conditions and restrictions of record; (b) private, public and utility easements and roads and highways, if any; (c) existing leases and tenancies, if any; (d) special taxes or assessments for improvements not yet completed; (e) installments not due at the date hereof of any special tax or assessment for improvements heretofore completed; (f) general taxes for the year 1990 and subsequent years, if any; and (g) ordinances and any unconfirmed special tax or assessment.

This Deed is executed pursuant to authority granted by the Board of Education of Community Consolidated School District No. 65, Cook County, Illinois in a resolution duly adopted by said Board on June 17, 1991, in accordance with Illinois Revised Statutes, Ch. 30, Section 157, and in furtherance of the requirements of Public Act 86-1441, which amended Section 7-28 of the Illinois School Code, Ill. Rev. Stat. Ch 122, Section 7-28, effective November 29, 1990, to provide that the regional board of school trustees shall be invested with the title of all school buildings and school sites used and occupied by the school board of a school district which has withdrawn from the jurisdiction and authority of the trustees of schools.

IN WITNESS WHEREOF, said Grantor has caused its corporate seal to be hereto affixed, and its name to be signed to these presents by its President and attested by its Clerk this 24th day of July, 1991.

TRUSTEES OF SCHOOLS OF TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS LEGAL TITLEHOLDER, FOR THE USE AND BENEFIT OF THE BOARD OF EDUCTION OF COMMUNITY CONSOLIDATED SCHOOL DISTRICT NO. 65, COOK COUNTY, ILLINOIS, a body politic and corporate.

By: _____
President

ATTEST:
_____
Clerk

CITY OF EVANSTON
EXEMPTION
_____
CITY CLERK

This transfer is exempt from real estate transfer taxes under Ill.Rev.Stat., Ch. 120 Section 1004(b).

Agent

Rec. 27

91681354

1450

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, the undersigned, a Notary Public in and for the County and State aforesaid, do hereby certify that Daniel L. Laurence personally known to me to be the President, and William F. Eichelberg personally known to me to be the Clerk of the Trustees of Schools of Township 41 North, Range 14 East of the Third Principal Meridian, Cook County, Illinois, and the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they in their respective capacities signed and delivered said instrument as their free and voluntary act and as the free and voluntary act of THE TRUSTEES OF SCHOOLS OF TOWNSHIP 41 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, AS LEGAL TITLEHOLDER NO. 65, COOK COUNTY, ILLINOIS, a body politic and corporate of the State of Illinois.

GIVEN under my hand and notarial seal this 24th day of July, 1991.

NOTARY PUBLIC

My commission expires:

" OFFICIAL SEAL "
ROGER H. SIMON
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 8/19/92

This instrument prepared by: Paul A. Millichap, Vedder, Price, Kaufman & Kammholz, 222 North LaSalle Street, Chicago, Illinois 60601; attorney for Community Consolidated School District No. 65, Cook County, Illinois.

After Recording, Return to Paul A. Millichap, at the above-referenced address.

MAIL TO

91681354

EXHIBIT A

KING (SKILES)

Parcel A:

Lot 3 in Foster Field Resubdivision of part of the Northwest 1/4 of the Northeast 1/4 of Section 13, Township 41 North, Range 13 East of the Third Principal Meridian, in Cook County, Illinois, according to the Plat thereof recorded June 13, 1983 as document 26640069.

Address: Martin Luther King, Jr. Experimental Laboratory Schools, 2424 Lake Street, Evanston, Illinois 60201.

PIN #: 10-13-201-028

91681351

(105 ILCS 5/6-2) (from Ch. 122, par. 6-2)

Sec. 6-2. Regional board; creation; membership; abolition and transfer of duties.

(a) There is created a regional board of school trustees for that territory in each educational service region exclusive of any school district organized under Article 34 and exclusive of any school district whose school board has been given the powers of school trustees; **provided that on the effective date of this amendatory Act of 1992 the regional board of school trustees theretofore created and existing for any territory in an educational service region containing 2,000,000 or more inhabitants is abolished**, the terms of office of all members of the regional board of school trustees so abolished are terminated on that effective date, and from and after that effective date all rights, powers, duties, and responsibilities that were vested in or required by law to be exercised and performed by the former regional board of school trustees shall be vested in and exercised and performed by the successors to the former regional board of school trustees as provided in subsection (b) of this Section 6-2. **Any school district whose board of education acts as a board of school trustees shall have within its district the powers and duties of a regional board of school trustees.**

Unless abolished as provided in this Section, the regional board of school trustees, in both single county and multi-county educational service regions, shall consist of 7 members. In single county regions not more than one trustee may be a resident of any one congressional township; however, in case there are fewer than 7 congressional townships in the region then not more than two of such trustees may be residents of the same congressional township. Notwithstanding the foregoing residency provision, in a single county region with a population of greater than 750,000 inhabitants, but less than 1,200,000 inhabitants, 2 trustees may be residents of the same congressional township if and only if such trustees were elected at the April 9, 2013 consolidated election. In 2 county regions at least 2 trustees shall be residents of each county. In 3 or more county regions at least one trustee shall be a resident of each county. If more than 7 counties constitute the educational service region, the regional board of school trustees shall consist of one resident of each county.

The regional board of school trustees shall be a body politic and corporate by the name of "Regional Board of School Trustees of.... County (or Counties), Illinois." Such corporation shall have perpetual existence with power to sue and be sued and to plead and be impleaded in all courts and places where judicial proceedings are had.

(b) Upon the abolition of the regional board of school trustees and the termination of the terms of office of the members of that former regional board of school trustees in an educational service region containing 2,000,000 or more inhabitants as provided in subsection (a), the trustees of schools of each township included within the territory of that educational service region that was served by the former regional board of school trustees, or if any such township is a township referred to in subsection (b) of Section 5-1 and there are no trustees of schools acting in that township then the school board of each school district located in that township, shall be the successors to the former regional board of school trustees. As successors to the former regional board of school trustees, the trustees of schools of each such township and the school board of each such school district, with respect to all territory included within the school township or school district served by the trustees of schools of the township or school board, shall be vested with and shall exercise and perform all rights, powers, duties, and responsibilities formerly held, exercised, and performed with respect to that territory by the regional board of school trustees

abolished under subsection (a) of this Section.

Upon abolition of the regional board of school trustees in an educational service region having 2,000,000 or more inhabitants as provided in subsection (a) of this Section, all books, records, maps, papers, documents, equipment, supplies, accounts, deposits, and other personal property belonging to or subject to the control or disposition of the former regional board of school trustees (excepting only such items as may have been provided by the county board) shall be transferred and delivered to the trustees of schools of the townships and the school boards that are the successors to the former regional board of school trustees for the territory included within their respective school townships or school districts.

From and after the effective date of this amendatory Act of 1992, any reference in the School Code or any other law of this State to the regional board of school trustees or county board of school trustees shall mean, with respect to all territory within an educational service region containing 2,000,000 or more inhabitants that formerly was served by a regional board of school trustees abolished under subsection (a) of this Section, the trustees of schools of the township or the school board of the school district that is the successor to the former regional board of school trustees with respect to the territory included within that school township or school district.
(Source: P.A. 98-115, eff. 7-29-13.)

(105 ILCS 5/5-1) (from Ch. 122, par. 5-1)

Sec. 5-1. County school units.

(a) The territory in each county, exclusive of any school district governed by any special act which requires the district to appoint its own school treasurer, shall constitute a county school unit. County school units of less than 2,000,000 inhabitants shall be known as Class I county school units and the office of township trustees, where existing on July 1, 1962, in such units shall be abolished on that date and all books and records of such former township trustees shall be forthwith thereafter transferred to the county board of school trustees. County school units of 2,000,000 or more inhabitants shall be known as Class II county school units and shall retain the office of township trustees unless otherwise provided in subsection (b) or (c).

(b) Notwithstanding subsections (a) and (c), the school board of any elementary school district having a fall, 1989 aggregate enrollment of at least 2,500 but less than 6,500 pupils and having boundaries that are coterminous with the boundaries of a high school district, and the school board of any high school district having a fall, 1989 aggregate enrollment of at least 2,500 but less than 6,500 pupils and having boundaries that are coterminous with the boundaries of an elementary school district, may, whenever the territory of such school district forms a part of a Class II county school unit, by proper resolution withdraw such school district from the jurisdiction and authority of the trustees of schools of the township in which such school district is located and from the jurisdiction and authority of the township treasurer in such Class II county school unit; provided that the school board of any such school district shall, upon the adoption and passage of such resolution, thereupon elect or appoint its own school treasurer as provided in Section 8-1. Upon the adoption and passage of such resolution and the election or appointment by the school board of its own school treasurer: (1) the trustees of schools in such township shall no longer have or exercise any powers and duties with respect to the school district governed by such school board or with respect to the school business, operations or assets of such school district; and (2) all books and records of the township trustees relating to the school business and affairs of such school district shall be transferred and delivered to the school board of such school district. **Upon the effective date of this amendatory Act of 1993, the legal title to, and all right, title and interest formerly held by the township trustees in any school buildings and school sites used and occupied by the school board of such school district for school purposes, that legal title, right, title and interest thereafter having been transferred to and vested in the regional board of school trustees under P.A. 87-473 until the abolition of that regional board of school trustees by P.A. 87-969, shall be deemed transferred by operation of law to and shall vest in the school board of that school district.**

Notwithstanding subsections (a) and (c), the school boards of Oak Park & River Forest District 200, Oak Park Elementary School District 97, and River Forest School District 90 may,

by proper resolution, withdraw from the jurisdiction and authority of the trustees of schools of Proviso and Cicero Townships and the township treasurer, provided that the school board shall, upon the adoption and passage of the resolution, elect or appoint its own school treasurer as provided in Section 8-1 of this Code. Upon the adoption and passage of the resolution and the election or appointment by the school board of its own school treasurer: (1) the trustees of schools in the township or townships shall no longer have or exercise any powers or duties with respect to the school district or with respect to the school business, operations, or assets of the school district; (2) all books and records of the trustees of schools and all moneys, securities, loanable funds, and other assets relating to the school business and affairs of the school district shall be transferred and delivered to the school board; and (3) all legal title to and all right, title, and interest formerly held by the trustees of schools in any common school lands, school buildings, or school sites used and occupied by the school board and all rights of property and causes of action pertaining to or constituting a part of the common school lands, buildings, or sites shall be deemed transferred by operation of law to and shall vest in the school board.

Notwithstanding subsections (a) and (c), the respective school boards of Berwyn North School District 98, Berwyn South School District 100, Cicero School District 99, and J.S. Morton High School District 201 may, by proper resolution, withdraw from the jurisdiction and authority of the trustees of schools of Cicero Township and the township treasurer, provided that the school board shall, upon the adoption and passage of the resolution, elect or appoint its own school treasurer as provided in Section 8-1 of this Code. Upon the adoption and passage of the resolution and the election or appointment by the school board of its own school treasurer: (1) the trustees of schools in the township shall no longer have or exercise any powers or duties with respect to the school district or with respect to the school business, operations, or assets of the school district; (2) all books and records of the trustees of schools and all moneys, securities, loanable funds, and other assets relating to the school business and affairs of the school district shall be transferred and delivered to the school board; and (3) all legal title to and all right, title, and interest formerly held by the trustees of schools in any common school lands, school buildings, or school sites used and occupied by the school board and all rights of property and causes of action pertaining to or constituting a part of the common school lands, buildings, or sites shall be deemed transferred by operation of law to and shall vest in the school board.

Notwithstanding subsections (a) and (c) of this Section and upon final judgment, including the exhaustion of all appeals or a settlement between all parties, regarding claims set forth in the case of Township Trustees of Schools Township 38 North, Range 12 East v. Lyons Township High School District No. 204 case N. 13 CH 23386 pending in 2018 in the Circuit Court of Cook County, Illinois, County Department, Chancery Division, and all related pending claims, the school board of

Lyons Township High School District 204 may commence, by proper resolution, to withdraw from the jurisdiction and authority of the trustees of schools of Lyons Township and the township treasurer, provided that the school board shall, upon the adoption and passage of the resolution, elect or appoint its own school treasurer as provided in Section 8-1 of this Code. Upon the adoption and passage of the resolution and the election or appointment by the school board of its own school treasurer commencing with the first day of the succeeding fiscal year, but not prior to July 1, 2019: (1) the trustees of schools in the township shall no longer have or exercise any powers or duties with respect to the school district or with respect to the school business, operations, or assets of the school district; (2) all books and records of the trustees of schools and all moneys, securities, loanable funds, and other assets relating to the school business and affairs of the school district shall be transferred and delivered to the school board, allowing for a reasonable period of time not to exceed 90 days to liquidate any pooled investments; and (3) all legal title to and all right, title, and interest formerly held by the trustees of schools in any common school lands, school buildings, or school sites used and occupied by the school board and all rights of property and causes of action pertaining to or constituting a part of the common school lands, buildings, or sites shall be deemed transferred by operation of law to and shall vest in the school board. The changes made to this Section by this amendatory Act of the 100th General Assembly are prospective only, starting from the effective date of this amendatory Act of the 100th General Assembly, and shall not affect any legal action pending on the effective date of this amendatory Act of the 100th General Assembly in the Illinois courts in which Lyons Township High School District 204 is a listed party.

(c) Notwithstanding the provisions of subsection (a), the offices of township treasurer and trustee of schools of any township located in a Class II county school unit shall be abolished as provided in this subsection if all of the following conditions are met:

(1) During the same 30 day period, each school board of each elementary and unit school district that is subject to the jurisdiction and authority of the township treasurer and trustees of schools of the township in which those offices are sought to be abolished gives written notice by certified mail, return receipt requested to the township treasurer and trustees of schools of that township of the date of a meeting of the school board, to be held not more than 90 nor less than 60 days after the date when the notice is given, at which meeting the school board is to consider and vote upon the question of whether there shall be submitted to the electors of the school district a proposition to abolish the offices of township treasurer and trustee of schools of that township. None of the notices given under this paragraph to the township treasurer and trustees of schools of a township shall be deemed sufficient or in compliance with the requirements of this paragraph unless all of those notices are given within the same 30 day period.

(2) Each school board of each elementary and unit school district that is subject to the jurisdiction and authority of the township treasurer and trustees of schools of the township in which those offices are sought to be abolished, by the affirmative vote of at least 5 members of the school board at a school board meeting of which notice is given as required by paragraph (1) of this subsection, adopts a resolution requiring the secretary of the school board to certify to the proper election authorities for submission to the electors of the school district at the next consolidated election in accordance with the general election law a proposition to abolish the offices of township treasurer and trustee of schools of that township. None of the resolutions adopted under this paragraph by any elementary or unit school districts that are subject to the jurisdiction and authority of the township treasurer and trustees of schools of the township in which those offices are sought to be abolished shall be deemed in compliance with the requirements of this paragraph or sufficient to authorize submission of the proposition to abolish those offices to a referendum of the electors in any such school district unless all of the school boards of all of the elementary and unit school districts that are subject to the jurisdiction and authority of the township treasurer and trustees of schools of that township adopt such a resolution in accordance with the provisions of this paragraph.

(3) The school boards of all of the elementary and unit school districts that are subject to the jurisdiction and authority of the township treasurer and trustees of schools of the township in which those offices are sought to be abolished submit a proposition to abolish the offices of township treasurer and trustee of schools of that township to the electors of their respective school districts at the same consolidated election in accordance with the general election law, the ballot in each such district to be in substantially the following form:

OFFICIAL BALLOT

Shall the offices of township treasurer and trustee of schools of Township ..... Range ..... be abolished?	YES --- NO

---

(4) At the consolidated election at which the proposition to abolish the offices of township treasurer and trustee of schools of a township is submitted to the electors of each elementary and unit school district that is subject to the jurisdiction and authority of the township treasurer and trustee of schools of that township, a majority of the electors voting on the proposition in each such elementary and unit school district votes in favor of the proposition as submitted to them.

If in each elementary and unit school district that is subject to the jurisdiction and authority of the township

treasurer and trustees of schools of the township in which those offices are sought to be abolished a majority of the electors in each such district voting at the consolidated election on the proposition to abolish the offices of township treasurer and trustee of schools of that township votes in favor of the proposition as submitted to them, the proposition shall be deemed to have passed; but if in any such elementary or unit school district a majority of the electors voting on that proposition in that district fails to vote in favor of the proposition as submitted to them, then notwithstanding the vote of the electors in any other such elementary or unit school district on that proposition the proposition shall not be deemed to have passed in any of those elementary or unit school districts, and the offices of township treasurer and trustee of schools of the township in which those offices were sought to be abolished shall not be abolished, unless in each of those elementary and unit school districts remaining subject to the jurisdiction and authority of the township treasurer and trustees of schools of that township proceedings are again initiated to abolish those offices and all of the proceedings and conditions prescribed in paragraphs (1) through (4) of this subsection are repeated and met in each of those elementary and unit school districts.

Notwithstanding the foregoing provisions of this Section or any other provision of the School Code, the offices of township treasurer and trustee of schools of a township that has a population of less than 200,000 and that contains a unit school district and is located in a Class II county school unit shall also be abolished as provided in this subsection if all of the conditions set forth in paragraphs (1), (2), and (3) of this subsection are met and if the following additional condition is met:

> The electors in all of the school districts subject to the jurisdiction and authority of the township treasurer and trustees of schools of the township in which those offices are sought to be abolished shall vote at the consolidated election on the proposition to abolish the offices of township treasurer and trustee of schools of that township. If a majority of the electors in all of the school districts combined voting on the proposition vote in favor of the proposition, then the proposition shall be deemed to have passed; but if a majority of the electors voting on the proposition in all of the school district fails to vote in favor of the proposition as submitted to them, then the proposition shall not be deemed to have passed and the offices of township treasurer and trustee of schools of the township in which those offices were sought to be abolished shall not be abolished, unless and until the proceedings detailed in paragraphs (1) through (3) of this subsection and the conditions set forth in this paragraph are met.

If the proposition to abolish the offices of township treasurer and trustee of schools of a township is deemed to have passed at the consolidated election as provided in this subsection, those offices shall be deemed abolished by operation of law effective on January 1 of the calendar year immediately following the calendar year in which that

consolidated election is held, provided that if after the election, the trustees of schools by resolution elect to abolish the offices of township treasurer and trustee of schools effective on July 1 immediately following the election, then the offices shall be abolished on July 1 immediately following the election. On the date that the offices of township treasurer and trustee of schools of a township are deemed abolished by operation of law, the school board of each elementary and unit school district and the school board of each high school district that is subject to the jurisdiction and authority of the township treasurer and trustees of schools of that township at the time those offices are abolished: (i) shall appoint its own school treasurer as provided in Section 8-1; and (ii) unless the term of the contract of a township treasurer expires on the date that the office of township treasurer is abolished, shall pay to the former township treasurer its proportionate share of any aggregate compensation that, were the office of township treasurer not abolished at that time, would have been payable to the former township treasurer after that date over the remainder of the term of the contract of the former township treasurer that began prior to but ends after that date. In addition, on the date that the offices of township treasurer and trustee of schools of a township are deemed abolished as provided in this subsection, the school board of each elementary school, high school and unit school district that until that date is subject to the jurisdiction and authority of the township treasurer and trustees of schools of that township shall be deemed by operation of law to have agreed and assumed to pay and, when determined, shall pay to the Illinois Municipal Retirement Fund a proportionate share of the unfunded liability existing in that Fund at the time these offices are abolished in that calendar year for all annuities or other benefits then or thereafter to become payable from that Fund with respect to all periods of service performed prior to that date as a participating employee in that Fund by persons serving during those periods of service as a trustee of schools, township treasurer or regular employee in the office of the township treasurer of that township. That unfunded liability shall be actuarially determined by the board of trustees of the Illinois Municipal Retirement Fund, and the board of trustees shall thereupon notify each school board required to pay a proportionate share of that unfunded liability of the aggregate amount of the unfunded liability so determined. The amount so paid to the Illinois Municipal Retirement Fund by each of those school districts shall be credited to the account of the township in that Fund. For each elementary school, high school and unit school district under the jurisdiction and authority of a township treasurer and trustees of schools of a township in which those offices are abolished as provided in this subsection, each such district's proportionate share of the aggregate compensation payable to the former township treasurer as provided in this paragraph and each such district's proportionate share of the aggregate amount of the unfunded liability payable to the Illinois Municipal Retirement Fund as provided in this paragraph shall be computed in accordance with the ratio that the number of

pupils in average daily attendance in each such district for the school year last ending prior to the date on which the offices of township treasurer and trustee of schools of that township are abolished bears to the aggregate number of pupils in average daily attendance in all of those districts as so reported for that school year.

Upon abolition of the offices of township treasurer and trustee of schools of a township as provided in this subsection: (i) the regional board of school trustees, in its corporate capacity, shall be deemed the successor in interest to the former trustees of schools of that township with respect to the common school lands and township loanable funds of the township; (ii) all right, title and interest existing or vested in the former trustees of schools of that township in the common school lands and township loanable funds of the township, and all records, moneys, securities and other assets, rights of property and causes of action pertaining to or constituting a part of those common school lands or township loanable funds, shall be transferred to and deemed vested by operation of law in the regional board of school trustees, which shall hold legal title to, manage and operate all common school lands and township loanable funds of the township, receive the rents, issues and profits therefrom, and have and exercise with respect thereto the same powers and duties as are provided by this Code to be exercised by regional boards of school trustees when acting as township land commissioners in counties having at least 220,000 but fewer than 2,000,000 inhabitants; (iii) the regional board of school trustees shall select to serve as its treasurer with respect to the common school lands and township loanable funds of the township a person from time to time also serving as the appointed school treasurer of any school district that was subject to the jurisdiction and authority of the township treasurer and trustees of schools of that township at the time those offices were abolished, and the person selected to also serve as treasurer of the regional board of school trustees shall have his compensation for services in that capacity fixed by the regional board of school trustees, to be paid from the township loanable funds, and shall make to the regional board of school trustees the reports required to be made by treasurers of township land commissioners, give bond as required by treasurers of township land commissioners, and perform the duties and exercise the powers of treasurers of township land commissioners; (iv) the regional board of school trustees shall designate in the manner provided by Section 8-7, insofar as applicable, a depositary for its treasurer, and the proceeds of all rents, issues and profits from the common school lands and township loanable funds of that township shall be deposited and held in the account maintained for those purposes with that depositary and shall be expended and distributed therefrom as provided in Section 15-24 and other applicable provisions of this Code; and (v) whenever there is vested in the trustees of schools of a township at the time that office is abolished under this subsection the legal title to any school buildings or school sites used or occupied for school purposes by any elementary school, high school or unit school district subject to the jurisdiction and authority of

those trustees of school at the time that office is abolished, the legal title to those school buildings and school sites shall be deemed transferred by operation of law to and invested in the school board of that school district, in its corporate capacity under Section 10-22.35B of this Code, the same to be held, sold, exchanged leased or otherwise transferred in accordance with applicable provisions of this Code.

Notwithstanding Section 2-3.25g of this Code, a waiver of a mandate established under this Section may not be requested. (Source: P.A. 100-374, eff. 8-25-17; 100-921, eff. 8-17-18.)

(105 ILCS 5/10-22.35B)

Sec. 10-22.35B. Title to school sites and buildings.

(a) On January 1, 1994 (the effective date of Public Act 88-155): (i) the legal title to all school buildings and school sites used or occupied for school purposes by a school district located in a Class I county school unit or held for the use of any such school district by and in the name of the regional board of school trustees shall vest in the school board of the school district, and the legal title to those school buildings and school sites shall be deemed transferred by operation of law to the school board of the school district, to be used for school purposes and held, sold, leased, exchanged, or otherwise transferred in accordance with law; and **(ii) the legal title to all school buildings and school sites used or occupied for school purposes by a school district that is located in a Class II county school unit and that has withdrawn from the jurisdiction and authority of the trustees of schools of a township and the township treasurer under subsection (b) of Section 5-1 of this Code or held for the use of any such school district by and in the name of the regional board of school trustees at the time that regional board of school trustees was abolished by Public Act 87-969 shall vest in the school board of the school district, and the legal title to those school buildings and school sites shall be deemed transferred by operation of law to the school district, to be used for school purposes and held, sold, leased, exchanged, or otherwise transferred in accordance with law.**

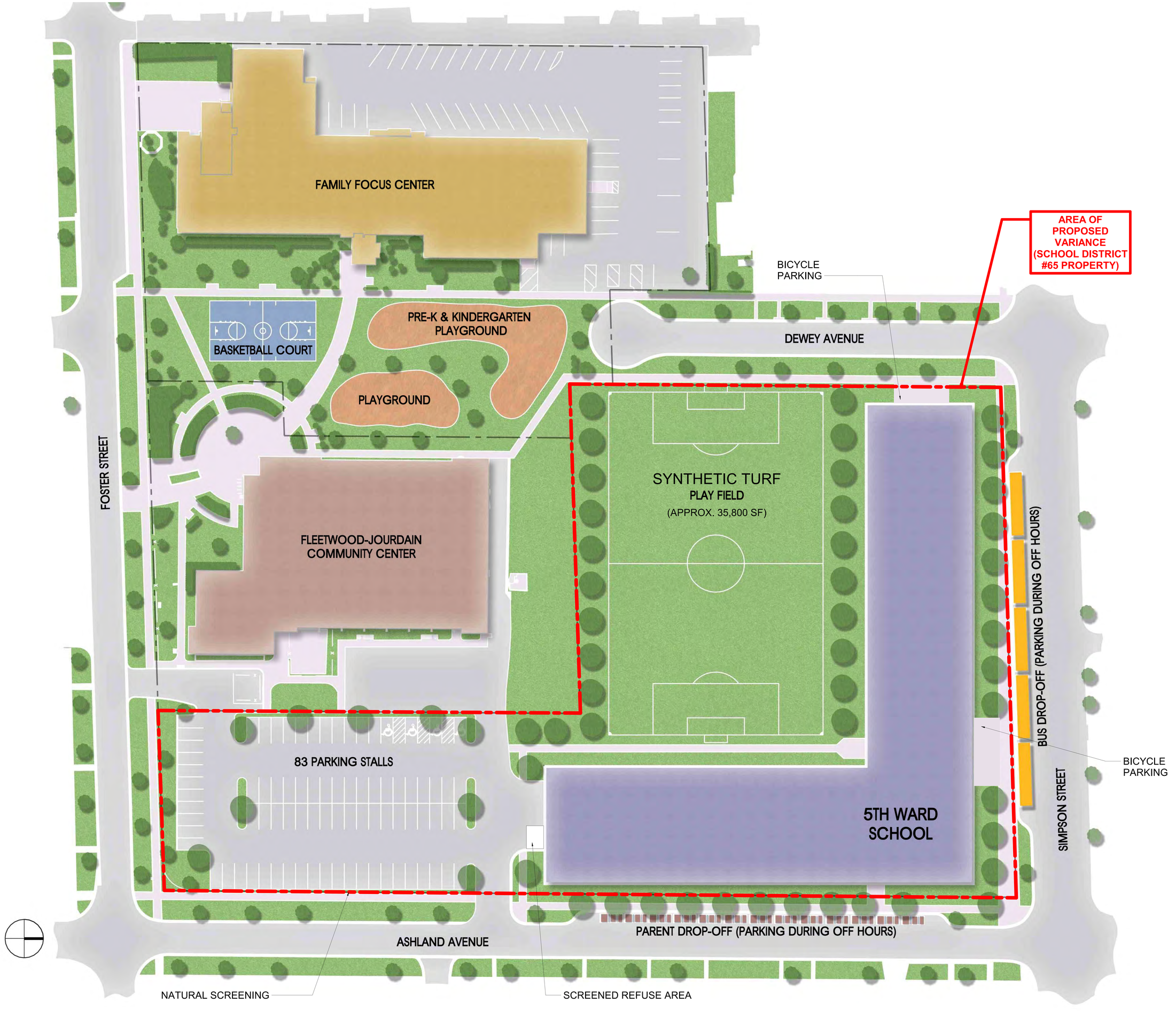
(b) The school board of each school district to which subsection (a) of this Section is applicable may receive any gift, grant, donation, or legacy made for the use of any school or for any school purpose within its jurisdiction and shall succeed to any gift, grant, donation, or legacy heretofore received by the regional board of school trustees, either from the township school trustees within their jurisdiction or from any other source, for the use of any school of the district served by the school board or for any other school purpose of that school district. All conveyances of real estate made to the school board of a school district under this Section shall be made to the school board in its corporate name and to its successors in office.

(c) All school districts and high school districts may take and convey title to real estate to be improved by buildings or other structures for vocational or other educational training as provided in Section 10-23.3 of this Code.

(d) Nothing in this Section shall be deemed to apply to any common school lands or lands granted or exchanged therefor or to the manner in which such lands are managed and controlled for the use and benefit of the school township and the schools of the township by the township land commissioners, the regional board of school trustees (acting as the township land commissioners), or the trustees of schools of the township, which hold legal title to those lands; and they may continue to receive gifts, grants, donations, or legacies made for the use of the school township and for the schools of the township generally in the same manner as such gifts, grants, donations, or legacies were made prior to January 1, 1994.

(Source: P.A. 100-374, eff. 8-25-17.)

ZONING VARIANCE APPLICATION SUBMITTAL



CORDOGAN CLARK
Architects
Chicago
Tel 312.243.3500

Evanston / Skokie School District 65

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

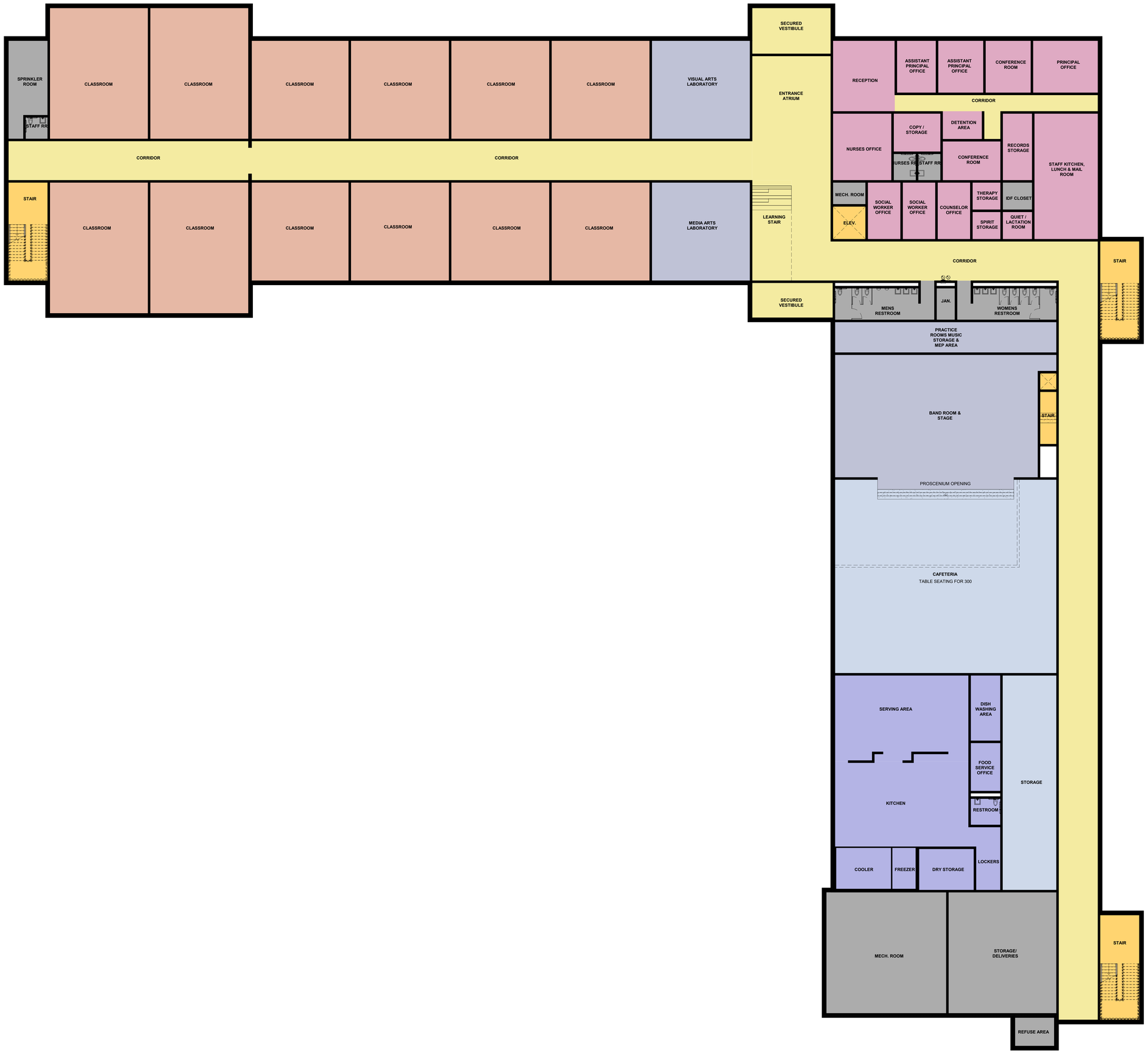
MASTER SITE PLAN

JOB NUMBER 221026
DATE 03.15.2023

ZONING VARIANCE APPLICATION

REVISIONS:

Z1.0



NORTH

1 FIRST FLOOR PLAN
1" = 10'-0"

CORDOGAN CLARK
Chicago
750 Lee Street Suite 100 Des Plaines, IL 60016
Tel: 312.243.3500 Fax 312.243.4771
Aurora
1 South Fifth Avenue Suite 2 60506
Tel: (630) 896-4676 Fax (630) 896-4687

Evanston / Skokie School District 65
Carey J. Dodd, Carey Jay Middleton P. Ward,

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

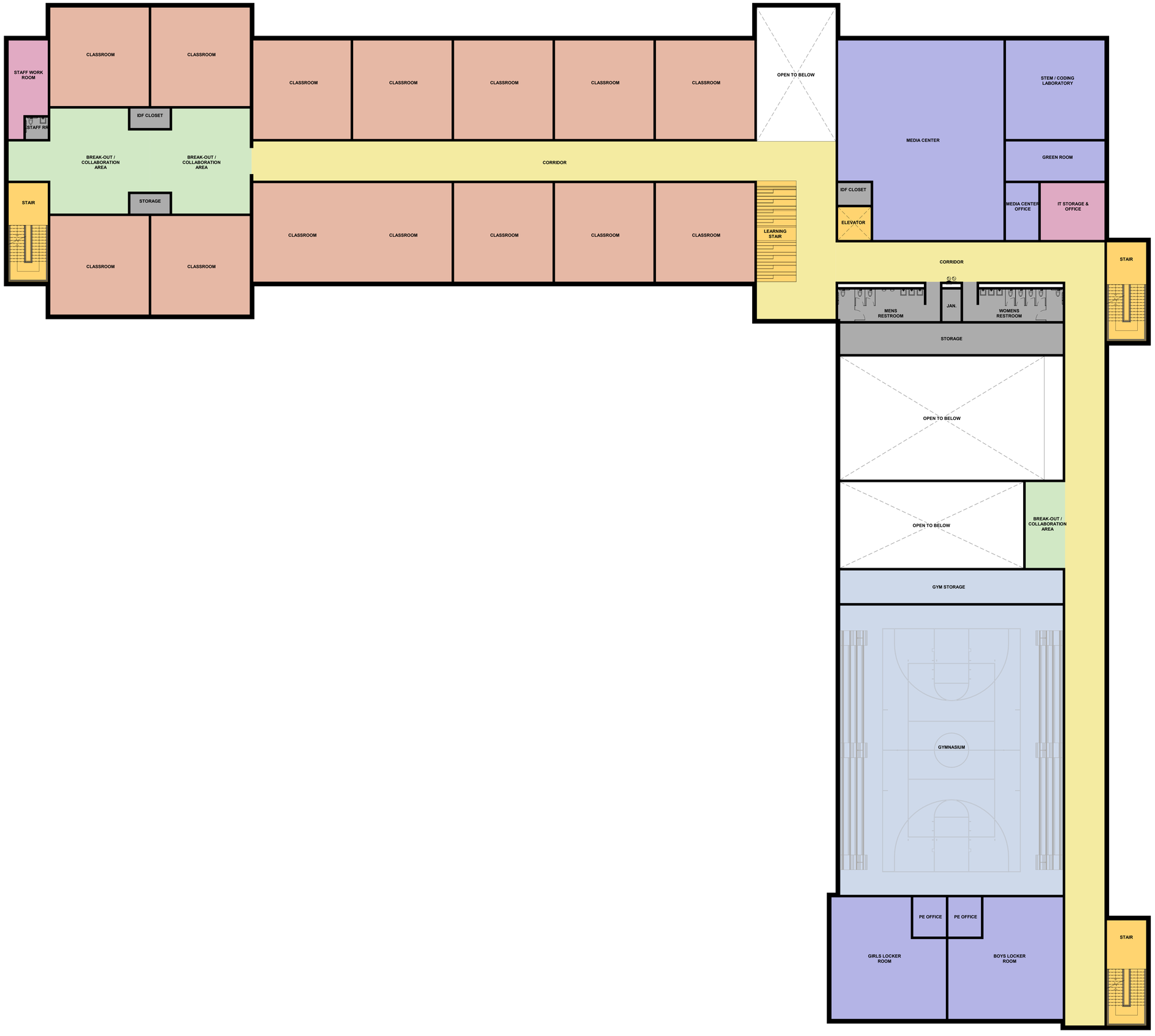
FIRST FLOOR PLANS

JOB NUMBER 221026
DATE 03.15.2023

ZONING VARIANCE APPLICATION

REVISIONS:

Z1.1



NORTH 1 SECOND FLOOR PLAN 0' 5' 10'
1" = 10'-0"

CORDOGAN CLARK
Chicago
750 North Rush Street Chicago, IL 60611
Tel: 312.943.7500 Fax 312.943.8371
Aurora
1 South Fourth Avenue Aurora, IL 60505
Tel: (630)896-8676 Fax(630)896-8687

Evanston / Skokie School District 65
Carey Chabl, Carey Ing, Mahmood R. Ibabzi,

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL

2000 SIMPSON ST
EVANSTON, IL 60201

SECOND FLOOR PLANS

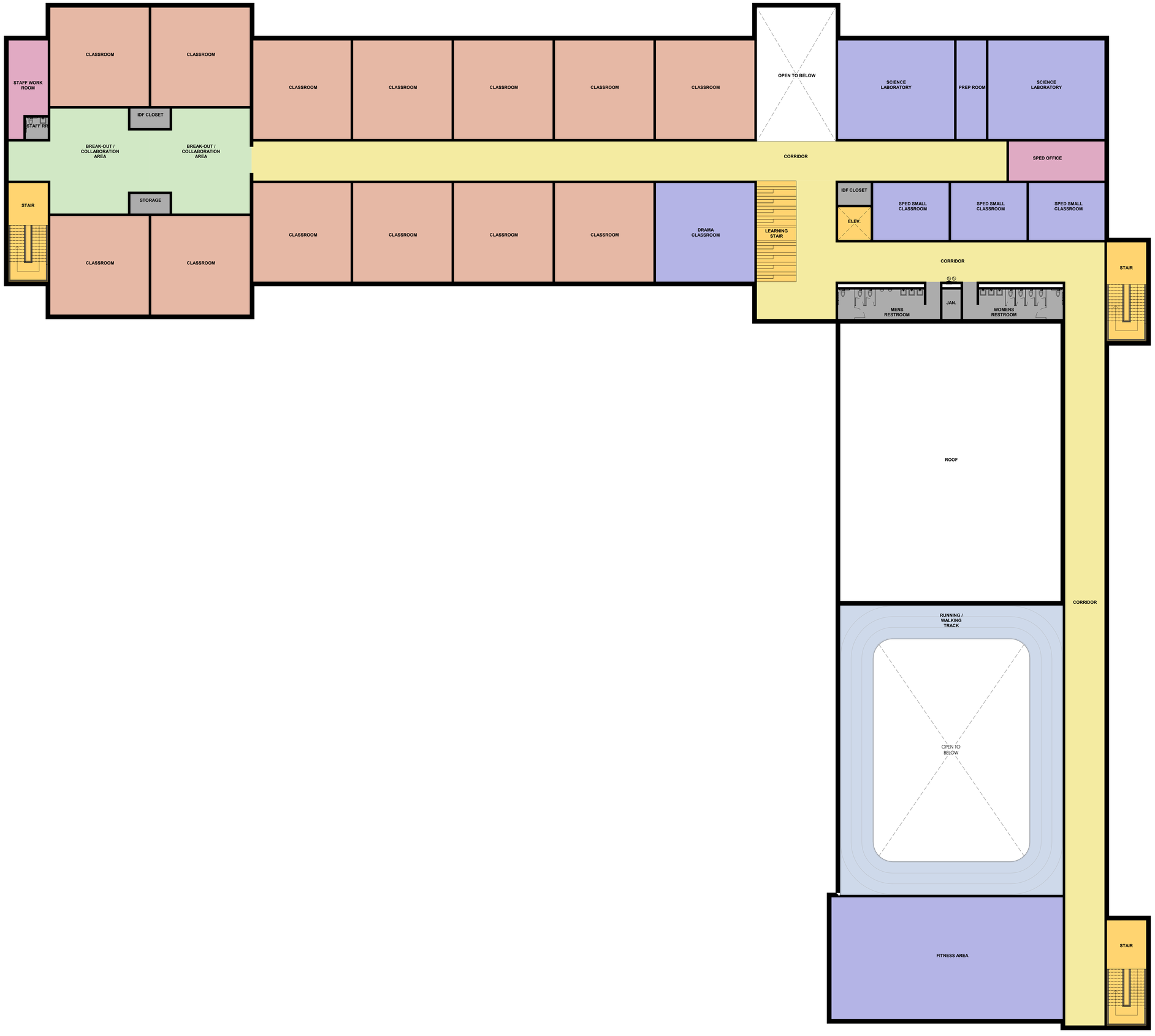
JOB NUMBER 221026

DATE 03.15.2023

ZONING VARIANCE APPLICATION

REVISIONS:

Z1.2



NORTH 1 THIRD FLOOR PLAN
1" = 10'-0"

CORDOGAN CLARK
Aurora
Tel: (630)896-8676
Chicago
750 Hart Rd Suite 101
Tel: 312.943.7000
Fax 630.896.6897
Fax 630.844.9771

Evanston / Skokie School District 65
Carey J. Dahl, Carey J. Jog, Mahmood R. Ibrahim

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

THIRD FLOOR PLANS

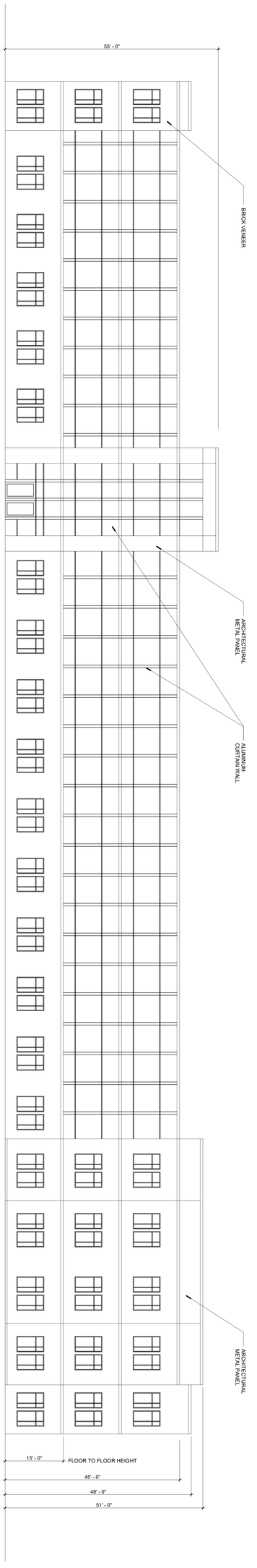
JOB NUMBER 221026
DATE 03.15.2023

ZONING VARIANCE APPLICATION

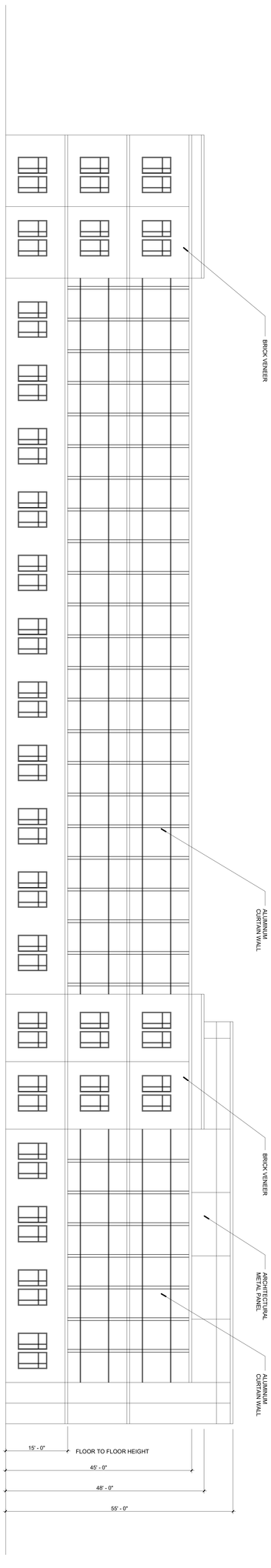
REVISIONS:

Z1.3

1 NORTH BUILDING ELEVATION
1" = 10'-0"



2 EAST BUILDING ELEVATION
1" = 10'-0"



ZONING VARIANCE APPLICATION

Z1.5A

REVISIONS:

DATE 03.15.2023

JOB NUMBER 221209

BUILDING ELEVATIONS

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL

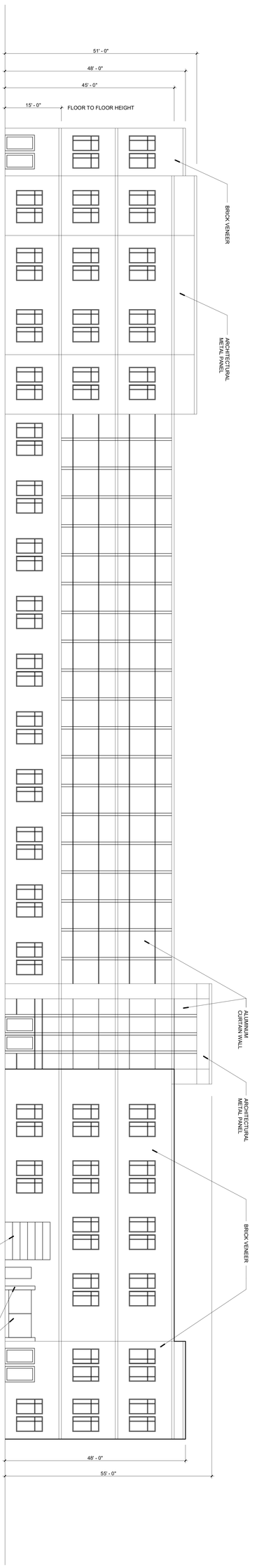
2000 SIMPSON ST

EVANSTON, IL 60201

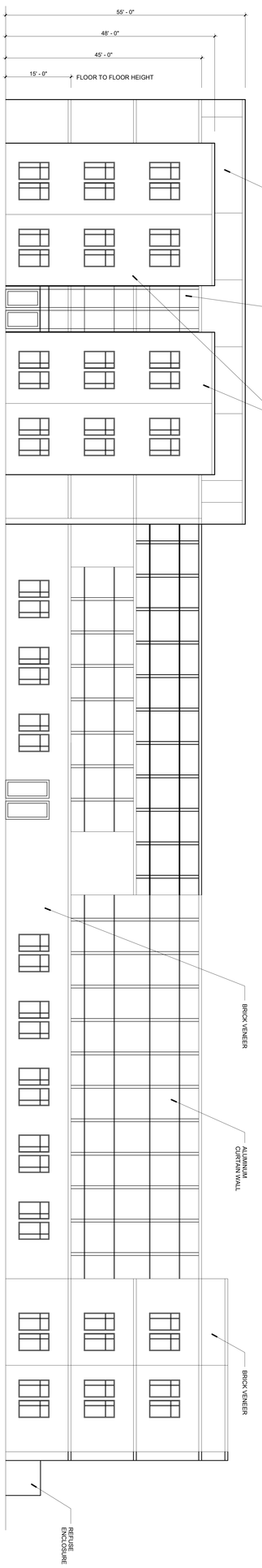
Evanston / Skokie School District 65
Every Child, Every Day, Whatever It Takes.

CORDOGAN CLARK
Aurora
980 Ridgeway Avenue, Aurora, IL 60506
Tel: 630.896.4678 Fax:630.896.4987
Chicago
716 North Wells Street, Chicago, IL 60654
Tel: 312.943.7500 Fax: 312.943.4771

1 SOUTH BUILDING ELEVATION
1" = 15'-0"



2 WEST BUILDING ELEVATION
1" = 15'-0"



ZONING VARIANCE APPLICATION

Z1.5B

REVISIONS:

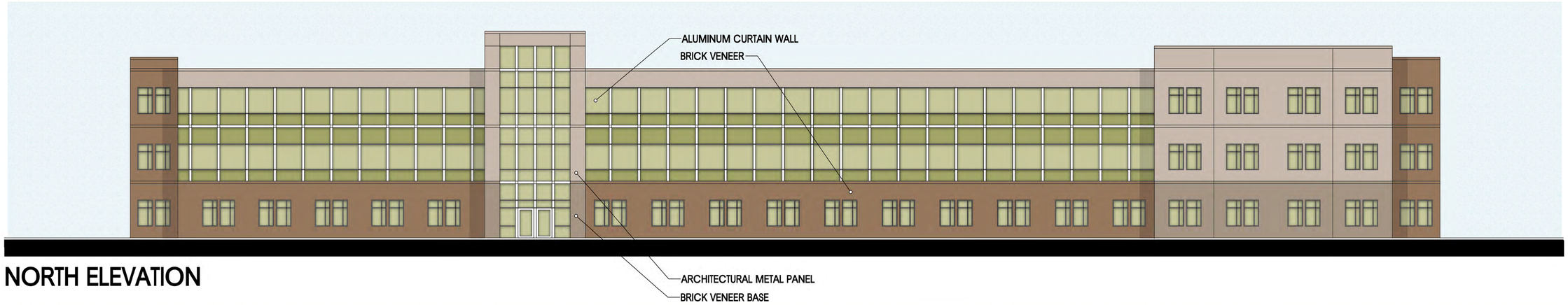
DATE	JOB NUMBER
03.15.2023	221209

BUILDING ELEVATIONS

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

Evanston / Skokie School District 65
Every Child, Every Day, Whatever It Takes.

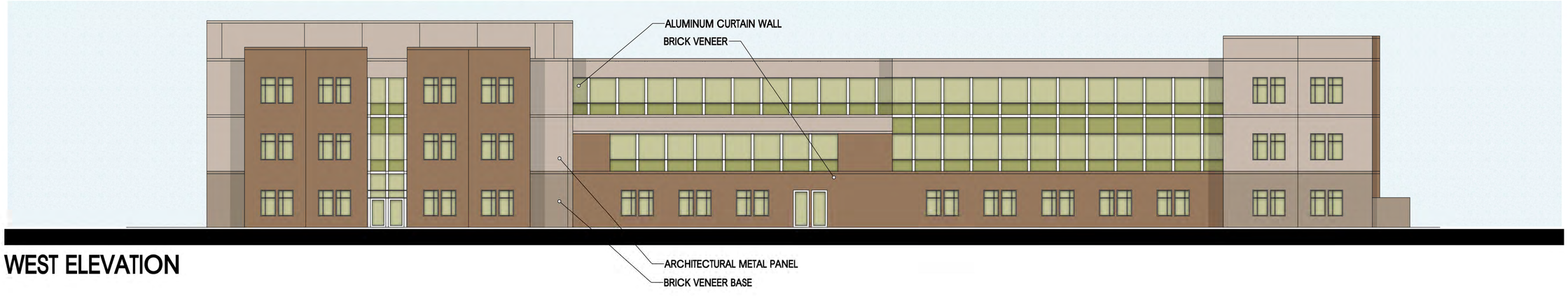
CORDOGAN CLARK
Aurora
360 Ridgeway Avenue, Aurora, IL 60506
Tel: 630.896.4678 Fax:630.896.4987
Chicago
716 North Wells Street, Chicago, IL 60654
Tel: 312.943.7300 Fax: 312.943.4771



NORTH ELEVATION

SOUTH ELEVATION

EAST ELEVATION



WEST ELEVATION

CORDOGAN CLARK
Aurora
Tel: 630.896.4676
Chicago
Fax: 630.896.4677
Chicago
Tel: 312.243.3500
Chicago
Fax: 312.243.4771

Evanston / Skokie School District 65
Carey J. Chabl, Carey J. Jay, Mohamed R. Sabbi,

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

RENDERED BUILDING ELEVATIONS

JOB NUMBER 221026
DATE 03.15.2023
REVISIONS:

ZONING VARIANCE APPLICATION

Z1.5C

Table
PROJECTED STUDENT ENROLLMENT AND STAFFING LEVELS

Building Population	Initial 2024-2025	Capacity
Student Enrollment		
5th Ward School K-5	325	365
5th Ward School 6-8	275	335
Dr. Bessie Rhodes School K-5	150	150
Dr. Bessie Rhodes School 6-8	50	50
Total	**800**	**900**
Staff		
5th Ward School	55	60
Dr. Bessie Rhodes School	15	15
Total	**70**	**75**

Table
PROJECTED AM TRAFFIC GENERATION: CAPACITY ENROLLMENT

	Number of Vehicle Trips					
	Early Arrival Period (7:15-8:15 AM)			Late Arrival Period (8:15-9:15 AM)		
Population / Vehicle Type	Enter	Exit	Total	Enter	Exit	Total
5th Ward School Student Drop-Off[1]	36	36	72	108	108	216
Rhodes School Student Drop-Off[2]	15	15	30	0	0	0
5th Ward School Staff[3]	13	0	13	38	0	38
Dr. Bessie Rhodes School Staff[3]	10	0	10	0	0	0
Buses[4]	5	5	10	3	3	6
Total	**79**	**56**	**135**	**149**	**111**	**260**

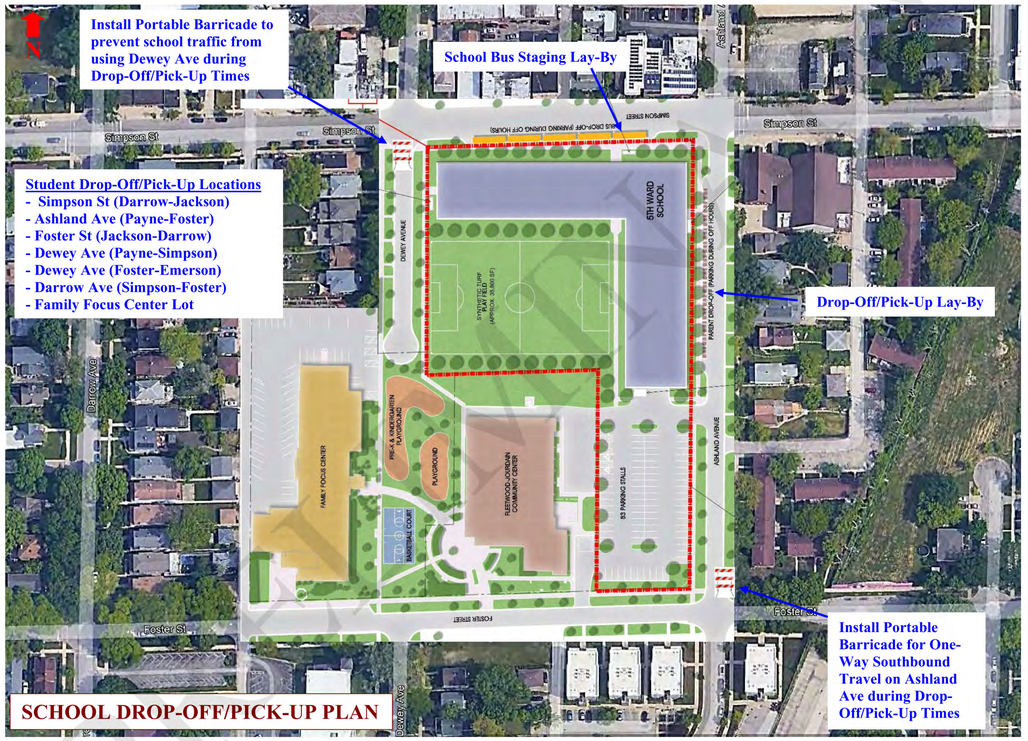
Assumptions utilized in Traffic Generation estimates:
School Hours of Operation: Rhodes School 8:00 AM-2:45 PM; 5th Ward School 9:00 AM-3:35 PM.
[1] 2% average daily student absenteeism, 35% of students are dropped off, 40% of students have a sibling in the school, 25% student participation in Before School programs.
[2] 2% average daily student absenteeism, 50% of students reside within the 5th Ward of which 35% are dropped off, 50% of students reside outside of the 5th Ward and are bussed to school, 40% of students have a sibling in the school, 25% student participation in Before School programs.
[3] 85% of staff drive alone with 75% arriving during the respective peak hours for the two schools and 25% arriving in the hour prior to the peak hour.
[4] Includes 3 special education buses for 5th Ward School and 5 transport buses for Rhodes School.

5TH WARD SCHOOL PRELIMINARY PROJECTED TRAFFIC GENERATION STUDY BY KLOA INC.

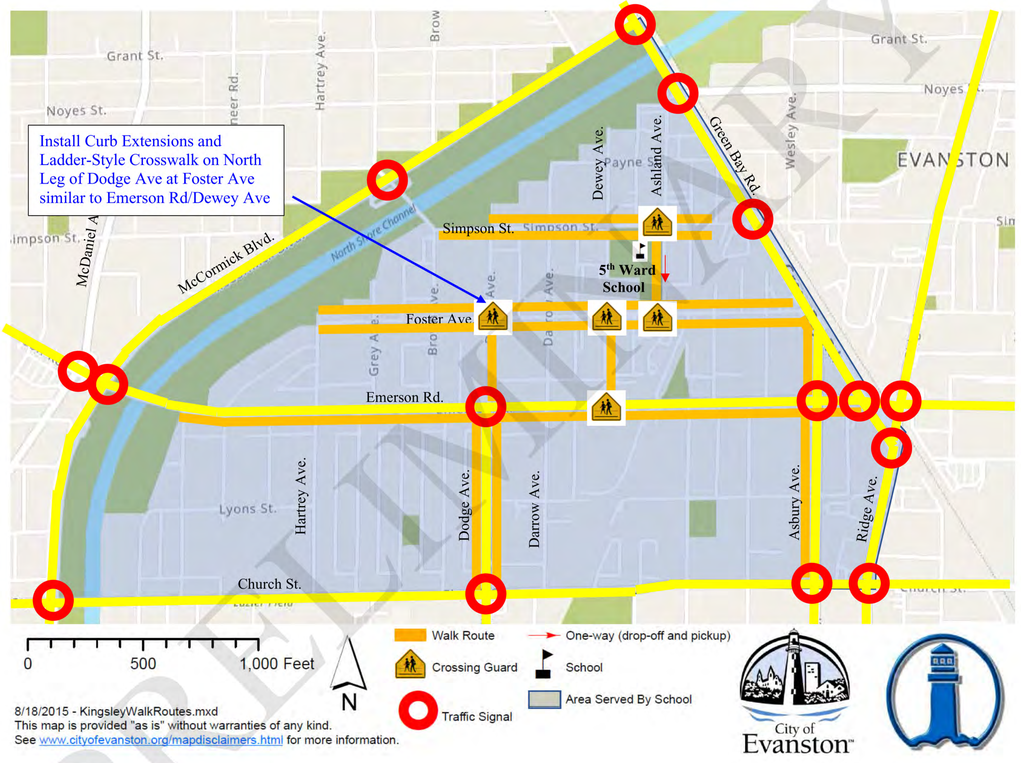
Table
PROJECTED PM TRAFFIC GENERATION: CAPACITY ENROLLMENT

	Number of Vehicle Trips					
	Early Dismissal Period (2:15-3:15 PM)			Late Arrival Period (3:15-4:15 PM)		
Population / Vehicle Type	Enter	Exit	Total	Enter	Exit	Total
5th Ward School Student Pick-Up[1]	0	0	0	101	101	202
Rhodes School Student Pick-Up[2]	14	14	28	6	6	12
5th Ward School Staff[3]	0	0	0	0	38	38
Dr. Bessie Rhodes School Staff[3]	0	10	10	0	3	3
Buses[4]	5	5	10	4	4	8
Total	**19**	**29**	**48**	**111**	**152**	**263**

Assumptions utilized in Traffic Generation estimates:
School Hours of Operation: Rhodes School 8:00 AM-2:45 PM; 5th Ward School 9:00 AM-3:35 PM.
[1] 2% average daily student absenteeism, 35% of students are picked up, 40% of students have a sibling in the school, 30% student participation in After School programs.
[2] 2% average daily student absenteeism, 50% of students reside within the 5th Ward of which 35% are picked up, 50% of students reside outside of the 5th Ward and are bussed home, 40% of students have a sibling in the school, 30% student participation in After School programs with 50% using the late activity bus.
[3] 85% of staff drive alone with 75% departing during the respective peak hours for the two schools and 25% departing in the hour proceeding the peak hour.
[4] Includes 3 special education buses for 5th Ward School, 5 transport buses for Rhodes School, and one late activity bus for Rhodes School.



5TH WARD SCHOOL PRELIMINARY DROP-OFF & PICK-UP PLAN STUDY BY KLOA INC.



5TH WARD SCHOOL PRELIMINARY WALK MAP STUDY BY KLOA INC.

CORDOGAN CLARK
Architects
Chicago
750 North Milwaukee Avenue, Suite 200
Vernon Hills, Illinois 60061
Tel: 312.243.3500 Fax: 312.243.4871
Tel: 847.549.4488 Fax: 847.549.4487

Evanston / Skokie School District 65
Carey J. Dodd, Ed.D. Superintendent
Carey J. Dodd, Ed.D. Superintendent of Schools

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

PEDESTRIAN TRAFFIC STUDY

JOB NUMBER 221026
DATE 03.15.2023

ZONING VARIANCE APPLICATION

REVISIONS:

Z1.6

SIMPSON STREET

DEWEY AVENUE

FOSTER STREET

ASHLAND AVENUE

N 88°09'32" E 355.52'

S 00°23'52" W 594.36'

N 00°23'47" E 270.14'

N 88°09'32" E 169.80'

S 00°23'47" W 70.03'

66.05'

N 88°09'32" E

S 88°10'24" W 229.48'

(37.48')

S 88°09'32" W 591.36'

(235.78')

(229.48')

(126.00')

N 00°23'47" E 394.25'

N 00°23'47" E 200.10'

N 00°23'30" E 294.15'

6' WIDE SIDEWALK EASEMENT

20' WIDE ACCESS EASEMENT

BICYCLE PARKING AREA

BICYCLE PARKING AREA

PROPOSED BUILDING

PLAY FIELD

NEW DUMPSTER ENCLOSURE

NEW DELIVERY AREA

PLAYGROUND

PLAYGROUND

FLEETWOOD - JOURDAIN CENTER (EXISTING)

FAMILY FOCUS (EXISTING)

BASKETBALL COURT

LEGEND

- NEW CONCRETE SIDEWALK
- NEW FULL DEPTH ASPHALT PAVEMENT
- X — EXISTING TREE TO BE REMOVED

PARKING MATRIX (70 STAFF MEMBERS)

	STANDARD	ADA	TOTAL
PARKING STALL	78	5	83

NORTH

1" = 20'

00 10 20 40 80

CORDOGAN CLARK
Chicago
710 North Plankinton Avenue, Suite 500, Milwaukee, WI 53203
P: 312.641.5560 F: 312.641.8911
Aurora
360 Mckinney Avenue, Aurora, IL 60506
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Evanston / Skokie School District 65
Every Child, Every Day, Without A Doubt.

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL

EVANSTON SKOKIE SD65
2000 SIMPSON ST
EVANSTON, IL 60201

SITE GEOMETRIC PLAN

JOB NUMBER 221026

DATE 03.15.2023

REVISIONS:

ZONING VARIANCE APPLICATION

Z1.7

C2200042

WT Group
Engineering • Design • Consulting

WT GROUP
Structural | Mechanical/Electrical/Plumbing
Civil | Land Survey | Telecommunication | Aquatic
Accessibility Consulting | Design & Program Management
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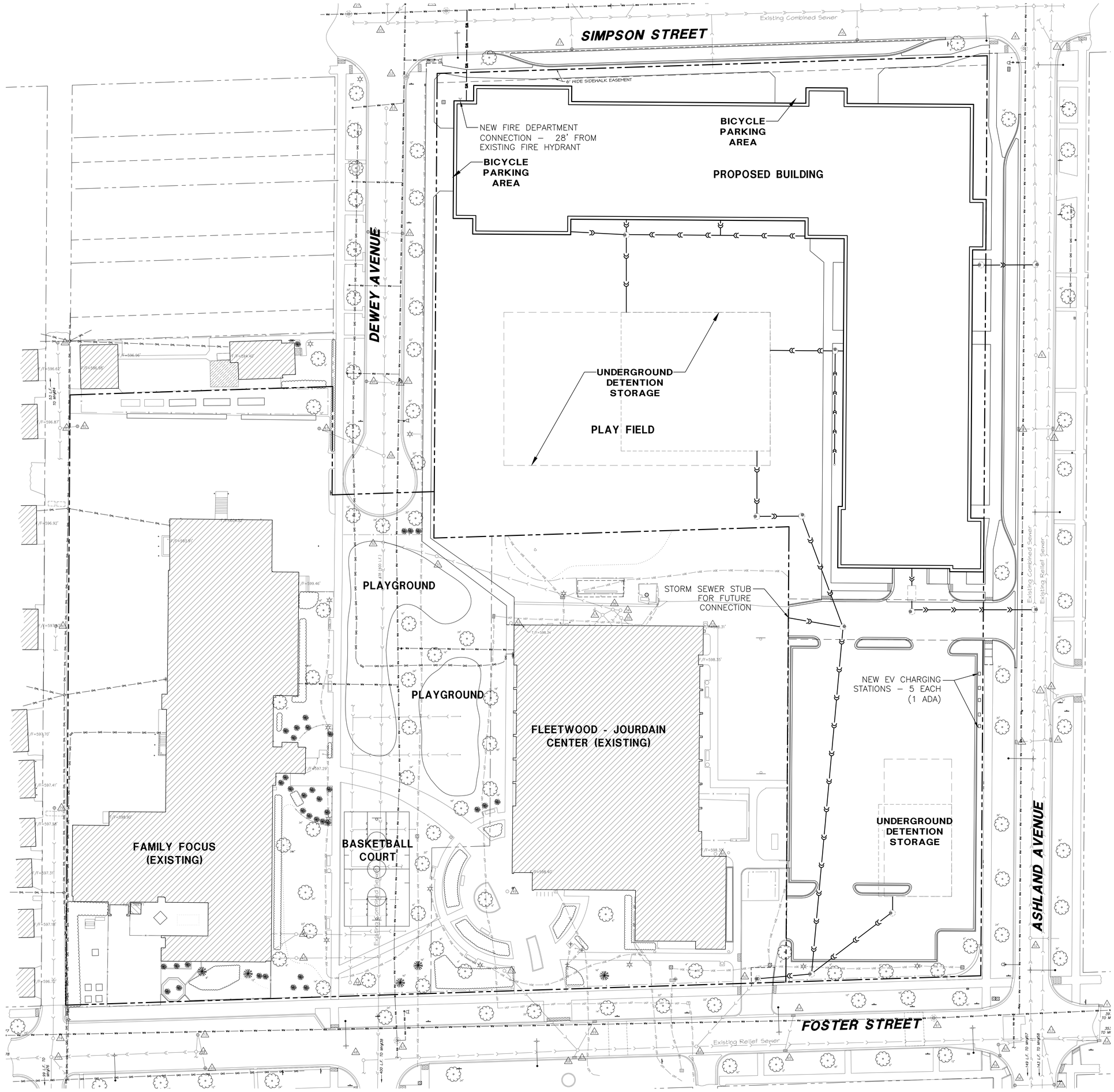
IL Licensed No: 184.007574-0015 | Exp: 04.30.2023



EXISTING UTILITY DATA

1	RIM=594.89' (STORM) 48" CONCRETE STRUCTURE INV=591.07' (10" DIP W) INV=590.07' (12" DIP)
2	RIM=595.12' (STORM) 48" CONCRETE STRUCTURE INV=581.67' (48" RCP N/S) INV=598.95' (12" DIP NE)
3	RIM=594.85' (STORM) 24" CONCRETE STRUCTURE INV=591.80' (10" DIP E)
4	RIM=595.67' (STORM) 48" CONCRETE STRUCTURE INV=581.82' (48" RCP N/S) INV=590.67' (8" PVC ESE) INV=590.42' (12" DIP SE)
5	RIM=595.84' (SANITARY) 48" CONCRETE STRUCTURE INV=598.87' (12" RCP N/S)
6	RIM=595.56' (SANITARY) 48" CONCRETE STRUCTURE INV=589.54' (12" PVC N/S)
7	RIM=596.40' (STORM) 48" CONCRETE STRUCTURE INV=581.37' (48" RCP N/S) INV=591.60' (12" DIP E) INV=592.63' (12" DIP NW)
8	RIM=596.25' (WATER) 48" CONCRETE STRUCTURE 591.60' AT TOP OF 6" DIP N/S
9	RIM=596.98' (COMBINATION) 84" CONCRETE STRUCTURE INV=589.03' (12" PVC S) INV=588.95' (48" DIP W) N/E PIPES SIZE/MATERIAL UNK 588.95' AT BOTTOM OF STRUCT
10	RIM=596.84' (WATER) 60" CONCRETE STRUCTURE 591.30' AT TOP OF 12" DIP E/
11	RIM=596.62' (WATER) 48" CONCRETE STRUCTURE 591.99' AT TOP OF 6" DIP
12	RIM=596.96' (WATER) 60" CONCRETE STRUCTURE 591.14' AT TOP OF 12" DIP E/
13	RIM=596.22' (STORM) 48" CONCRETE STRUCTURE INV=590.67' (6" PVC SE) INV=581.22' (48" RCP N/S)
14	RIM=595.93' (STORM) 48" CONCRETE STRUCTURE 593.62' AT TOP OF SNORKEL 8" DIP S 593.16' AT WATER LEVEL 588.77' AT BOTTOM OF STRUCT
15	RIM=595.89' (STORM) 48" CONCRETE STRUCTURE 593.70' AT TOP OF SNORKEL 8" DIP N 593.46' AT WATER LEVEL 590.54' AT BOTTOM OF STRUCT
16	RIM=595.61' (STORM) 48" CONCRETE STRUCTURE 592.90' AT TOP OF SNORKEL 8" DIP SE 592.33' AT WATER LEVEL 588.88' AT BOTTOM OF STRUCT
17	RIM=595.58' (STORM) 48" CONCRETE STRUCTURE 592.96' AT TOP OF 8" SNORKE 8" DIP N 592.49' AT WATER LEVEL 588.39' AT BOTTOM OF STRUCT
18	RIM=596.74' (WATER) 48" CONCRETE STRUCTURE 590.99' AT TOP OF 12" DIP E/
19	RIM=596.27' (WATER) 48" CONCRETE STRUCTURE 591.93' AT TOP OF 6" DIP N/S
20	RIM=597.12' (COMBINATION) 72" CONCRETE STRUCTURE INV=589.07' (48" DIP N/E) INV=590.18' (12" DIP NE) INV=589.81' (8" DIP NW)
21	RIM=597.06' (WATER) 48" CONCRETE STRUCTURE 591.08' AT TOP OF 12" DIP E/
22	RIM=595.91' (WATER) 48" CONCRETE STRUCTURE 589.70' AT TOP OF 6" DIP N/S
23	RIM=596.23' (COMBINATION) 48" CONCRETE STRUCTURE 590.27' (12" PVC S)
24	RIM=595.79' (STORM) 48" CONCRETE STRUCTURE INV=592.62' (8" DIP E) 593.34' AT TOP OF SNORKEL 8" DIP SE 592.98' AT WATER LEVEL 589.57' AT BOTTOM OF STRUCT
25	RIM=595.62' (STORM) 24" CONCRETE STRUCTURE INV=593.14' (8" DIP W)
26	RIM=595.93' (STORM) 48" CONCRETE STRUCTURE INV=592.36' (8" DIP NE) INV=592.56' (8" DIP W) 593.07' AT TOP OF SNORKEL 8" DIP NNW 592.29' AT WATER LEVEL 589.80' AT BOTTOM OF STRUCT
27	RIM=595.44' (STORM) 24" CONCRETE STRUCTURE INV=592.80' (8" DIP SW)
28	RIM=595.91' (STORM) 24" CONCRETE STRUCTURE INV=592.93' (8" DIP E)
29	RIM=596.83' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.96' (12" PVC N/S) INV=591.69' (8" CLAY WNW)
30	RIM=596.95' (COMBINATION) 36" BRICK STRUCTURE INV=589.96' (12" PVC N/S) INV=590.17' (8" CLAY SE)
31	RIM=596.70' (SANITARY) 36" BRICK STRUCTURE INV=589.74' (8" CLAY SE/NW)
32	RIM=598.25' (UNKNOWN) 18" CONCRETE STRUCTURE NO LINES FOUND 592.65' AT BOTTOM OF STRUCT
33	RIM=598.17' (STORM) 18" CONCRETE STRUCTURE INV=595.83' (2" DIP SW) 593.13' AT BOTTOM OF STRUCT
35	RIM=597.17' (SANITARY) 36" CONCRETE STRUCTURE INV=592.67' (6" CLAY SE/S) INV=592.60' (6" CLAY NW)
36	RIM=597.02' (SANITARY) 36" CONCRETE STRUCTURE INV=592.93' (8" PVC E) INV=592.13' (8" CLAY SE/NW) INV=592.29' (6" CLAY SW)
37	RIM=597.19' (STORM) 36" BLOCK STRUCTURE INV=592.82' (6" CLAY ENE) INV=592.56' (4" CLAY SE) INV=594.62' (2" DIP SW) INV=593.34' (6" CLAY NW)
38	RIM=596.17' (COMBINATION) 48" CONCRETE STRUCTURE INV=588.96' (12" PVC N/S)
39	RIM=595.77' (STORM) 48" CONCRETE STRUCTURE INV=594.62' (8" PVC S) 594.62' AT WATER LEVEL
40	RIM=595.16' (STORM) 24" CONCRETE STRUCTURE INV=591.81' (10" DIP E)
41	RIM=595.23' (STORM) 48" CONCRETE STRUCTURE INV=590.63' (12" DIP NW) INV=590.70' (10" DIP W)
42	RIM=597.09' (STORM) 36" BRICK STRUCTURE 591.66' AT BOTTOM OF ELBOW 8" CLAY N INV=592.43' (4" CLAY S)
43	RIM=596.62' (STORM) 36" CONCRETE STRUCTURE INV=592.07' (8" CLAY WSW)
44	RIM=595.95' (STORM) 48" CONCRETE STRUCTURE INV=592.88' (6" PVC N)
45	RIM=597.45' (SANITARY) 48" CONCRETE STRUCTURE INV=593.43' (8" CLAY E/W)
46	RIM=597.58' (STORM) 48" CONCRETE STRUCTURE INV=591.98' (8" CLAY E) INV=592.20' (6" CLAY SW) INV=594.40' (8" CLAY W)
47	RIM=595.96' (WATER) 48" CONCRETE STRUCTURE 590.51' AT TOP OF 8" DIP N/E/W)
48	RIM=596.08' (STORM) 60" CONCRETE STRUCTURE INV=584.00' (36" RCP E) INV=584.00' (27" RCP S)
49	RIM=598.18' (STORM) 18" IN 24" CONCRETE STRUCTURE FULL OF DEBRIS NO LINES FOUND 592.75' AT TOP OF DEBRIS
50	RIM=596.29' (STORM) 48" CONCRETE STRUCTURE INV=590.04' (18" PVC NE) INV=589.74' (12" METAL W/RESTRICTOR SW)
51	RIM=595.86' (STORM) 48" CONCRETE STRUCTURE INV=591.73' (8" PVC NNE) INV=590.68' (18" PVC SW)
52	RIM=595.98' (SANITARY) 48" CONCRETE STRUCTURE INV=590.30' (12" PVC N/S) INV=590.68' (8" CLAY E)
53	RIM=596.02' (STORM) 96" CONCRETE STRUCTURE INV=582.24' (48" RCP N) INV=583.35' (24" RCP E) INV=591.30' (12" RCP SSE) 12" METAL SE UNABLE TO GET INVERT INV=584.00' (24" RCP S) 10" METAL SW UNABLE TO GET INVERT INV=582.77' (36" RCP W)
54	RIM=595.61' (STORM) 48" CONCRETE STRUCTURE INV=591.78' (12" METAL N) INV=591.53' (12" METAL W/RESTRICTOR NW)
55	RIM=596.15' (STORM) 48" CONCRETE STRUCTURE INV=592.31' (12" RCP NNW/W)
56	RIM=596.09' (STORM) 24" CONCRETE STRUCTURE INV=593.24' (12" RCP E)
57	RIM=596.71' (SANITARY) 48" CONCRETE STRUCTURE INV=591.63' (12" CLAY N) INV=591.71' (6" PVC E) INV=591.63' (8" PVC S)
58	RIM=596.85' (STORM) 48" CONCRETE STRUCTURE INV=584.40' (24" RCP N/SW)
59	RIM=595.76' (STORM) 24" CONCRETE STRUCTURE INV=592.51' (12" RCP N)
60	RIM=595.68' (STORM) 48" CONCRETE STRUCTURE INV=592.53' (10" METAL ENE) INV=592.53' (12" RCP S)
61	RIM=595.64' (WATER) 48" CONCRETE STRUCTURE 591.50' AT TOP OF 10" DIP E/W
62	RIM=596.62' (WATER) 48" CONCRETE STRUCTURE 591.52' AT TOP OF 8" DIP N/S/W
63	RIM=596.32' (STORM) 48" CONCRETE STRUCTURE INV=585.64' (24" RCP E/W) INV=590.47' (12" METAL S)
64	RIM=595.00' (STORM) 24" CONCRETE STRUCTURE INV=591.95' (6" PVC NNE) INV=591.75' (10" METAL SSW)
65	RIM=595.04' (STORM) 48" CONCRETE STRUCTURE INV=591.08' (12" METAL NE) INV=591.08' (10" METAL NNE)
66	RIM=595.54' (STORM) 72" CONCRETE STRUCTURE INV=583.47' (36" RCP E/W) 8" METAL NE UNABLE TO GET INVERT
67	RIM=595.48' (STORM) 72" CONCRETE STRUCTURE INV=589.28' (10" METAL NE) INV=583.51' (36" RCP E/W) INV=590.48' (10" METAL SW) INV=591.36' (10" PVC NW)
68	RIM=595.22' (STORM) 48" CONCRETE STRUCTURE INV=590.47' (10" METAL NE W/RESTRICTOR)
69	RIM=595.24' (STORM) 48" CONCRETE STRUCTURE INV=591.24' (10" METAL SW W/RESTRCITOR
70	RIM=596.47' (STORM) 48" CONCRETE STRUCTURE INV=591.94' (8" CLAY SE W/ 6" HOLE HAS SANITARY LID
71	RIM=595.59' (STORM) 24" CONCRETE STRUCTURE INV=592.83' (8" METAL NNW) UNABLE TO OPEN
72	RIM=596.24' (CONBINATION) 48" CONCRETE STRUCTURE INV=591.16' (8" METAL N) INV=590.54' (CAPPED LINE E) INV=590.99' (10" METAL S CAPPE INV=590.54' (10" PVC W)
73	RIM=595.50' (STORM) 48" CONCRETE STRUCTURE INV=592.33' (8" METAL SSE) INV=592.17' (8" METAL S W/ RESTRICTOR)
74	RIM=595.99' (STORM) 48" CONCRETE STRUCTURE INV=590.14' (8" CLAY N) INV=590.66' (8" METAL S W/ RESTRICTOR)
75	RIM=596.22' (COMBINATION) 48" CONCRETE STRUCTURE INV=590.22' (8" METAL N) INV=590.07' (10" PVC E) INV=590.97' (6" PVC SE) INV=590.27' (8" METAL S) INV=590.07' (10" PVC W)
76	RIM=595.40' (STORM) 48" CONCRETE STRUCTURE INV=591.17' (8" METAL N W/ RESTRICTOR)
77	RIM=596.36' (WATER) 48" CONCRETE STRUCTURE 590.86' AT TOP OF 8" DIP N/E/
78	RIM=596.49' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.59' (10" PVC N/E/S/W)
79	RIM=596.30' (STORM) 48" CONCRETE STRUCTURE INV=592.80' (8" CLAY S) PIPE IS SMASHED
80	RIM=596.67' (STORM) 48" CONCRETE STRUCTURE INV=591.52' (6" CLAY S)
81	RIM=596.26' (COMBINATION) 48" CONCRETE STRUCTURE INV=592.37' (8" CLAY ENE) INV=591.39' (8" CLAY N/S)
82	RIM=596.12' (STORM) 48" CONCRETE STRUCTURE INV=592.02' (4" CLAY WSW)
83	RIM=596.57' (STORM) 48" CONCRETE STRUCTURE INV=591.91' (4" CLAY ESE)
84	RIM=595.76' (STORM) 48" CONCRETE STRUCTURE INV=591.90' (8" PVC S)
85	RIM=598.11' (UNKNOWN) UNABLE TO OPEN

UTILITY LEGEND

—)——)—	EXISTING STORM SEWER
——))——	PROPOSED STORM SEWER
—>——>—	EXISTING SANITARY SEWER
——>>——	PROPOSED SANITARY SEWER
—)>——)>—	EXISTING COMBINATION SEWER
— WM — WM — WM —	EXISTING WATER MAIN
— WS — WS — WS —	EXISTING WATER SERVICE
— WS — WS — WS —	PROPOSED WATER SERVICE
— GAS — GAS — GAS —	EXISTING GAS LINE
— OHL — OHL — OHL —	EXISTING OVERHEAD LINES
— UGE — UGE — UGE —	EXISTING UNDERGROUND ELECTRIC LINE
— UGT — UGT — UGT —	EXISTING UNDERGROUND TELCO LINE
○	EXISTING CLOSED MANHOLE
⊜	EXISTING OPEN GRATE MANHOLE
⊛	EXISTING BEEHIVE GRATE MANHOLE
▨ ▨	EXISTING CURB INLET
○	EXISTING FIRE HYDRANT
⊗	EXISTING VALVE VAULT
◍	PROPOSED OPEN LID CATCH BASIN
◎	PROPOSED CLOSED LID MANHOLE
– – – – – –	PROPOSED STORMTRAP
⬚	PROPOSED GREASE TRAP

NORTH

1" = 20'

00 10 20 40 80

C2200042

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IL License No: 184.007570-0015 | Exp: 04.30.2023

ZONING VARIANCE APPLICATION

CORDOGAN CLARK

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Evanston / Skokie School District 65
Every Child, Every Day, Whatever it Takes.

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL

2000 SIMPSON ST
EVANSTON, IL 60201

SITE UTILITY PLAN

JOB NUMBER 221026
DATE 03.15.2023

REVISIONS:

Z1.8

2/10/2023 1:32:25 PM

SIMPSON STREET

N 88°09'32" E 355.52'

6' WIDE SIDEWALK EASEMENT

DEWEY AVENUE

N 00°23'47" E 270.14'

N 88°09'32" E 169.80'

S 00°23'47" W 70.03'

N 88°09'32" E 66.05'

30.00'

(37.48')

S 88°10'24" W 229.48'

S 00°23'52" W 594.36'

N 00°23'47" E 394.25'

N 00°23'47" E 200.00'

N 00°23'30" E 294.15'

(235.78')

(229.48')

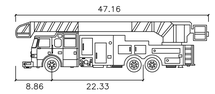
(126.00')

S 88°09'32" W 591.36'

FOSTER STREET

ASHLAND AVENUE

T/F=596.62'
T/F=596.87'
T/F=596.92'
T/F=597.43'
T/F=597.70'
T/F=597.41'
T/F=597.28'
T/F=597.31'
T/F=597.18'
T/F=596.72'
T/F=596.96'
T/F=594.18'
T/F=596.65'
T/F=583.81'
T/F=599.46'
T/F=597.29'
T/F=599.50'
T/F=598.34'
T/F=598.31'
T/F=598.35'
T/F=598.30'
T/F=595.45'



Pierce Arrow XT

	feet
Width	: 8.01
Track	: 8.01
Lock to Lock Time	: 6.0
Steering Angle	: 45.5

NORTH

1" = 20'

00 10 20 40 80

CORDOGAN CLARK
Chicago
717 Iron Hills Drive, Chicago, IL 60532
Tel: 312.543.7000
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Tel: 630.896.4400 Fax: 630.896.4567

Evanston / Skokie School District 65
Every Child, Every Day, Without a Doubt.

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Structural | Mechanical/Electrical/Plumbing
Civil and Land Survey | Telecommunications | Acoustical
Accessibility Consulting | Design & Program Management
Engineering with Precision, Pace & Passion.
2670 Pratum Avenue | Hoffman Estates, IL 60192
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wtengineering.com
IL License No: 184.007570-0015 | Exp: 04.30.2023

C2200042

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

SITE CIRCULATION PLAN - FIRE TRUCK

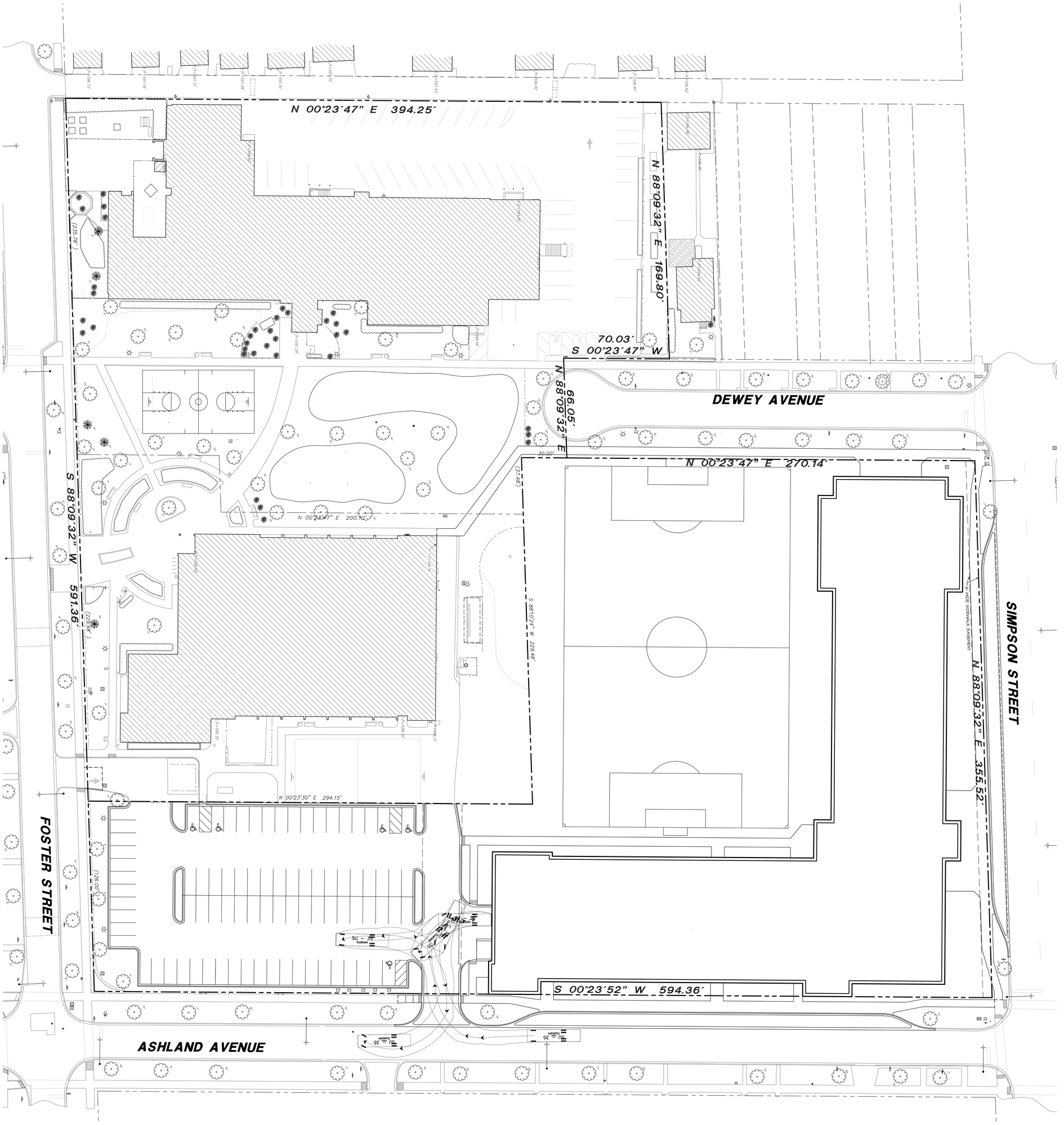
ZONING VARIANCE APPLICATION

JOB NUMBER 221026

DATE 03.15.2023

REVISIONS:

Z1.9



C2200042

WT Group
Engineering Design Consulting

WT GROUP
Architecture | Civil | Structural | Mechanical | Electrical | Plumbing | Fire Protection | Fire Alarm
Engineering with Precision, Passion & Purpose
1777 S. Harrison Street, Suite 1100, Chicago, IL 60605
T 312.427.3600 F 312.427.1850
wtgroup.com

0 10 20 40 80
1" = 20'
NORTH

ZONING VARIANCE APPLICATION

Z1.10

REVISIONS:

DATE 03.15.2023

JOB NUMBER 221026

SITE CIRCULATION PLAN - DELIVERY TRUCK

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

Evanston / Skokie School District 65
Every Child, Every Day, Whatever It Takes.

CORDOGAN CLARK
Aurora
960 Ridgeway Avenue, Aurora, IL 60506
Tel 630.896.4678 Fax 630.896.4987
Chicago
716 North Wells Street, Chicago, IL 60654
Tel 312.943.7300 Fax 312.943.4771

PLAT OF EASEMENT

ACCESS EASEMENT DESCRIPTION

THAT PART OF LOT 3 IN FOSTER FIELD RESUBDIVISION OF PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 13, 1983 AS DOCUMENT 26640069, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTH 00 DEGREES 23 MINUTES 52 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 3 ALSO BEING THE WEST LINE OF ASHLAND AVENUE, FOR A DISTANCE OF 216.60 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 36 MINUTES 08 SECONDS WEST, 125.93 FEET TO A POINT ON A WEST LINE OF SAID LOT 3 ALSO BEING A EAST LINE OF LOT 1 IN FOSTER FIELD RESUBDIVISION; THENCE NORTH 00 DEGREES 23MINUTES 30 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 3 AND THE EAST LINE OF SAID LOT 1, FOR A DISTANCE OF 26.00 FEET; THENCE SOUTH 89 DEGREES 36 MINUTES 08 SECONDS EAST, 125.93 FEET TO A POINT ON THE EAST LINE OF SAID LOT 1 ALSO BEING THE WEST LINE OF FOSTER AVENUE; THENCE SOUTH 00 DEGREES 23 MINUTES 52 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 1, FOR A DISTANCE OF 26.00 FEET TO THE POINT OF BEGINNING.

SIDEWALK EASEMENT DESCRIPTION

THAT PART OF LOT 3 IN FOSTER FIELD RESUBDIVISION OF PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 13, 1983 AS DOCUMENT 26640069, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 3; THENCE SOUTH 00 DEGREES 23 MINUTES 52 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 3 ALSO BEING THE WEST LINE OF ASHLAND AVENUE, FOR A DISTANCE OF 6.00 FEET; THENCE SOUTH 88 DEGREES 09 MINUTES 32 SECONDS WEST, 355.52 FEET TO A POINT ON A WEST LINE OF SAID LOT 3 ALSO BEING A EAST LINE OF DEWEY AVENUE; THENCE NORTH 00 DEGREES 23 MINUTES 47 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 3, FOR A DISTANCE OF 6.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 3; THENCE NORTH 88 DEGREES 09 MINUTES 32 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 3 ALSO BEING THE SOUTH LINE OF SIMPSON STREET, FOR A DISTANCE OF 355.52 FEET TO THE POINT OF BEGINNING.

OWNERS CERTIFICATE

STATE OF _____)
SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____, IS THE THE OWNER OF THE PROPERTY DESCRIBED HEREON, AND HAS CAUSED THE PROPERTY TO BE PLATTED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUES, AND SAID OWNER DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE AFORESAID.

DATED THIS _____ DAY OF _____ A.D. _____

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY'S CERTIFICATE

STATE OF _____)
SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____, PERSONALLY KNOW TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGE THAT THEY SIGNED AND DELIVERED THIS INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID CORPORATION, AS GIVEN UNDER MY HAND AND NOTARIAL SEAL,

THIS _____ DAY OF _____, A.D. _____

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

LEGEND

- PROPERTY LINE
- (XXX') RECORD PROPERTY DIMENSIONS
- PROPOSED ACCESS EASEMENT (HEREBY GRANTED)
- PROPOSED SIDEWALK EASEMENT (HEREBY GRANTED)

SURVEY NOTES:

1. PERMANENT INDEX NUMBER (P.I.N. #): 10-13-201-028 (LOT 1)
2. BASIS OF BEARINGS IS TRUE NORTH BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST 1201 ZONE.
3. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE THE WT GROUP DO HEREBY STATE THAT THIS MAP OR PLAT THEREON DRAWN WAS COMPILED FROM EXISTING SURVEYS AND INSTRUMENTS OF PUBLIC RECORD FOR THE PURPOSE INDICATED HEREON.

GIVEN UNDER OUR HAND AND SEAL THIS _____ DAY OF _____ A.D._____, AT HOFFMAN ESTATES, ILLINOIS.

THE WT GROUP, LLC

3/6/23 PRELIMINARY FOR REVIEW

FRANJO I. MATICIC – PLS #035-003556 EXPIRES 11/30/2024
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007570-0015

N

SCALE: 1" = 30'

00 15 30 60
BAR SCALE

WT GROUP
Engineering with Precision, Pace and Passion.
2675 Prairie Avenue | Hoffman Estates, IL 60192
T: 224.293.6333 | F: 224.293.6444
wtengineering.com
IL License No: 184.007570-0015 Expires: 04.30.2023

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

D65 NEW 5th WARD SCHOOL
SWC SIMPSON ST & ASHLAND AVE
EVANSTON, ILLINOIS

ISSUE

TO	DATE
CLIENT	3/15/23

CHECK: FIM
DRAWN: MWO
JOB: S2200034

Z1.11

SHEET 1 OF 1
PLAT OF EASEMENT

SIMPSON STREET
(66' RIGHT OF WAY)

POINT OF BEGINNING
PROPOSED SIDEWALK EASEMENT
NE CORNER OF LOT 3...

SOUTH LINE OF SIMPSON STREET

N 88°09'32" E 355.52'

S 88°09'32" W 355.52'

NORTH LINE OF LOT 3...

N 00°23'47" E 6.00'

S 00°23'52" W 6.00'

PROPOSED 6' WIDE SIDEWALK EASEMENT
(HEREBY GRANTED)

LOT 1

LOT 2

MCNIELL'S ADDITION TO EVANSTON
REC. 3/19/1874 AS DOC. #66743

LOT 3

LOT 4

DEWEY AVENUE
(66' RIGHT OF WAY)

EAST LINE OF DEWEY AVENUE

N 00°23'47" E 270.14'

WEST LINE OF LOT 3...

LOT 3
FOSTER FIELD RESUBDIVISION
REC. 6/13/1983 AS DOC. #26640069

EAST LINE OF LOT 3...

ASHLAND AVENUE
(66' RIGHT OF WAY)

S 00°23'52" W 594.36'

NORTH LINE OF LOT 2

N 88°09'32" E 169.80'
(169.75')

FOUND CROSS
5.19' W. & ONLINE

EAST LINE OF LOT 2

S 00°23'47" W 70.03'

NORTH LINE OF LOT 1

N 88°09'32" E 66.05'

30.00'

(37.48')

SOUTH LINE OF LOT 3...

S 88°10'24" W 229.48'

NORTH LINE OF LOT 1...

PROPOSED 26' WIDE
ACCESS EASEMENT
(HEREBY GRANTED)

N 00°23'30" E 26.00'

S 89°36'08" E 125.93'

N 89°36'08" W 125.93'

S 00°23'52" W 26.00'

POINT OF BEGINNING
ACCESS EASEMENT

WEST LINE OF ASHLAND AVENUE

N 00°23'47" E 394.25'
(394.19')

16' ALLEY

WEST LINE OF LOT 2

LOT 2
FOSTER FIELD RESUBDIVISION
REC. 6/13/1983 AS DOC. #26640069

EAST LINE OF LOT 2
N 00°23'47" E 200.10'
WEST LINE OF LOT 1

EAST LINE OF LOT 1...
N 00°23'30" E 294.15'
WEST LINE OF LOT 3...

N 00°23'52" E 216.60'

37.48'
N 88°05'00" E

EAST LINE OF LOT 2
N 00°23'47" E 94.05'
WEST LINE OF LOT 1

POINT OF COMMENCEMENT
ACCESS EASEMENT
SE CORNER OF LOT 3...

SOUTH LINE OF LOT 3...

(126.00')

SOUTH LINE OF LOT 1
(229.48')

(235.78')

S 88°09'32" W 591.36'

NORTH LINE OF FOSTER AVENUE

NORTH LINE OF FOSTER STREET

FOUND CROSS
4.84' S. & 0.29' W.

FOSTER STREET
(66' RIGHT OF WAY)

BOUNDARY & TOPOGRAPHIC SURVEY

LOTS 1, 2 AND 3 IN FOSTER FIELD RESUBDIVISION OF PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 13, 1983 AS DOCUMENT 26640069.

LOCATION MAP

SURVEY NOTES:

1. SITE BENCHMARK #1 – CROSS CUT ON THE BURY BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF SIMPSON STREET & ASHLAND AVENUE. ELEVATION=598.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #2 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHEAST CORNER OF SIMPSON STREET & DEWEY AVENUE. ELEVATION=597.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #3 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE EAST SIDE OF DEWEY AVENUE, JUST NORTH OF THE CUL–DE–SAC. ELEVATION=597.48' (NAVD88) SEE SHEET SUR–3 FOR LOCATION.

FOR CITY OF EVANSTON DATUM SUBTRACT 579.98' FROM ALL ELEVATIONS.

CITY OF EVANSTON SOURCE BENCHMARK #39, BEING A ROD WITH A CAP LOCATED ON THE NORTH SIDE OF SIMPSON STREET,. APPROX. 1000' WEST OF DEWEY AVENUE. ELEVATION=18.10' (CITY OF EVANSTON DATUM) OR 598.08' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON SEPTEMBER 8, 2022

4. PROPERTY AREA: 6.874 ACRES (299,432 SQUARE FEET)

5. PERMANENT INDEX NUMBER (P.I.N. #): 10–13–201–026, 10–13–201–027, 10–13–201–028.

6. SURVEY PREPARED WITHOUT THE AID OF A TITLE REPORT, REFER TO A CURRENT TITLE REPORT, DEED AND LOCAL CODES FOR ANY EASEMENT, BUILDING SETBACKS AND OTHER LOCAL RESTRICTIONS NOT SHOWN HERON.

PROPERTY DESCRIPTION SHOWN ABOVE WAS TAKEN FROM QUIT CLAIM DEED RECORDED DECEMBER 27th, 1991 PER DOCUMENT NUMBER 91681354.

7. ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAP THIS SITE IS LISTED AS BEING IN A ZONE "X", DESCRIBED AS "AREAS OF MINIMAL FLOOD HAZARD" PER F.E.M.A. PANEL NO. 17031C0265J DATED AUGUST 19, 2008.

8. SURVEY PREPARED FOR: CORDOGAN, CLARK & ASSOCIATES.

9. THERE ARE NO BUILDINGS ON THE SURVEYED PROPERTY.

10. BASIS OF BEARINGS IS TRUE NORTH BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, ILLINOIS EAST 1201 ZONE.

11. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE THE WT GROUP DO HEREBY DECLARE THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

GIVEN UNDER OUR HAND AND SEAL THIS 6th DAY OF MARCH A.D.2023 AT HOFFMAN ESTATES, ILLINOIS.

THE WT GROUP, LLC

FRANJO I. MATICIC – PLS #035–003556 EXPIRES 11/30/2024
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007570–0015

PROFESSIONAL LAND SURVEYOR
FRANJO I. MATICIC
035-003556
HOFFMAN ESTATES ILLINOIS
STATE OF ILLINOIS

SEE SHEETS SUR–2, 3 & 4 FOR TOPOGRAPHIC SURVEY DATA AND BUILDING DIMENSIONS

SCALE: 1" = 30'
00 15 30 60
BAR SCALE

LEGEND

PROPERTY LINE	T/F T/T	TOP FOUNDATION/THRESHOLD	SOIL BORING
CENTER LINE		TYPICAL SIGN	TEL/ELEC MANHOLE
EASEMENT LINE		FLARED END SECTION	UTILITY POLE
BUILDING SETBACK		CLOSED MANHOLE	GUARDRAIL
(XXX') RECORD DATA		OPEN GRATE MANHOLE	GUY WIRE ANCHOR
XXX.XX TOP OF (CURB,WALL, ETC.) XXX.XX SPOT GRADE BOTTOM OF (GROUND, GUTTER,ETC.)		BEEHIVE GRATE MANHOLE	CONTOUR LINE
CONCRETE		GUTTER FRAME MANHOLE	TREE LINE / HEDGE LINE
		VALVE VAULT	EDGE GRAVEL/STONE
EVERGREEN/DECIDUOUS WITH SIZE IN INCHES		FIRE HYDRANT	FENCE LINE
		B–BOX / SERVICE VALVE	STORM SEWER
		POST LIGHT\GROUND LIGHT	SANITARY SEWER
		AREA LIGHT\LIGHT POLE	COMBO SEWER
SHRUB/SHRUB LINE		STREET LIGHT	WATER SERVICE LINE
MONITOR WELL		TRAFFIC SIGNAL	WATER MAIN
GAS VALVE		MAST ARM SIGNAL	OVERHEAD LINE
UTILITY MARKINGS (cable,elec,fiber) (tel,water,gas)		HANDHOLE (electric\traffic)	FIBER OPTIC LINE
		GAS METER	GAS LINE
MAILBOX		ELECTRIC METER	U.G. TELCO LINE
		PEDESTAL(telco,elec,cable)	U.G. ELECTRIC LINE

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

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IL License No: 184.007570–0015 Expires: 04.30.2023

WT Group
Engineering • Design • Consultin

D65 NEW 5th WARD SCHOOL
SWC SIMPSON ST & ASHLAND AVE
EVANSTON, ILLINOIS

ISSUE

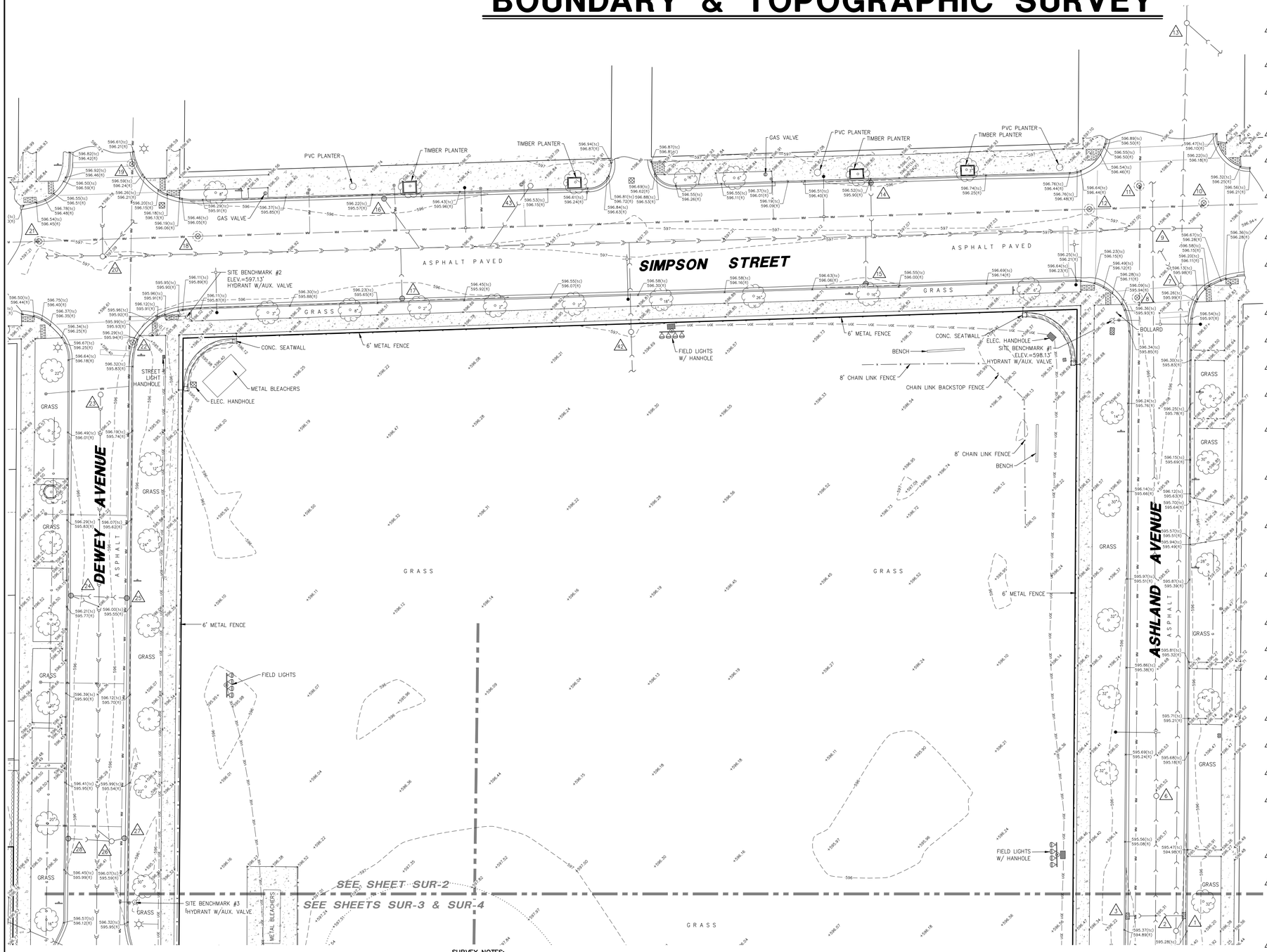
TO	DATE
CLIENT	3/15/23

CHECK: FIM
DRAWN: MWO
JOB: S2200034

Z1.12

SHEET 1 OF 4
BOUNDARY & TOPOGRAPHIC SURVEY

BOUNDARY & TOPOGRAPHIC SURVEY



SEE SHEET SUR-1 FOR OVERALL BOUNDARY SURVEY DATA

LEGEND

PROPERTY LINE	T/F T/T	TOP FOUNDATION/THRESHOLD	SOIL BORING
CENTER LINE		TYPICAL SIGN	TEL/ELEC MANHOLE
EASEMENT LINE		FLARED END SECTION	UTILITY POLE
BUILDING SETBACK		CLOSED MANHOLE	GUARDRAIL
(XXXX') RECORD DATA		OPEN GRATE MANHOLE	GUY WIRE ANCHOR
XXX.XX SPOT GRADE (TOP OF CURB/WALL ETC) XXX.XX (BOTTOM OF GROUND, GUTTER,ETC)		BEEHIVE GRATE MANHOLE	CONTOUR LINE
CONCRETE		GUTTER FRAME MANHOLE	TREE LINE / HEDGE LINE
		VALVE VAULT	EDGE GRAVEL/STONE
		FIRE HYDRANT	FENCE LINE
EVERGREEN/DECIDUOUS WITH SIZE IN INCHES		B-BOX / SERVICE VALVE	STORM SEWER
		POST LIGHT\GROUND LIGHT	SANITARY SEWER
SHRUB/SHRUB LINE		AREA LIGHT\LIGHT POLE	COMBO SEWER
MONITOR WELL		STREET LIGHT	WATER SERVICE LINE
GAS VALVE		TRAFFIC SIGNAL	WATER MAIN
UTILITY MARKINGS (cable,elec,fiber)		MAST ARM SIGNAL	OVERHEAD LINE
(tel,water,gas)		HANDHOLE (electric\traffic)	FIBER OPTIC LINE
MAILBOX		GAS METER	GAS LINE
		ELECTRIC METER	U.G. TELCO LINE
		PEDESTAL(telco,elec,cable)	U.G. ELECTRIC LINE

SURVEY NOTES:

1. SITE BENCHMARK #1 – CROSS CUT ON THE BURY BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF SIMPSON STREET & ASHLAND AVENUE. ELEVATION=598.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #2 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHEAST CORNER OF SIMPSON STREET & DEWEY AVENUE. ELEVATION=597.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #3 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE EAST SIDE OF DEWEY AVENUE, JUST NORTH OF THE CUL–DE–SAC. ELEVATION=597.48' (NAVD88) SEE SHEET SUR–3 FOR LOCATION.

SITE BENCHMARK #4 – CROSS CUT ON THE NORTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE NORTH SIDE OF FOSTER STREET, 402' WEST OF ASHLAND AVENUE. ELEVATION=596.92' (NAVD88) SEE SHEET SUR–3 FOR LOCATION

FOR CITY OF EVANSTON DATUM SUBTRACT 579.98' FROM ALL ELEVATIONS.

CITY OF EVANSTON SOURCE BENCHMARK #39, BEING A ROD WITH A CAP LOCATED ON THE NORTH SIDE OF SIMPSON STREET,. APPROX. 1000' WEST OF DEWEY AVENUE. ELEVATION=18.10' (CITY OF EVANSTON DATUM) OR 598.08' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON SEPTEMBER 8, 2022

N

SCALE: 1" = 20'

00 10 20 40

BAR SCALE

1. RIM=594.89' (STORM) 48" CONCRETE STRUCTURE INV=591.07' (10" DIP W) INV=590.07' (12" DIP SW)
2. RIM=595.12' (STORM) 48" CONCRETE STRUCTURE INV=581.67' (48" RCP N/S) INV=598.95' (12" DIP NE)
3. RIM=594.85' (STORM) 24" CONCRETE STRUCTURE INV=591.80' (10" DIP E)
4. RIM=595.67' (STORM) 48" CONCRETE STRUCTURE INV=581.82' (48" RCP N/S) INV=590.67' (8" PVC ESE) INV=590.42' (12" DIP SE)
5. RIM=595.84' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.87' (12" PVC N/S)
6. RIM=595.56' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.54' (12" PVC N) INV=589.54' (12" PVC S)
7. RIM=596.40' (STORM) 48" CONCRETE STRUCTURE INV=581.37' (48" RCP N/S) INV=591.60' (12" DIP E) INV=592.63' (12" DIP NW)
8. RIM=596.25' (WATER) 48" CONCRETE STRUCTURE 591.60' AT TOP OF 6" DIP N/S
9. RIM=596.98' (COMBINATION) 84" CONCRETE STRUCTURE INV=589.03' (12" PVC S) INV=588.95' (48" DIP E & W) INV=589.03' (18" PVC N) 588.95' AT BOTTOM OF STRUCTURE
10. RIM=596.84' (WATER) 60" CONCRETE STRUCTURE 591..30' AT TOP OF 12" DIP E/W
11. RIM=596.62' (WATER) 48" CONCRETE STRUCTURE 591.99' AT TOP OF 6" DIP
12. RIM=596.96' (WATER) 60" CONCRETE STRUCTURE 591.14' AT TOP OF 12" DIP E/W
13. RIM=596.22' (STORM) 48" CONCRETE STRUCTURE INV=590.67' (6" PVC SE) INV=581.22' (48" RCP N/S)
14. RIM=595.93' (STORM) 48" CONCRETE STRUCTURE 593.62' AT TOP OF SNORKEL 8" DIP S 593.16' AT WATER LEVEL 588.77' AT BOTTOM OF STRUCTURE
15. RIM=595.89' (STORM) 48" CONCRETE STRUCTURE 593.70' AT TOP OF SNORKEL 8" DIP N 593.46' AT WATER LEVEL 590.54' AT BOTTOM OF STRUCTURE
16. RIM=595.61' (STORM) 48" CONCRETE STRUCTURE 592.90' AT TOP OF SNORKEL 8" DIP SE 592.33' AT WATER LEVEL 588.88' AT BOTTOM OF STRUCTURE
17. RIM=595.58' (STORM) 48" CONCRETE STRUCTURE 592.96' AT TOP OF 8" SNORKEL 8" DIP N 592.49' AT WATER LEVEL 588.39' AT BOTTOM OF STRUCTURE
18. RIM=596.74' (WATER) 48" CONCRETE STRUCTURE 590.99' AT TOP OF 12" DIP E/W
19. RIM=596.27' (WATER) 48" CONCRETE STRUCTURE 591.93' AT TOP OF 6" DIP N/S
20. RIM=597.12' (COMBINATION) 72" CONCRETE STRUCTURE INV=589.07' (48" DIP N/E) INV=590.18' (12" DIP NE) INV=589.81' (8" DIP W)
21. RIM=597.06' (WATER) 48" CONCRETE STRUCTURE 591.08' AT TOP OF 12" DIP E/W
22. RIM=595.91' (WATER) 48" CONCRETE STRUCTURE 589.70' AT TOP OF 6" DIP N/S
23. RIM=596.23' (COMBINATION) 48" CONCRETE STRUCTURE 590.27' (12" PVC S)
24. RIM=595.79' (STORM) 48" CONCRETE STRUCTURE INV=592.62' (8" DIP E) 593.34' AT TOP OF SNORKEL 8" DIP SE 592.98' AT WATER LEVEL 589.57' AT BOTTOM OF STRUCTURE
25. RIM=595.62' (STORM) 24" CONCRETE STRUCTURE INV=593.14' (8" DIP W)
26. RIM=595.93' (STORM) 48" CONCRETE STRUCTURE INV=592.36' (8" DIP NE) INV=592.56' (8" DIP W) 593.07' AT TOP OF SNORKEL 8" DIP NW 592.29' AT WATER LEVEL 589.80' AT BOTTOM OF STRUCTURE
27. RIM=595.44' (STORM) 24" CONCRETE STRUCTURE INV=592.80' (8" DIP SW)
28. RIM=595.91' (STORM) 24" CONCRETE STRUCTURE INV=592.93' (8" DIP E)
29. RIM=596.83' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.96' (12" PVC N/S) INV=591.69' (8" CLAY WNW)
30. RIM=596.95' (COMBINATION) 36" BRICK STRUCTURE INV=589.96' (12" PVC N/S)
31. RIM=596.70' (COMBINATION) 36" BRICK STRUCTURE INV=589.74'(8" CLAY NW & SE) WATER IN TROUGH @ 590.07
32. RIM=598.25' (UNKNOWN) 18" CONCRETE STRUCTURE NO LINES FOUND 592.65' AT BOTTOM OF STRUCTURE
33. RIM=598.17' (STORM) 18" CONCRETE STRUCTURE INV=595.83' (2" DIP SW) 593.13' AT BOTTOM OF STRUCTURE
34. RIM=596.99' (STORM) 36" CONCRETE STRUCTURE INV=592.96' (8" PVC SW) 593.67' AT TOP SNORKEL 8" PVC W
35. RIM=597.17' (COMBINATION) 36" CONCRETE STRUCTURE INV=592.67' (6" CLAY SE/S) INV=592.60' (6" CLAY NW)
36. RIM=597.02' (COMBINATION) 36" CONCRETE STRUCTURE INV=592.93' (8" PVC E) INV=592.13' (8" CLAY SE/NW) INV=592.29' (6" CLAY SW)
37. RIM=597.19' (STORM) 36" BLOCK STRUCTURE INV=592.82' (6" CLAY ENE) INV=592.56' (4" CLAY SE) INV=594.62' (2" DIP SW) INV=593.34' (6" CLAY NW)
38. RIM=596.17' (COMBINATION) 48" CONCRETE STRUCTURE INV=588.96' (12" PVC N/S)
39. RIM=595.77' (STORM) 48" CONCRETE STRUCTURE INV=594.62' (8" PVC S) 594.62' AT WATER LEVEL
40. RIM=595.16' (STORM) 24" CONCRETE STRUCTURE INV=591.81' (10" DIP E)
41. RIM=595.23' (STORM) 48" CONCRETE STRUCTURE INV=590.63' (12" DIP NW) INV=590.70' (10" DIP W)
42. RIM=597.09' (STORM) 36" BRICK STRUCTURE 591.66' AT BOTTOM OF ELBOW 8" CLAY N INV=592.43' (4" CLAY S)
43. RIM=596.62' (STORM) 36" CONCRETE STRUCTURE INV=592.07' (8" CLAY WSW)
44. RIM=595.95' (STORM) 48" CONCRETE STRUCTURE INV=592.88' (6" PVC N) DRY WELL
45. RIM=597.45' (COMBINATION) 48" CONCRETE STRUCTURE INV=593.43' (8" CLAY E/W)
46. RIM=597.58' (STORM) 48" CONCRETE STRUCTURE INV=591.98' (6" CLAY E) INV=592.20' (6" CLAY SW) INV=594.40' (8" CLAY W)
47. RIM=595.96' (WATER) 48" CONCRETE STRUCTURE 590.51' AT TOP OF 8" DIP N/S/E)
48. RIM=596.08' (STORM) 60" CONCRETE STRUCTURE INV=584.00' (36" RCP E) INV=584.00' (27" RCP S)
49. RIM=598.18' (STORM) 18" IN 24" CONCRETE STRUCTURE FULL OF DEBRIS NO LINES FOUND 592.75' AT TOP OF DEBRIS
50. RIM=596.29' (STORM) 48" CONCRETE STRUCTURE INV=590.04' (18" PVC NE) INV=589.74' (12" METAL W/RESTRICTOR SW)
51. RIM=595.86' (STORM) 48" CONCRETE STRUCTURE INV=591.73' (8" PVC NNE) INV=590.68' (18" PVC SW)
52. RIM=595.98' (COMBINATION) 48" CONCRETE STRUCTURE INV=590.30' (12" PVC N/S) INV=590.68' (8" CLAY E)
53. RIM=596.02' (STORM) 96" CONCRETE STRUCTURE INV=582.24' (48" RCP N) INV=583.35' (24" RCP E) INV=591.30' (12" RCP SSE) 12" METAL SE UNABLE TO GET INVERT INV=584.00' (24" RCP S) 10" METAL WSW UNABLE TO GET INVERT INV=582.77' (36" RCP W)
54. RIM=595.61' (STORM) 48" CONCRETE STRUCTURE INV=591.78' (12" METAL N) INV=591.53' (12" METAL W/RESTRICTOR NW)
55. RIM=596.15' (STORM) 48" CONCRETE STRUCTURE INV=592.31' (12" RCP NNW/W)
56. RIM=596.09' (STORM) 24" CONCRETE STRUCTURE INV=593.24' (12" RCP E)
57. RIM=596.71' (COMBINATION) 48" CONCRETE STRUCTURE INV=591.63' (12" CLAY N) INV=591.71' (6" PVC E) INV=591.63' (8" PVC S)
58. RIM=596.85' (STORM) 48" CONCRETE STRUCTURE INV=584.40' (24" RCP N/SW)
59. RIM=595.76' (STORM) 24" CONCRETE STRUCTURE INV=592.51' (12" RCP N)
60. RIM=595.68' (STORM) 48" CONCRETE STRUCTURE INV=592.53' (10" METAL ENE) INV=592.53' (12" RCP S)
61. RIM=595.64' (WATER) 48" CONCRETE STRUCTURE 591.50' AT TOP OF 8" DIP E/W
62. RIM=596.62' (WATER) 48" CONCRETE STRUCTURE 591.52' AT TOP OF 8" DIP N/S/W
63. RIM=596.32' (STORM) 48" CONCRETE STRUCTURE INV=585.64' (24" RCP E/W) INV=590.47' (12" METAL S)
64. RIM=595.00' (STORM) 24" CONCRETE STRUCTURE INV=591.95' (6" PVC NNE) INV=591.75' (10" METAL SSW)
65. RIM=595.04' (STORM) 48" CONCRETE STRUCTURE INV=591.08' (12" METAL NE) INV=591.08' (10" METAL NNE)
66. RIM=595.54' (STORM) 72" CONCRETE STRUCTURE INV=583.47' (36" RCP E/W) 8" METAL NE UNABLE TO GET INVERT
67. RIM=595.48' (STORM) 72" CONCRETE STRUCTURE INV=589.28' (10" METAL NE) INV=583.51' (36" RCP E/W) INV=590.48' (10" METAL SW) INV=591.36' (10" PVC NW)
68. RIM=595.22' (STORM) 48" CONCRETE STRUCTURE INV=590.47' (10" METAL NE W/RESTRICTOR)
69. RIM=595.24' (STORM) 48" CONCRETE STRUCTURE INV=591.24' (10" METAL SW W/RESTRICTOR
70. RIM=596.47' (STORM) 48" CONCRETE STRUCTURE INV=591.94' (8" CLAY SE W/ 6" HOLE HAS COMBINATION LID
71. RIM=595.59' (STORM) 24" CONCRETE STRUCTURE INV=592.83' (8" METAL NNW) UNABLE TO OPEN
72. RIM=596.24' (CONBINATION) 48" CONCRETE STRUCTURE INV=591.16' (8" METAL N) INV=590.54' (CAPPED LINE E) INV=590.99' (10" METAL S CAPPED) INV=590.54' (10" PVC W)
73. RIM=595.50' (STORM) 48" CONCRETE STRUCTURE INV=592.33' (8" METAL SSE) INV=592.17' (8" METAL S W/ RESTRICTOR)
74. RIM=595.99' (STORM) 48" CONCRETE STRUCTURE INV=590.14' (8" CLAY N) INV=590.66' (8" METAL S W/ RESTRICTOR)
75. RIM=596.22' (COMBINATION) 48" CONCRETE STRUCTURE INV=590.22' (8" METAL N) INV=590.07' (10" PVC E) INV=590.97' (6" PVC SE) INV=590.27' (8" METAL S) INV=590.07' (10" PVC W)
76. RIM=595.40' (STORM) 48" CONCRETE STRUCTURE INV=591.17' (8" METAL N W/ RESTRICTOR)
77. RIM=596.36' (WATER) 48" CONCRETE STRUCTURE 590.86' AT TOP OF 8" DIP N/E/S
78. RIM=596.49' (COMBINATION) 48" CONCRETE STRUCTURE INV=589.59' (10" PVC N/E/S/W)
79. RIM=596.30' (STORM) 48" CONCRETE STRUCTURE INV=592.80' (8" CLAY S) PIPE IS SMASHED
80. RIM=596.67' (STORM) 48" CONCRETE STRUCTURE INV=591.52' (6" CLAY S)
81. RIM=596.26' (COMBINATION) 48" CONCRETE STRUCTURE INV=592.37' (8" CLAY ENE) INV=591.39' (8" CLAY N/S)
82. RIM=596.12' (STORM) 48" CONCRETE STRUCTURE INV=592.02' (4" CLAY WSW)
83. RIM=596.57' (STORM) 48" CONCRETE STRUCTURE INV=591.91' (4" CLAY ESE) CHANGES AT SOME POINT TO A 8" CLAY SE)
84. RIM=595.76' (STORM) 48" CONCRETE STRUCTURE INV=591.90' (8" PVC S)
85. RIM=598.11' (UNKNOWN) UNABLE TO OPEN

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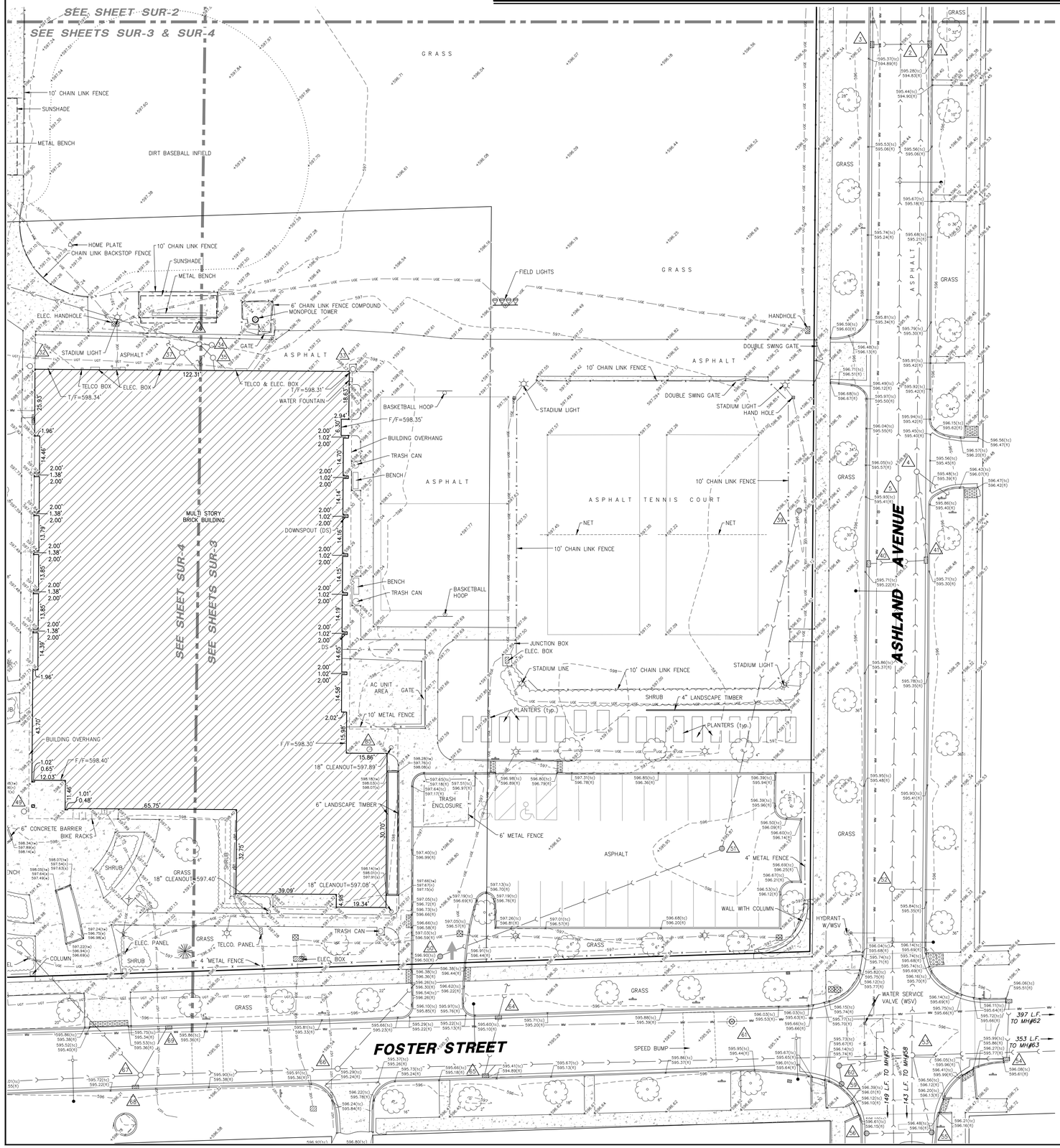
SHEET 2 OF 4
BOUNDARY & TOPOGRAPHIC SURVEY

BOUNDARY & TOPOGRAPHIC SURVEY



1. RIM=594.89' (STORM)
48" CONCRETE STRUCTURE
INV=591.07' (10" DIP W)
INV=590.07' (12" DIP SW)

2. RIM=595.12' (STORM)
48" CONCRETE STRUCTURE
INV=581.67' (48" RCP N/S)
INV=598.95' (12" DIP NE)

3. RIM=594.85' (STORM)
24" CONCRETE STRUCTURE
INV=591.80' (10" DIP E)

4. RIM=595.67' (STORM)
48" CONCRETE STRUCTURE
INV=581.82' (48" RCP N/S)
INV=590.67' (8" PVC ESE)
INV=590.42' (12" DIP SE)

5. RIM=595.84' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.87' (12" PVC N/S)

6. RIM=595.56' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.54' (12" PVC N)
INV=589.54' (12" PVC S)

7. RIM=596.40' (STORM)
48" CONCRETE STRUCTURE
INV=581.37' (48" RCP N/S)
INV=591.60' (12" DIP E)
INV=592.63' (12" DIP NW)

8. RIM=596.25' (WATER)
48" CONCRETE STRUCTURE
591.60' AT TOP OF 6" DIP N/S

9. RIM=596.98' (COMBINATION)
84" CONCRETE STRUCTURE
INV=589.03' (12" PVC S)
INV=588.95' (48" DIP E & W)
INV=589.03' (18" PVC N)
588.95' AT BOTTOM OF STRUCTURE

10. RIM=596.84' (WATER)
60" CONCRETE STRUCTURE
591.30' AT TOP OF 12" DIP E/W

11. RIM=596.62' (WATER)
48" CONCRETE STRUCTURE
591.99' AT TOP OF 6" DIP

12. RIM=596.96' (WATER)
60" CONCRETE STRUCTURE
591.14' AT TOP OF 12" DIP E/W

13. RIM=596.22' (STORM)
48" CONCRETE STRUCTURE
INV=590.67' (6" PVC SE)
INV=581.22' (48" RCP N/S)

14. RIM=595.93' (STORM)
48" CONCRETE STRUCTURE
593.62' AT TOP OF SNORKEL
8" DIP S
593.16' AT WATER LEVEL
588.77' AT BOTTOM OF STRUCTURE

15. RIM=595.89' (STORM)
48" CONCRETE STRUCTURE
593.70' AT TOP OF SNORKEL
8" DIP N
593.46' AT WATER LEVEL
590.54' AT BOTTOM OF STRUCTURE

16. RIM=595.61' (STORM)
48" CONCRETE STRUCTURE
592.90' AT TOP OF SNORKEL
8" DIP SE
592.33' AT WATER LEVEL
588.88' AT BOTTOM OF STRUCTURE

17. RIM=595.58' (STORM)
48" CONCRETE STRUCTURE
592.96' AT TOP OF 8" SNORKEL
8" DIP N
592.49' AT WATER LEVEL
588.39' AT BOTTOM OF STRUCTURE

18. RIM=596.74' (WATER)
48" CONCRETE STRUCTURE
590.99' AT TOP OF 12" DIP E/W

19. RIM=596.27' (WATER)
48" CONCRETE STRUCTURE
591.93' AT TOP OF 6" DIP N/S

20. RIM=597.12' (COMBINATION)
72" CONCRETE STRUCTURE
INV=589.07' (48" DIP N/E)
INV=590.18' (12" DIP NE)
INV=589.81' (8" DIP W)

21. RIM=597.06' (WATER)
48" CONCRETE STRUCTURE
591.08' AT TOP OF 12" DIP E/W

22. RIM=595.91' (WATER)
48" CONCRETE STRUCTURE
589.70' AT TOP OF 6" DIP N/S

23. RIM=596.23' (COMBINATION)
48" CONCRETE STRUCTURE
590.27' (12" PVC S)

24. RIM=595.79' (STORM)
48" CONCRETE STRUCTURE
INV=592.62' (8" DIP E)
593.34' AT TOP OF SNORKEL
8" DIP SE
592.98' AT WATER LEVEL
589.57' AT BOTTOM OF STRUCTURE

25. RIM=595.62' (STORM)
24" CONCRETE STRUCTURE
INV=593.14' (8" DIP W)

26. RIM=595.93' (STORM)
48" CONCRETE STRUCTURE
INV=592.36' (8" DIP NE)
INV=592.56' (8" DIP W)
593.07' AT TOP OF SNORKEL
8" DIP NNW
592.29' AT WATER LEVEL
589.80' AT BOTTOM OF STRUCTURE

27. RIM=595.44' (STORM)
24" CONCRETE STRUCTURE
INV=592.80' (8" DIP SW)

28. RIM=595.91' (STORM)
24" CONCRETE STRUCTURE
INV=592.93' (8" DIP E)

29. RIM=596.83' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.96' (12" PVC N/S)
INV=591.69' (8" CLAY WNW)

30. RIM=596.95' (COMBINATION)
36" BRICK STRUCTURE
INV=589.96' (12" PVC N/S)

31. RIM=596.70' (COMBINATION)
36" BRICK STRUCTURE
INV=589.74'(8" CLAY NW & SE)
WATER IN TROUGH @ 590.07

32. RIM=598.25' (UNKNOWN)
18" CONCRETE STRUCTURE
NO LINES FOUND
592.65' AT BOTTOM OF STRUCTURE

33. RIM=598.17' (STORM)
18" CONCRETE STRUCTURE
INV=595.83' (2" DIP SW)
593.13' AT BOTTOM OF STRUCTURE

34. RIM=596.99' (STORM)
36" CONCRETE STRUCTURE
INV=592.96' (8" PVC SW)
593.67' AT TOP SNORKEL 8" PVC W

35. RIM=597.17' (COMBINATION)
36" CONCRETE STRUCTURE
INV=592.67' (6" CLAY SE/S)
INV=592.60' (6" CLAY NW)

36. RIM=597.02' (COMBINATION)
36" CONCRETE STRUCTURE
INV=592.93' (8" PVC E)
INV=592.13' (8" CLAY SE/NW)
INV=592.29' (6" CLAY SW)

37. RIM=597.19' (STORM)
36" BLOCK STRUCTURE
INV=592.82' (6" CLAY ENE)
INV=592.56' (4" CLAY SE)
INV=594.62' (2" DIP SW)
INV=593.34' (6" CLAY NW)

38. RIM=596.17' (COMBINATION)
48" CONCRETE STRUCTURE
INV=588.96' (12" PVC N/S)

39. RIM=595.77' (STORM)
48" CONCRETE STRUCTURE
INV=594.62' (8" PVC S)
594.62' AT WATER LEVEL

40. RIM=595.16' (STORM)
24" CONCRETE STRUCTURE
INV=591.81' (10" DIP E)

41. RIM=595.23' (STORM)
48" CONCRETE STRUCTURE
INV=590.63' (12" DIP NW)
INV=590.70' (10" DIP W)

42. RIM=597.09' (STORM)
36" BRICK STRUCTURE
591.66' AT BOTTOM OF ELBOW
8" CLAY N
INV=592.43' (4" CLAY S)

43. RIM=596.62' (STORM)
36" CONCRETE STRUCTURE
INV=592.07' (8" CLAY WSW)

44. RIM=595.95' (STORM)
48" CONCRETE STRUCTURE
INV=592.88' (8" PVC N)
DRY WELL

45. RIM=597.45' (COMBINATION)
48" CONCRETE STRUCTURE
INV=593.43' (8" CLAY E/W)

46. RIM=597.58' (STORM)
48" CONCRETE STRUCTURE
INV=591.98' (8" CLAY E)
INV=592.20' (6" CLAY SW)
INV=594.40' (8" CLAY W)

47. RIM=595.96' (WATER)
48" CONCRETE STRUCTURE
590.51' AT TOP OF 8" DIP N/S/E)

48. RIM=596.08' (STORM)
60" CONCRETE STRUCTURE
INV=584.00' (36" RCP E)
INV=584.00' (27" RCP S)

49. RIM=598.18' (STORM)
18" IN 24" CONCRETE STRUCTURE
FULL OF DEBRIS
NO LINES FOUND
592.75' AT TOP OF DEBRIS

50. RIM=596.29' (STORM)
48" CONCRETE STRUCTURE
INV=590.04' (18" PVC NE)
INV=592.82' (6" CLAY E)
INV=592.74' (8" CLAY S)
W/RESTRICTOR SW)

51. RIM=595.86' (STORM)
48" CONCRETE STRUCTURE
INV=591.73' (8" PVC NNE)
INV=590.68' (18" PVC SW)

52. RIM=595.98' (COMBINATION)
48" CONCRETE STRUCTURE
INV=590.30' (12" PVC N/S)
INV=590.68' (8" CLAY E)

53. RIM=596.02' (STORM)
96" CONCRETE STRUCTURE
INV=582.24' (48" RCP N)
INV=583.35' (24" RCP E)
INV=591.30' (12" RCP SSE)
12" METAL SE UNABLE TO GET INVERT
INV=584.00' (24" RCP S)
10" METAL WSW UNABLE TO GET INVERT
INV=582.77' (36" RCP W)

54. RIM=595.61' (STORM)
48" CONCRETE STRUCTURE
INV=591.78' (12" METAL N)
INV=591.53' (12" METAL
W/RESTRICTOR NW)

55. RIM=596.15' (STORM)
48" CONCRETE STRUCTURE
INV=592.31' (12" RCP NNW/W)

56. RIM=596.09' (STORM)
24" CONCRETE STRUCTURE
INV=593.24' (12" RCP E)

57. RIM=596.71' (COMBINATION)
48" CONCRETE STRUCTURE
INV=591.63' (12" CLAY N)
INV=591.71' (6" PVC E)
INV=591.63' (8" PVC S)

58. RIM=596.85' (STORM)
48" CONCRETE STRUCTURE
INV=584.40' (24" RCP N/SW)

59. RIM=595.76' (STORM)
24" CONCRETE STRUCTURE
INV=592.51' (12" RCP N)

60. RIM=595.68' (STORM)
48" CONCRETE STRUCTURE
INV=592.53' (12" RCP S)

61. RIM=595.64' (WATER)
48" CONCRETE STRUCTURE
591.50' AT TOP OF 8" DIP E/W

62. RIM=596.62' (WATER)
48" CONCRETE STRUCTURE
591.52' AT TOP OF 8" DIP N/S/W

63. RIM=596.32' (STORM)
48" CONCRETE STRUCTURE
INV=585.64' (24" RCP E/W)
INV=590.47' (12" METAL S)

64. RIM=595.00' (STORM)
24" CONCRETE STRUCTURE
INV=591.95' (6" PVC NNE)
INV=591.75' (10" METAL SSW)

65. RIM=595.04' (STORM)
48" CONCRETE STRUCTURE
INV=591.08' (12" METAL NE)
INV=591.08' (10" METAL NNE)

66. RIM=595.54' (STORM)
72" CONCRETE STRUCTURE
INV=583.47' (36" RCP E/W)
8" METAL NE
UNABLE TO GET INVERT

67. RIM=595.48' (STORM)
72" CONCRETE STRUCTURE
INV=589.28' (10" METAL NE)
INV=583.51' (36" RCP E/W)
INV=590.48' (10" METAL SW)
INV=591.36' (10" PVC NW)

68. RIM=595.22' (STORM)
48" CONCRETE STRUCTURE
INV=590.47' (10" METAL NE
W/RESTRICTOR)

69. RIM=595.24' (STORM)
48" CONCRETE STRUCTURE
INV=591.24' (10" METAL SW
W/RESTRICTOR

70. RIM=596.47' (STORM)
48" CONCRETE STRUCTURE
INV=591.94' (8" CLAY SE
W/ 6" HOLE
HAS COMBINATION LID

71. RIM=595.59' (STORM)
24" CONCRETE STRUCTURE
INV=592.83' (8" METAL NNW)
UNABLE TO OPEN

72. RIM=596.24' (CONBINATION)
48" CONCRETE STRUCTURE
INV=591.16' (8" METAL N)
INV=590.54' (CAPPED LINE E)
INV=590.99' (10" METAL S CAPPED)
INV=590.54' (10" PVC W)

73. RIM=595.50' (STORM)
48" CONCRETE STRUCTURE
INV=592.33' (8" METAL SSE)
INV=592.17' (8" METAL S
W/ RESTRICTOR)

74. RIM=595.99' (STORM)
48" CONCRETE STRUCTURE
INV=590.14' (8" CLAY N)
INV=590.66' (8" METAL S
W/ RESTRICTOR)

75. RIM=596.22' (COMBINATION)
48" CONCRETE STRUCTURE
INV=590.22' (8" METAL N)
INV=590.07' (10" PVC E)
INV=590.97' (6" PVC SE)
INV=590.27' (8" METAL S)
INV=590.07' (10" PVC W)

76. RIM=595.40' (STORM)
48" CONCRETE STRUCTURE
INV=591.17' (8" METAL N
W/ RESTRICTOR)

77. RIM=596.36' (WATER)
48" CONCRETE STRUCTURE
590.86' AT TOP OF 8" DIP N/E/S

78. RIM=596.49' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.59' (10" PVC N/E/S/W)

79. RIM=596.30' (STORM)
48" CONCRETE STRUCTURE
INV=592.80' (8" CLAY S)
PIPE IS SMASHED

80. RIM=596.67' (STORM)
48" CONCRETE STRUCTURE
INV=591.52' (6" CLAY S)

81. RIM=596.26' (COMBINATION)
48" CONCRETE STRUCTURE
INV=592.37' (6" CLAY ENE)
INV=591.39' (8" CLAY N/S)

82. RIM=596.12' (STORM)
48" CONCRETE STRUCTURE
INV=592.02' (4" CLAY WSW)

83. RIM=596.57' (STORM)
48" CONCRETE STRUCTURE
INV=591.91' (4" CLAY ESE)
CHANGES AT SOME POINT TO
A 8" CLAY SE)

84. RIM=595.76' (STORM)
48" CONCRETE STRUCTURE
INV=591.90' (8" PVC S)

85. RIM=598.11' (UNKNOWN)
UNABLE TO OPEN

SURVEY NOTES:

1. SITE BENCHMARK #1 – CROSS CUT ON THE BURY BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF SIMPSON STREET & ASHLAND AVENUE. ELEVATION=598.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #2 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHEAST CORNER OF SIMPSON STREET & DEWEY AVENUE. ELEVATION=597.13' (NAVD88) SEE SHEET SUR–2 FOR LOCATION.

SITE BENCHMARK #3 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE EAST SIDE OF DEWEY AVENUE, JUST NORTH OF THE CUL–DE–SAC. ELEVATION=597.48' (NAVD88) SEE SHEET SUR–3 FOR LOCATION.

SITE BENCHMARK #4 – CROSS CUT ON THE NORTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE NORTH SIDE OF FOSTER STREET, 402' WEST OF ASHLAND AVENUE. ELEVATION=596.92' (NAVD88) SEE SHEET SUR–3 FOR LOCATION

FOR CITY OF EVANSTON DATUM SUBTRACT 579.98' FROM ALL ELEVATIONS.

CITY OF EVANSTON SOURCE BENCHMARK #39, BEING A ROD WITH A CAP LOCATED ON THE NORTH SIDE OF SIMPSON STREET,. APPROX. 1000' WEST OF DEWEY AVENUE. ELEVATION=18.10' (CITY OF EVANSTON DATUM) OR 598.08' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON SEPTEMBER 8, 2022

N

SCALE: 1" = 20'

00 10 20 40

BAR SCALE

LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- BUILDING SETBACK
- (XXX') RECORD DATA
- XXX.XX TOP OF (CURB/WALL, ETC.)
- XXX.XX SPOT GRADE
- BOTTOM OF (GROUND, GUTTER,ETC.)
- CONCRETE
- EVERGREEN/DECIDUOUS WITH SIZE IN INCHES
- SHRUB/SHRUB LINE
- MONITOR WELL
- GAS VALVE
- TYPICAL SIGN
- FLARED END SECTION
- CLOSED MANHOLE
- OPEN GRATE MANHOLE
- BEEHIVE GRATE MANHOLE
- TEL/ELEC MANHOLE
- GUTTER FRAME MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- B–BOX / SERVICE VALVE
- POST LIGHT/GROUND LIGHT
- AREA LIGHT/LIGHT POLE
- STREET LIGHT
- TRAFFIC SIGNAL
- MAST ARM SIGNAL
- HANDHOLE (electric\traffic)
- GAS METER
- ELECTRIC METER
- PEDESTAL(tel,elec,cable)
- UTILITY MARKINGS (cable,elec,fiber) (tel,water,gas)
- UTILITY POLE
- MAILBOX
- 1/1 1/1 TOP FOUNDATION/THRESHOLD
- SB SOIL BORING
- GUARDRAIL
- GUY WIRE ANCHOR
- 773 CONTOUR LINE
- TREE LINE / HEDGE LINE
- EDGE GRAVEL/STONE
- FENCE LINE
- STORM SEWER
- SANITARY SEWER
- COMBO SEWER
- WS WATER SERVICE LINE
- WM WATER MAIN
- OHS OVERHEAD LINE
- FO FIBER OPTIC LINE
- G GAS LINE
- UGT U.G. TELCO LINE
- UGE U.G. ELECTRIC LINE

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

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D65 NEW 5th WARD SCHOOL
SWC SIMPSON ST & ASHLAND AVE
EVANSTON, ILLINOIS

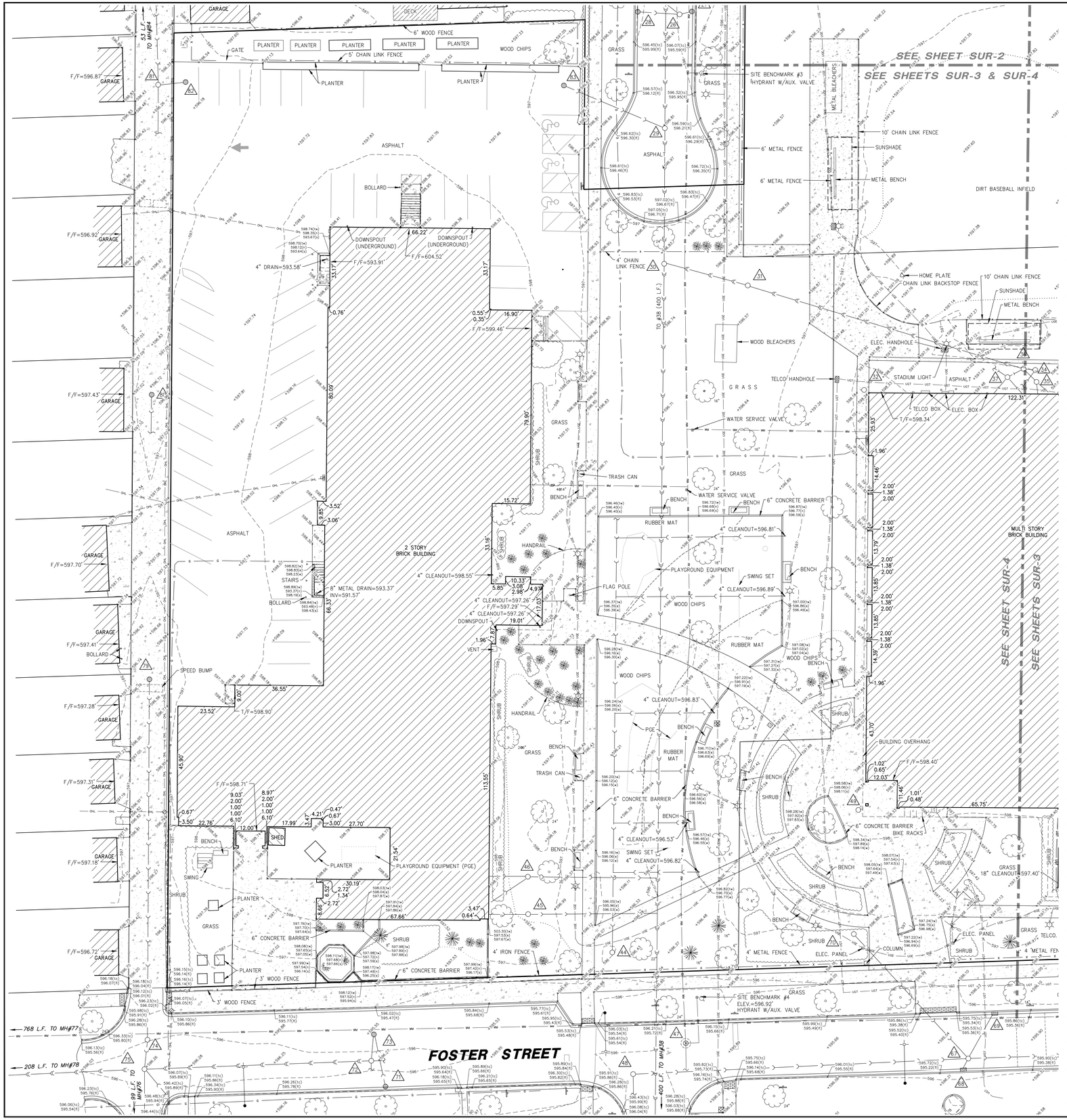
ISSUE

TO	DATE
CLIENT	3/15/23

CHECK: FIM
DRAWN: MWO
JOB: S2200034

Z1.14
SHEET 3 OF 4
BOUNDARY & TOPOGRAPHIC SURVEY

BOUNDARY & TOPOGRAPHIC SURVEY



1. RIM=594.89' (STORM)
48" CONCRETE STRUCTURE
INV=591.07' (10" DIP W)
INV=590.07' (12" DIP SW)

2. RIM=595.12' (STORM)
48" CONCRETE STRUCTURE
INV=581.67' (48" RCP N/S)
INV=598.95' (12" DIP NE)

3. RIM=594.85' (STORM)
24" CONCRETE STRUCTURE
INV=591.80' (10" DIP E)

4. RIM=595.67' (STORM)
48" CONCRETE STRUCTURE
INV=581.82' (48" RCP N/S)
INV=590.67' (8" PVC ESE)
INV=590.42' (12" DIP SE)

5. RIM=595.84' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.87' (12" PVC N/S)

6. RIM=595.56' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.54' (12" PVC N)
INV=589.54' (12" PVC S)

7. RIM=596.40' (STORM)
48" CONCRETE STRUCTURE
INV=581.37' (48" RCP N/S)
INV=591.60' (12" DIP E)
INV=592.63' (12" DIP NW)

8. RIM=596.25' (WATER)
48" CONCRETE STRUCTURE
591.60' AT TOP OF 6" DIP N/S

9. RIM=596.98' (COMBINATION)
84" CONCRETE STRUCTURE
INV=589.03' (12" PVC S)
INV=588.95' (48" DIP E & W)
INV=589.03' (18" PVC N)
588.95' AT BOTTOM OF STRUCTURE

10. RIM=596.84' (WATER)
60" CONCRETE STRUCTURE
591.30' AT TOP OF 12" DIP E/W

11. RIM=596.62' (WATER)
48" CONCRETE STRUCTURE
591.99' AT TOP OF 6" DIP

12. RIM=596.96' (WATER)
60" CONCRETE STRUCTURE
591.14' AT TOP OF 12" DIP E/W

13. RIM=596.22' (STORM)
48" CONCRETE STRUCTURE
INV=590.67' (6" PVC SE)
INV=581.22' (48" RCP N/S)

14. RIM=595.93' (STORM)
48" CONCRETE STRUCTURE
593.62' AT TOP OF SNORKEL
8" DIP S
593.16' AT WATER LEVEL
588.77' AT BOTTOM OF STRUCTURE

15. RIM=595.89' (STORM)
48" CONCRETE STRUCTURE
593.70' AT TOP OF SNORKEL
8" DIP N
593.46' AT WATER LEVEL
590.54' AT BOTTOM OF STRUCTURE

16. RIM=595.61' (STORM)
48" CONCRETE STRUCTURE
592.90' AT TOP OF SNORKEL
8" DIP SE
592.33' AT WATER LEVEL
588.88' AT BOTTOM OF STRUCTURE

17. RIM=595.58' (STORM)
48" CONCRETE STRUCTURE
592.96' AT TOP OF 8" SNORKEL
8" DIP N
592.49' AT WATER LEVEL
588.39' AT BOTTOM OF STRUCTURE

18. RIM=596.74' (WATER)
48" CONCRETE STRUCTURE
590.99' AT TOP OF 12" DIP E/W

19. RIM=596.27' (WATER)
48" CONCRETE STRUCTURE
591.93' AT TOP OF 6" DIP N/S

20. RIM=597.12' (COMBINATION)
72" CONCRETE STRUCTURE
INV=589.07' (48" DIP N/E)
INV=590.18' (12" DIP NE)
INV=589.81' (8" DIP W)

21. RIM=597.06' (WATER)
48" CONCRETE STRUCTURE
591.08' AT TOP OF 12" DIP E/W

22. RIM=595.91' (WATER)
48" CONCRETE STRUCTURE
589.70' AT TOP OF 6" DIP N/S

23. RIM=596.23' (COMBINATION)
48" CONCRETE STRUCTURE
590.27' (12" PVC S)

24. RIM=595.79' (STORM)
48" CONCRETE STRUCTURE
INV=592.62' (8" DIP E)
593.34' AT TOP OF SNORKEL
8" DIP SE
592.98' AT WATER LEVEL
589.57' AT BOTTOM OF STRUCTURE

25. RIM=595.62' (STORM)
24" CONCRETE STRUCTURE
INV=593.14' (8" DIP W)

26. RIM=595.93' (STORM)
48" CONCRETE STRUCTURE
INV=592.36" (8" DIP NE)
INV=592.56" (8" DIP W)
593.07' AT TOP OF SNORKEL
8" DIP NNW
592.29' AT WATER LEVEL
589.80' AT BOTTOM OF STRUCTURE

27. RIM=595.44' (STORM)
24" CONCRETE STRUCTURE
INV=592.80' (8" DIP SW)

28. RIM=595.91' (STORM)
24" CONCRETE STRUCTURE
INV=592.93" (8" DIP E)

29. RIM=596.83' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.96' (12" PVC N/S)
INV=591.69' (8" CLAY WNW)

30. RIM=596.95' (COMBINATION)
36" BRICK STRUCTURE
INV=589.96' (12" PVC N/S)

31. RIM=596.70' (COMBINATION)
36" BRICK STRUCTURE
INV=589.74'(8" CLAY NW & SE)
WATER IN TROUGH @ 590.07

32. RIM=598.25' (UNKNOWN)
18" CONCRETE STRUCTURE
NO LINES FOUND
592.65' AT BOTTOM OF STRUCTURE

33. RIM=598.17' (STORM)
18" CONCRETE STRUCTURE
INV=595.83' (2" DIP SW)
593.13' AT BOTTOM OF STRUCTURE

34. RIM=596.99' (STORM)
36" CONCRETE STRUCTURE
INV=592.96" (6" PVC SW)
593.67' AT TOP SNORKEL 8" PVC W

35. RIM=597.17' (COMBINATION)
36" CONCRETE STRUCTURE
INV=592.67" (6" CLAY SE/S)
INV=592.60' (6" CLAY NW)

36. RIM=597.02' (COMBINATION)
36" CONCRETE STRUCTURE
INV=592.93" (8" PVC E)
INV=592.13' (8" CLAY SE/NW)
INV=592.29' (6" CLAY SW)

37. RIM=597.19' (STORM)
36" BLOCK STRUCTURE
INV=592.82" (6" CLAY ENE)
INV=592.56" (4" CLAY SE)
INV=594.62' (2" DIP SW)
INV=593.34' (6" CLAY NW)

38. RIM=596.17' (COMBINATION)
48" CONCRETE STRUCTURE
INV=588.96' (12" PVC N/S)

39. RIM=595.77' (STORM)
48" CONCRETE STRUCTURE
INV=594.62" (8" PVC S)
594.62' AT WATER LEVEL

40. RIM=595.16' (STORM)
24" CONCRETE STRUCTURE
INV=591.81' (10" DIP E)

41. RIM=595.23' (STORM)
48" CONCRETE STRUCTURE
INV=590.63" (12" DIP NW)
INV=590.70' (10" DIP W)

42. RIM=597.09' (STORM)
36" BRICK STRUCTURE
591.66' AT BOTTOM OF ELBOW
8" CLAY N
INV=592.43' (4" CLAY S)

43. RIM=596.62' (STORM)
36" CONCRETE STRUCTURE
INV=592.07' (8" CLAY WSW)

44. RIM=595.95' (STORM)
48" CONCRETE STRUCTURE
INV=592.88' (6" PVC N)
DRY WELL

45. RIM=597.45' (COMBINATION)
48" CONCRETE STRUCTURE
INV=593.43' (8" CLAY E/W)

46. RIM=597.58' (STORM)
48" CONCRETE STRUCTURE
INV=591.98" (8" CLAY E)
INV=592.20' (6" CLAY SW)
594.40' (8" CLAY W)

47. RIM=595.96" (WATER)
48" CONCRETE STRUCTURE
590.51' AT TOP OF 8" DIP N/S/E)

48. RIM=596.08' (STORM)
60" CONCRETE STRUCTURE
INV=584.00' (36" RCP E)
INV=584.00' (27" RCP S)

49. RIM=598.18' (STORM)
18" IN 24" CONCRETE STRUCTURE
FULL OF DEBRIS
NO LINES FOUND
592.75' AT TOP OF DEBRIS

50. RIM=596.29' (STORM)
48" CONCRETE STRUCTURE
INV=590.04' (18" PVC NE)
INV=589.74' (12" METAL W/RESTRICTOR SW)

51. RIM=595.86' (STORM)
48" CONCRETE STRUCTURE
INV=591.73' (8" PVC NNE)
INV=590.68' (18" PVC SW)

52. RIM=595.98" (COMBINATION)
48" CONCRETE STRUCTURE
INV=590.30" (12" PVC N/S)
INV=590.68' (8" CLAY E)

53. RIM=596.02' (STORM)
96" CONCRETE STRUCTURE
INV=582.24" (48" RCP N)
INV=583.35" (24" RCP E)
INV=591.30' (12" RCP SSE)
12" METAL SE UNABLE TO GET INVERT
INV=584.00' (24" RCP S)
10" METAL WSW UNABLE TO GET INVERT
INV=582.77" (36" RCP W)

54. RIM=595.61' (STORM)
48" CONCRETE STRUCTURE
INV=591.78" (12" METAL N)
INV=591.53" (12" METAL W/RESTRICTOR NW)

55. RIM=596.15' (STORM)
48" CONCRETE STRUCTURE
INV=592.31" (12" RCP NNW/W)

56. RIM=596.09' (STORM)
24" CONCRETE STRUCTURE
INV=593.24' (12" RCP E)

57. RIM=596.71' (COMBINATION)
48" CONCRETE STRUCTURE
INV=591.63' (12" CLAY N)
INV=591.71' (6" PVC E)
INV=591.63' (8" PVC S)

58. RIM=596.85' (STORM)
48" CONCRETE STRUCTURE
INV=584.40' (24" RCP N/SW)

59. RIM=595.76' (STORM)
24" CONCRETE STRUCTURE
INV=592.51' (12" RCP N)

60. RIM=595.68' (STORM)
48" CONCRETE STRUCTURE
INV=592.53' (10" METAL ENE)
INV=592.53' (12" RCP S)

61. RIM=595.64' (WATER)
48" CONCRETE STRUCTURE
591.50' AT TOP OF 8" DIP E/W

62. RIM=596.62' (WATER)
48" CONCRETE STRUCTURE
591.52' AT TOP OF 8" DIP N/S/W

63. RIM=596.32' (STORM)
48" CONCRETE STRUCTURE
INV=585.64' (24" RCP E/W)
INV=590.47' (12" METAL S)

64. RIM=595.00' (STORM)
24" CONCRETE STRUCTURE
INV=591.95' (6" PVC NNE)
INV=591.75' (10" METAL SSW)

65. RIM=595.04' (STORM)
48" CONCRETE STRUCTURE
INV=591.08' (12" METAL NE)
INV=591.08' (10" METAL NNE)

66. RIM=595.54' (STORM)
72" CONCRETE STRUCTURE
INV=583.47' (36" RCP E/W)
8" METAL NE
UNABLE TO GET INVERT

67. RIM=595.48' (STORM)
72" CONCRETE STRUCTURE
INV=589.28" (10" METAL NE)
INV=583.51" (36" RCP E/W)
INV=590.48" (10" METAL SW)
INV=591.36" (10" PVC NW)

68. RIM=595.22' (STORM)
48" CONCRETE STRUCTURE
INV=590.47' (10" METAL NE W/RESTRICTOR)

69. RIM=595.24' (STORM)
48" CONCRETE STRUCTURE
INV=591.24' (10" METAL SW W/RESTRICTOR

70. RIM=596.47' (STORM)
48" CONCRETE STRUCTURE
INV=591.94' (8" CLAY SE W/ 6" HOLE
HAS COMBINATION LID

71. RIM=595.59' (STORM)
24" CONCRETE STRUCTURE
INV=592.83' (8" METAL NNW)
UNABLE TO OPEN

72. RIM=596.24' (CONBINATION)
48" CONCRETE STRUCTURE
INV=591.16' (8" METAL N)
INV=590.54" (CAPPED LINE E)
INV=590.99' (10" METAL S CAPPED)
INV=590.54' (10" PVC W)

73. RIM=595.50' (STORM)
48" CONCRETE STRUCTURE
INV=592.33' (8" METAL SSE)
INV=592.17' (8" METAL S
W/ RESTRICTOR)

74. RIM=595.99' (STORM)
48" CONCRETE STRUCTURE
INV=590.14' (8" CLAY N)
INV=590.66' (8" METAL S
W/ RESTRICTOR)

75. RIM=596.22' (COMBINATION)
48" CONCRETE STRUCTURE
INV=590.22' (8" METAL N)
INV=590.07' (10" PVC E)
INV=590.97' (6" PVC SE)
INV=590.27' (8" METAL S)
INV=590.07' (10" PVC W)

76. RIM=595.40' (STORM)
48" CONCRETE STRUCTURE
INV=591.17' (8" METAL N
W/ RESTRICTOR)

77. RIM=596.36' (WATER)
48" CONCRETE STRUCTURE
590.86' AT TOP OF 8" DIP N/E/S

78. RIM=596.49' (COMBINATION)
48" CONCRETE STRUCTURE
INV=589.59' (10" PVC N/E/S/W)

79. RIM=596.30' (STORM)
48" CONCRETE STRUCTURE
INV=592.80" (8" CLAY S)
PIPE IS SMASHED

80. RIM=596.67' (STORM)
48" CONCRETE STRUCTURE
INV=591.52' (6" CLAY S)

81. RIM=596.26' (COMBINATION)
48" CONCRETE STRUCTURE
INV=592.37' (8" CLAY ENE)
INV=591.39' (8" CLAY N/S)

82. RIM=596.12' (STORM)
48" CONCRETE STRUCTURE
INV=592.02' (4" CLAY WSW)

83. RIM=596.57' (STORM)
48" CONCRETE STRUCTURE
INV=591.91' (4" CLAY ESE)
CHANGES AT SOME POINT TO
A 8" CLAY SE)

84. RIM=595.76' (STORM)
48" CONCRETE STRUCTURE
INV=591.90' (8" PVC S)

85. RIM=598.11' (UNKNOWN)
UNABLE TO OPEN

SURVEY NOTES:

1. SITE BENCHMARK #1 – CROSS CUT ON THE BURY BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF SIMPSON STREET & ASHLAND AVENUE. ELEVATION=598.13' (NAVD88) SEE SHEET SUR-2 FOR LOCATION.

SITE BENCHMARK #2 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED AT THE SOUTHEAST CORNER OF SIMPSON STREET & DEWEY AVENUE. ELEVATION=597.13' (NAVD88) SEE SHEET SUR-2 FOR LOCATION.

SITE BENCHMARK #3 – CROSS CUT ON THE SOUTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE EAST SIDE OF DEWEY AVENUE, JUST NORTH OF THE CUL-DE-SAC. ELEVATION=597.48' (NAVD88) SEE SHEET SUR-3 FOR LOCATION.

SITE BENCHMARK #4 – CROSS CUT ON THE NORTHEAST FLANGE BOLT OF THE FIRE HYDRANT LOCATED ON THE NORTH SIDE OF FOSTER STREET, 402' WEST OF ASHLAND AVENUE. ELEVATION=596.92' (NAVD88) SEE SHEET SUR-3 FOR LOCATION

FOR CITY OF EVANSTON DATUM SUBTRACT 579.98' FROM ALL ELEVATIONS.

CITY OF EVANSTON SOURCE BENCHMARK #39, BEING A ROD WITH A CAP LOCATED ON THE NORTH SIDE OF SIMPSON STREET., APPROX. 1000' WEST OF DEWEY AVENUE. ELEVATION=18.10' (CITY OF EVANSTON DATUM) OR 598.08' (NAVD88)

2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.

3. FIELD WORK COMPLETED ON SEPTEMBER 8, 2022

LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- BUILDING SETBACK
- (XXX') RECORD DATA
- XXX.XX TOP OF (CURB,WALL ETC.) / XXX.XX BOTTOM OF (GROUND, GUTTER,ETC.) SPOT GRADE
- CONCRETE
- EVERGREEN/DECIDUOUS WITH SIZE IN INCHES
- SHRUB/SHRUB LINE
- MONITOR WELL
- GAS VALVE
- TYPICAL SIGN
- FLARED END SECTION
- CLOSED MANHOLE
- OPEN GRATE MANHOLE
- BEEHIVE GRATE MANHOLE
- TEL/ELEC MANHOLE
- GUTTER FRAME MANHOLE
- VALVE VAULT
- FIRE HYDRANT
- B-BOX / SERVICE VALVE
- POST LIGHT/GROUND LIGHT
- AREA LIGHT/LIGHT POLE
- STREET LIGHT
- TRAFFIC SIGNAL
- MAST ARM SIGNAL
- HANDHOLE (electric\traffic)
- GAS METER
- ELECTRIC METER
- PEDESTAL(tel,elec,cable)
- UTILITY MARKINGS (cable,elec,fiber) (tel,water,gas)
- UTILITY POLE
- MAILBOX
- T/F T/T TOP FOUNDATION/THRESHOLD
- SOIL BORING
- GUARDRAIL
- GUY WIRE ANCHOR
- 773 CONTOUR LINE
- TREE LINE / HEDGE LINE
- EDGE GRAVEL/STONE
- FENCE LINE
- STORM SEWER
- SANITARY SEWER
- COMBO SEWER
- WS WATER SERVICE LINE
- WM WATER MAIN
- OHL OVERHEAD LINE
- FO FIBER OPTIC LINE
- G GAS LINE
- UGT U.G. TELCO LINE
- UGE U.G. ELECTRIC LINE

N

SCALE: 1" = 20'

00 10 20 40

BAR SCALE

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

D65 NEW 5th WARD SCHOOL
SWC SIMPSON ST & ASHLAND AVE
EVANSTON, ILLINOIS

ISSUE

TO	DATE
CLIENT	3/15/23

CHECK: FIM

DRAWN: MWO

JOB: S2200034

Z1.15

SHEET 4 OF 4
BOUNDARY & TOPOGRAPHIC SURVEY

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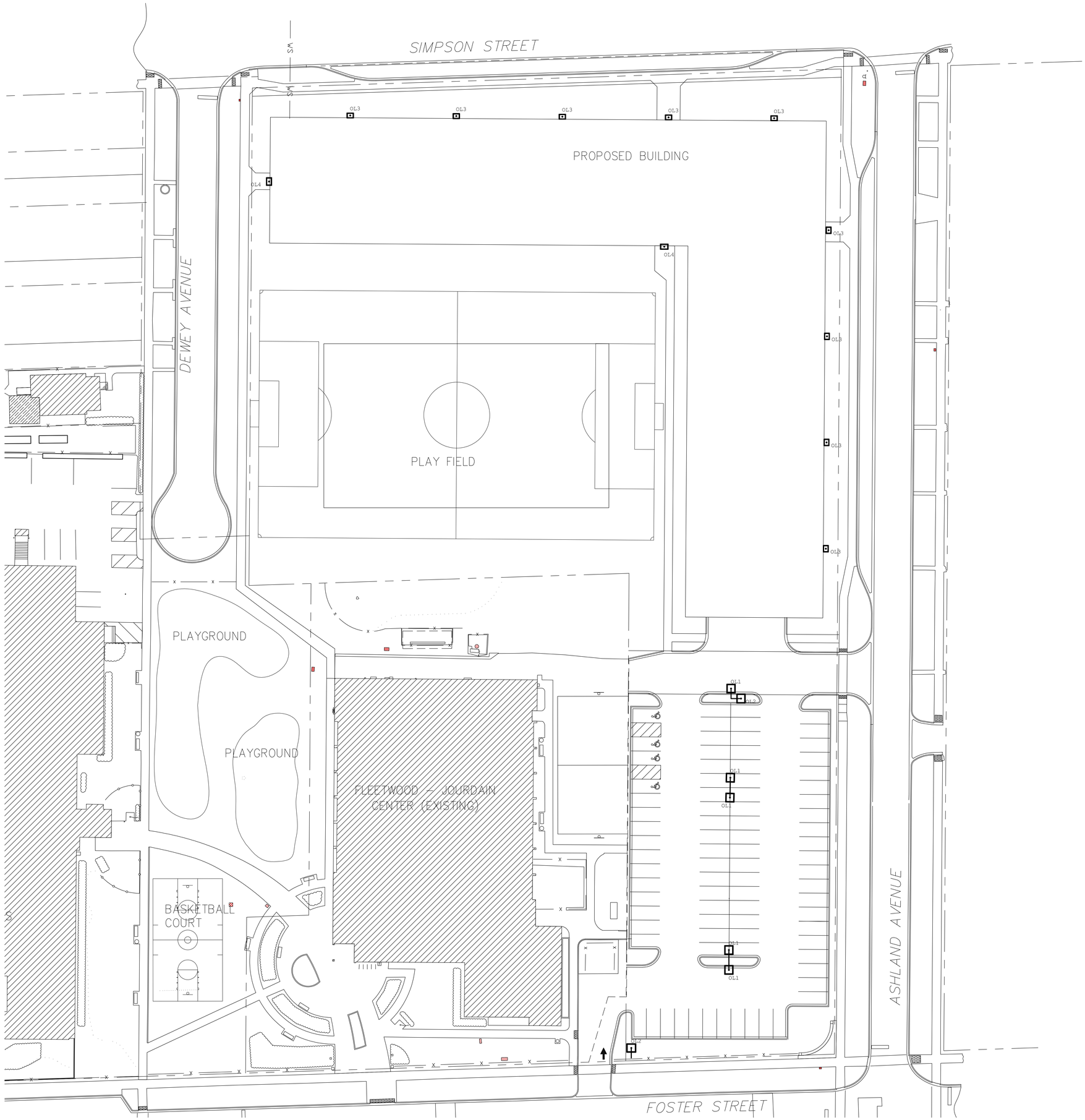

1 ELECTRICAL SITE PLAN
1" = 20' - 0"

GENERAL SITE ELECTRICAL NOTES

1. ALL WORK SHALL COMPLY WITH LOCALLY ADOPTED AND AMENDED CODES AND STANDARDS.
2. COMPLY WITH NATIONAL ELECTRICAL CODE 2014.
3. COMPLY WITH APPLICABLE NECA/NEIS BEST PRACTICE STANDARDS.
4. WHERE PERTINENT TO THE INSTALLATION OF HIS WORK, THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR ALL HIS OWN CUTTING, PATCHING, CORING, SEALING, TRENCHING, DEWATERING, SPOIL REMOVAL, BACKFILLING, COMPACTION, AND SITE RESTORATION INCLUDING ALL SIDEWALKS, SURFACES, GRADES, AND LANDSCAPING (OUTSIDE OF THE SCHEDULED SITE RESTORATION WORK). TRENCHES MAY BE BACKFILLED WITH THE TRENCHING SPOILS WHERE DEEMED ACCEPTABLE BY THE CIVIL ENGINEER.
5. ALL OVER-THE-ROAD OR TRAILERED EQUIPMENT THAT HAS BECOME MUDDY DURING THE COURSE OF THE WORK MUST BE CLEANED PRIOR LEAVING THE SITE. CONTRACTOR IS COMPLETELY RESPONSIBLE FOR CLEANING CAMPUS STREETS AND ACCESS ROADS OF MUD DEPOSITED BY HIS EQUIPMENT.
6. VERIFY ALL EXISTING CONDITIONS IN THE FIELD. BIDS SHALL BE BASED ON FIELD MEASUREMENTS AND OBSERVATIONS. COMMENCEMENT OF WORK INFERS ACCEPTANCE OF ALL EXISTING CONDITIONS.
7. CONTRACTOR IS RESPONSIBLE FOR SITE UTILITY LOCATING PRIOR TO DIGGING; COORDINATE WITH OWNER FOR LOCATION OF PRIVATE FACILITIES.
8. ALL WORK IS SUBJECT TO FINAL APPROVAL BY THE ARCHITECT, OWNER, AND AHJ.

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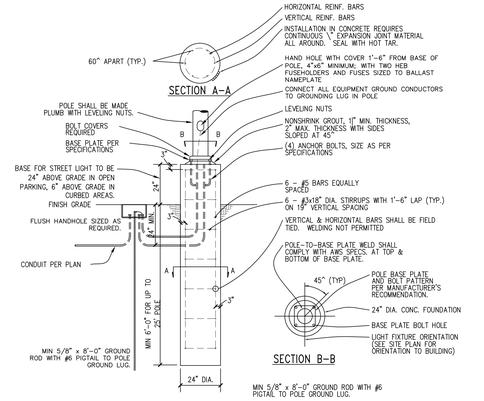
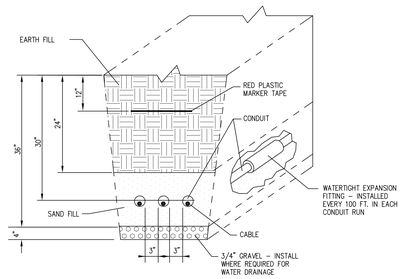


NOTES:
1. 3500 PSI MIN. 28 DAY COMPRESSIVE STRENGTH CONC. WITH GRADE 60 REINF. STEEL.
2. IF WATER IS PRESENT IN HOLE, REMOVE BEFORE POURING CONCRETE.
3. FOUNDATION EXCAVATION SHALL BE BY 24" AUGER IN UNDISTURBED OR PROPERLY COMPACTED FILL PER DIVISION 1 SPECIFICATIONS.
4. PROVIDE WEATHERPROOF FUSEHOLDERS (EQUAL TO BUSSMAN HEB) AND FUSES (EQUAL TO BUSSMAN KTK SERIES) FOR ALL UNGROUNDED CONDUCTORS.

2 POLE BASE DETAIL



3 UNDERGROUND CONDUIT DETAIL

CORDOGAN CLARK
Architecture, Interiors, Planning
Aurora
1580 Corporate Avenue Aurora, IL 60505
Tel 630.896.8870 Fax 630.896.4887
Chicago
218 North Jefferson Street Chicago, IL 60661
Tel 312.627.1200 Fax 312.627.1271

Evanston / Skokie School District 65
Every Child, Every Day, Without Fail, Ready

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

ELECTRICAL SITE PLAN

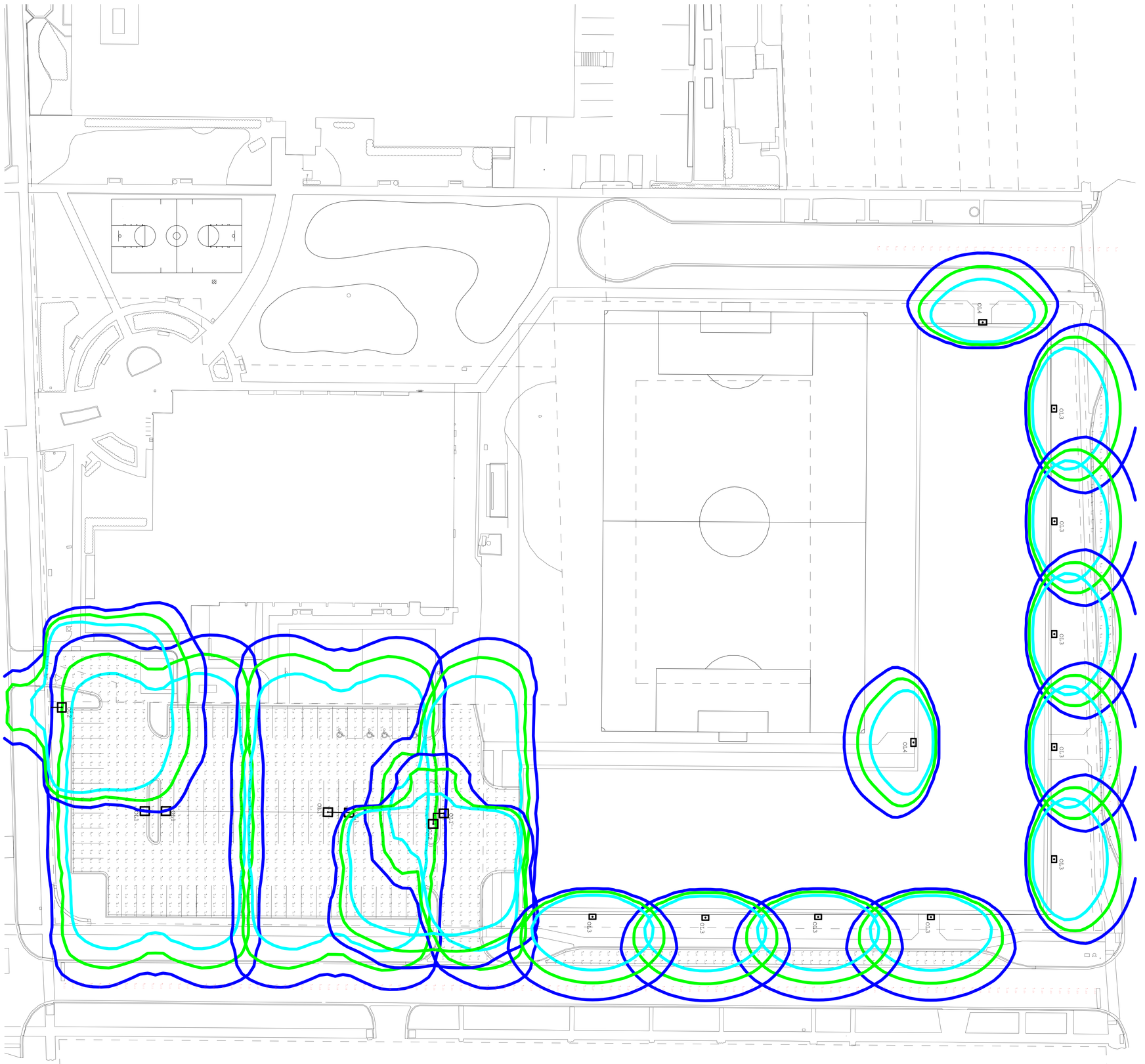
JOB NUMBER 221026
DATE 03.15.2023

ZONING VARIANCE APPLICATION

REVISIONS:

Z1.16

1 EXTERIOR LIGHTING PHOTOMTRIC
1" = 20' - 0"



Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CENTER LINE ASHLAND AVENUE	Illuminance	Fc	0.20	0.30	0.03	6.67	10.00
CENTER LINE DEWEY AVENUE	Illuminance	Fc	0.05	0.1	0.0	N.A.	N.A.
CENTER LINE DEXTER STREET	Illuminance	Fc	0.05	0.1	0.01	5.00	10.00
CENTER LINE SIMPSON STREET	Illuminance	Fc	0.07	0.13	0.01	7.00	13.00
EAST BUS DROP OFF	Illuminance	Fc	0.93	1.6	0.2	4.65	8.00
NORTH BUS DROP OFF	Illuminance	Fc	0.59	1.3	0.3	1.97	4.33
Parking	Illuminance	Fc	3.85	11.0	0.5	7.70	22.00

Luminaire Schedule

Symbol	Tag	Luminaire Lumens	Luminaire Watts	Mounting Height	Bird Rating	Description
	OL1	25478	235.6	22	B2-U0-G4	CUSHMAN LIGHTING #P392-S181-700-
	OL1	25478	235.6	22	B2-U0-G4	CUSHMAN LIGHTING #P392-S108-700-
	OL2	14199	116.5	22	B1-U0-G3	CUSHMAN LIGHTING #P392-S181-430-
	OL3	3701	58.6	15	B2-U0-G4	LUMINIS EST-24-HO-NW-MW-XXX-700
	OL4	3301	28.71	15	B1-U0-G1	LUMINIS EST-24-HO-NW-MW-XXX-350

OL1/OL2

OL3/OL4

ZONING VARIANCE APPLICATION

Z1.17	REVISIONS:	DATE 03.15.2023	JOB NUMBER 21026	EXTERIOR LIGHTING PHOTOMETRIC	EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL 2000 SIMPSON ST EVANSTON, IL 60201

Evanston / Skokie School District 65
Every Child, Every Day, Whatever It Takes.

CORDOGAN CLARK
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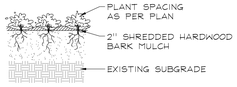
901 Ridgeway Avenue, Aurora, IL 60506
Tel 630.896.4678 Fax 630.896.4997
Chicago
716 North Wells Street, Chicago, IL 60654
Tel 312.943.7300 Fax 312.943.4771

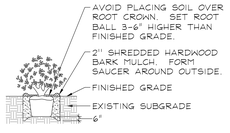
GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

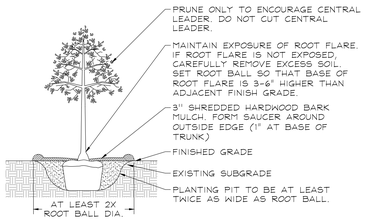
PLANTING DETAILS



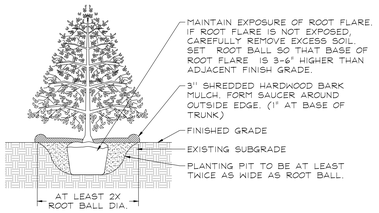
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



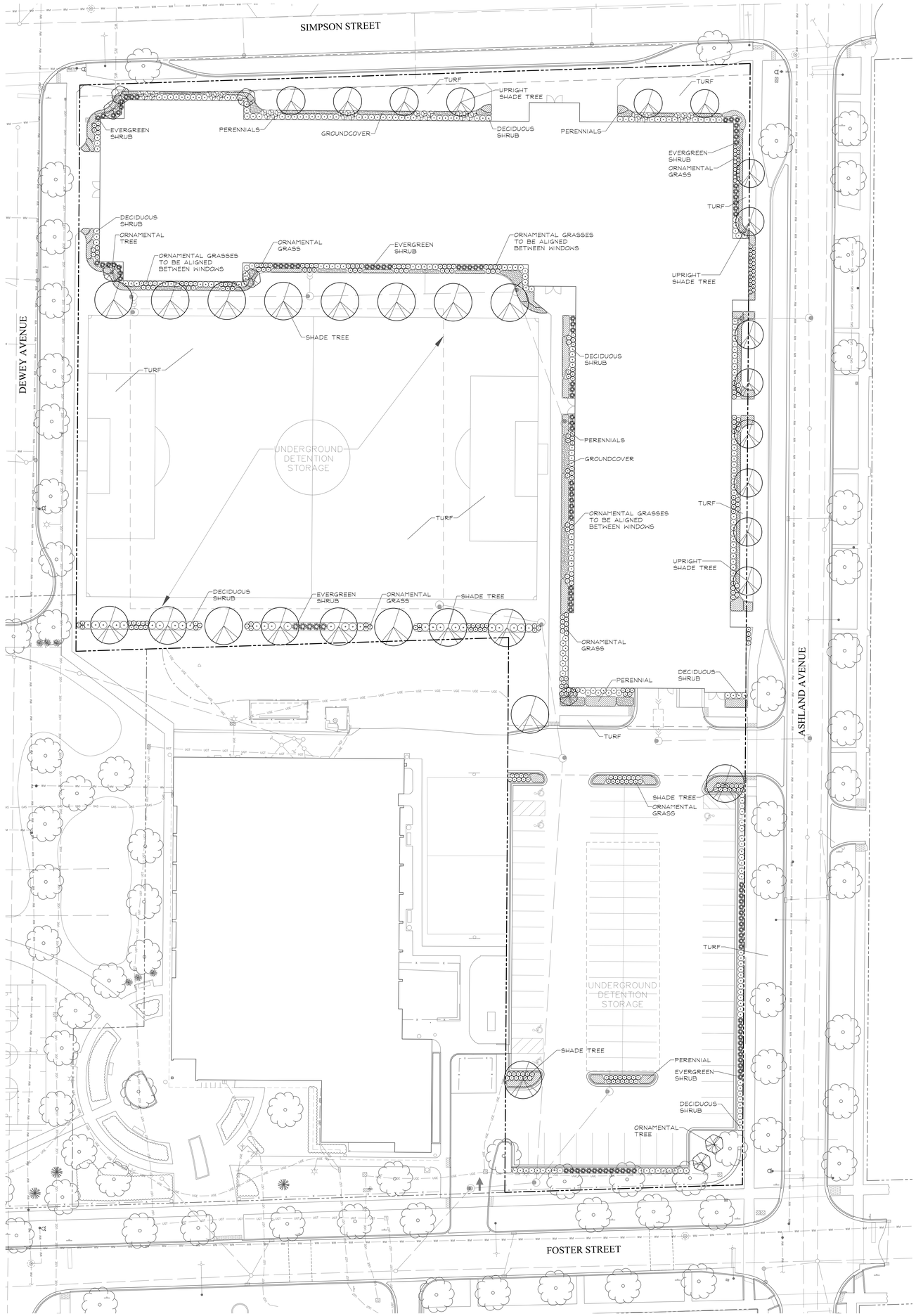
DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



DECIDUOUS TREES
NOT TO SCALE



EVERGREEN TREES
NOT TO SCALE



PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AR	XX	Acer rubrum 'Armstrong' ARMSTRONG RED MAPLE	2 1/2" Cal.	Upright Habit
AM	XX	Acer miyabei 'Morton' STATE STREET MAPLE	2 1/2" Cal.	
CA	XX	Carpinus caroliniana AMERICAN HORNBEAM	2 1/2" Cal.	
GB	XX	Ginkgo biloba 'Princeton Sentry' PRINCETON SENTRY GINKGO	2 1/2" Cal.	Upright Habit Male Only
PM	XX	Platanus x acerifolia 'Morton Circle' EXCLAMATION! LONDON PLANETREE	2 1/2" Cal.	
TC	XX	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN	2 1/2" Cal.	
UC	XX	Ulmus carpinifolia 'New Horizon' NEW HORIZON SMOOTHLEAF ELM	2 1/2" Cal.	
		ORNAMENTAL TREES		
AG	XX	Amelanchier x grandiflora APPLE SERVICEBERRY	8' Ht.	Clump Form
CC	XX	Cercis canadensis EASTERN REDBUD	8' Ht.	Multi-Stem
SP	XX	Syringa pekinensis 'Morton' CHINA SNOW PEKING LILAC	8' Ht.	Multi-Stem
		DECIDUOUS SHRUBS		
HP	XX	Hydrangea paniculata 'SMHPLGF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
IV	XX	Itea virginica 'Little Henry' LITTLE HENRY VIRGINIA SWEETSPIRE	24" Tall	3' O.C.
PD	XX	Physocarpus opulifolius 'Donna May' LITTLE DEVIL NINEBARK	24" Tall	3' O.C.
PH	XX	Physocarpus opulifolius 'Seward' SUMMER WINE NINEBARK	30" Tall	4' O.C.
SM	XX	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	24" Tall	4' O.C.
VJ	XX	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
		EVERGREEN SHRUBS		
IG	XX	Ilex glabra SHAMROCK INKBERRY	24" Wide	3' O.C.
JK	XX	Juniperus chinensis 'Kallays Compact' KALLAYS COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
CK	XX	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
PV	XX	Panicum virgatum 'Heavy Metal' HEAVY METAL SWITCHGRASS	#1	24" O.C.
SH	XX	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C.
		PERENNIALS		
AB	XX	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
EC	XX	Echinacea 'CBG Core 2' PIXIE MEADOWBRITE CONEFLOWER	#1	18" O.C.
HL	XX	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
HU	XX	Heuchera 'Palace Purple' PALACE PURPLE CORAL BELLS	#1	18" O.C.
HC	XX	Hosta 'Halcyon' HALCYON HOSTA	#1	24" O.C.
HP	XX	Hosta 'Patriot' PATRIOT HOSTA	#1	24" O.C.
IS	XX	Iris sibirica 'Caesars Brother' CAESAR'S BROTHER SIBERIAN IRIS	#1	24" O.C.
NM	XX	Nepeta racemosa 'Walker's Low' WALKER'S LOW CATMINT	#1	18" O.C.
PR	XX	Perovskia atriplicifolia RUSSIAN SAGE	#1	24" O.C.
		GROUNDCOVERS		
LS	XX	Liriope spicata CREEPING LILYTURF	#SP4	18" O.C.
		MISC. MATERIALS		
	XX	SHREDDED HARDWOOD MULCH	C.Y.	
	XX	SOD	S.Y.	
	XX	TURF SEED & EROSION CONTROL BLANKET	AC.	

DRAFT
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LANDSCAPE ARCHITECTURE
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PHONE: 630.668.7197
www.grwainc.com

0 10' 20' 40' 60'
SCALE: 1"=20'

NORTH

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wtengineering.com
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C2200042

ZONING ANALYSIS APPLICATION

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Aurora
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Tel 630.896.4678 Fax 630.896.4687

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

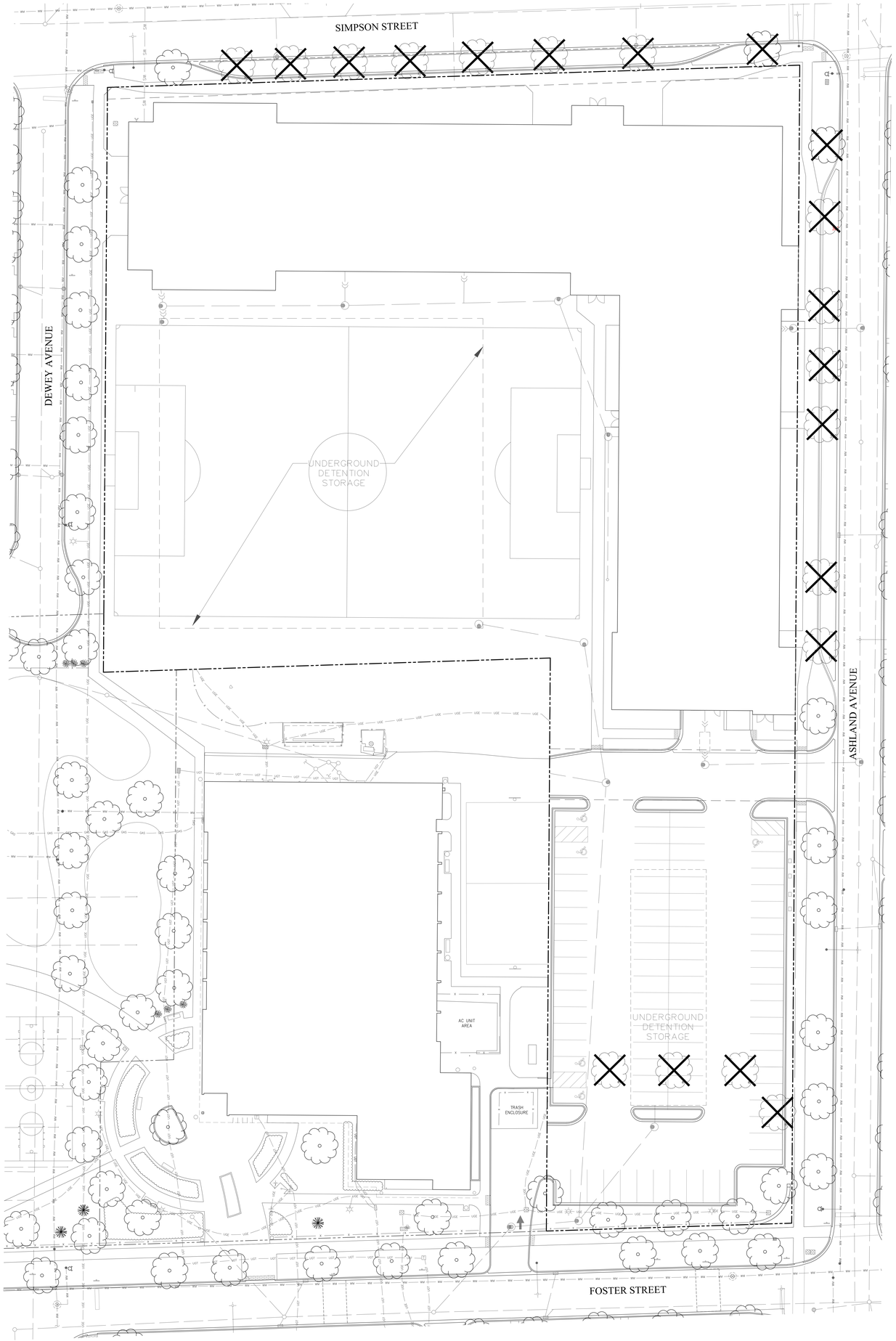
Evanston / Skokie School District 65
Cordogan Clark Project Team

LANDSCAPE PLAN

JOB NUMBER 221026
DATE 02.14.2023
PER CITY 03.06.2023
PER CITY 03.15.2023

REVISIONS:

L1.1



TREE INVENTORY

TREE PRESERVATION NOTES

1. 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
2. Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborists, Landscape Architect or Horticulturist.
3. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
4. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
5. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
6. Contractors shall protect trees and vegetation against spills or discharge of fuels,lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
7. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.

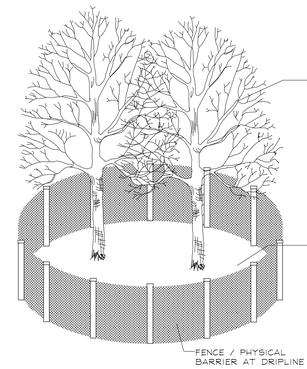
LEGEND

1234 **TREE TO BE PRESERVED**

1234 **TREE TO BE REMOVED**

0 10' 20' 40' 60'
SCALE: 1"=20'

NORTH



TREE PRESERVATION DETAIL
SCALE: N.T.S.

DRAFT
FOR REVIEW ONLY

CORDOGAN CLARK
Aurora
1420 Kensington Road, Suite 210
Oak Brook, Illinois 60523
Tel 630.586.8428 Fax 630.586.4827
Chicago
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Chicago, Illinois 60601
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C22000042

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

TREE PRESERVATION PLAN

ZONING ANALYSIS APPLICATION

JOB NUMBER	221026
DATE	02.14.2023
REVISIONS:	PER CITY 03.06.2023 PER CITY 03.15.2023

L1.2

LANDSCAPE WORK PART 1 - GENERAL

1.1 DESCRIPTION OF WORK

The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:

1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
2. The provision of post-planting management as specified herein;
3. Any remedial operations necessary in conformance with the plans as specified in this document;
4. Permits which may be required.

1.2 QUALITY ASSURANCE

A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.

B. Quality Control Procedures:

1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.

2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.

3. Analysis and Standards: Package standard products with manufacturer's certified analysis.

1.3 SUBMITTALS

A. Planting Schedule

Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B. Maintenance Instruction - Landscape Work

Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.

Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.

C. Submit two (2) copies of soil test of existing topsoil with recommendations for soil additive requirement to Landscape Architect for review and written approval.

D. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.

E. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or City upon request.

1.4 JOB CONDITIONS

A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; notify local utility location service; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

A. Guarantee seeded and sodded areas through the specified maintenance period and until final acceptance.

B. Guarantee trees, shrubs, groundcover and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysts of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.

A. Lawn Seed Mixture - 5 lbs./1,000 sq. ft.
50% Kentucky Bluegrass 98/85
15% Cutter Perennial Ryegrass
10% Spartan Hard Fescue
10% Edge Perennial Ryegrass
10% Express Perennial Ryegrass
5% Pennlawn Creeping Red Fescue

2.3 GROUNDCOVERS, PERENNIALS AND ANNUALS

Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.4 TREES AND SHRUBS

A. Name and Variety: Provide nursery grown plant material true to name and variety.

B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.

C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.

D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.

E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.

F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.5 PLANTING SOIL MIXTURE

Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas. Topsoil shall be conditioned based on any recommendations resulting from the soil test in 1.3.C.

2.6 EROSION CONTROL

A. Lawn Seed Areas Erosion Control Blanket: North American Green DS75, or equivalent approved equal.

B. Native Areas Erosion Control Blanket: North American Green S150, or equivalent approved equal.

2.7 MULCH

Provide mulch consisting of shredded hardwood. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.

4. Lay sod within 24 hours from time of stripping.

5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.

6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.

4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.

5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.

6. Sow not less than specified rate.

7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.

C. Groundcover and Perennial Beds

Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

D. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow saucer to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 2" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.

4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.

5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.

B. Maintain planted and seeded areas by watering, rolling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.

3.4 CLEAN UP AND PROTECTION

A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.5 INSPECTION AND ACCEPTANCE

A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.

B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.

C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.

D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.

DRAFT
FOR REVIEW ONLY

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Evanston / Skokie School District 65
Leading&Learning Matters Most.

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

LANDSCAPE SPECIFICATIONS

ZONING ANALYSIS APPLICATION

JOB NUMBER 221026
DATE 02.14.2023
PER CITY 03.06.2023
PER CITY 03.15.2023
REVISIONS:

L1.3


TH WARD SCHOOL
EVANSTON / SKOKIE SCHOOL DISTRICT 65


5TH WARD SCHOOL
EVANSTON / SKOKIE SCHOOL DISTRICT 65


5TH WARD SCHOOL
EVANSTON / SKOKIE SCHOOL DISTRICT 65

Transportation Study
Proposed 5th Ward Neighborhood School
Evanston, Illinois

Prepared For:

EVANSTON/SKOKIE
SCHOOL DISTRICT 65

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

April 13, 2023

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Executive Summary

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the 5th Ward Neighborhood school to be located in Evanston, Illinois. The school is proposed to replace Foster Park, which is bounded by Simpson Street to the north, Ashland Avenue to the east, Foster Street to the south, and Dewey Avenue to the west. The Fleetwood-Jourdain Community Center, Kingsway Preparatory School, Teen Baby Nursery, and Family Focus-Our Place are located adjacent to the southwest portion of the site. The objective of the traffic study was as follows:

- Determine the existing vehicular, pedestrian, bicycle, and public transportation conditions in the study area to establish a base condition.

- Assess the impact that the proposed development will have on transportation and parking conditions in the area.

- Determine any roadway, access, bicycle, and pedestrian modifications and/or improvements that will be necessary to effectively accommodate and mitigate future conditions.

Accessibility to and from the area is enhanced by public transportation and various alternative modes of transportation. Several bus routes serve the area with stops located within walking distance of the site. In addition, bicycle facilities are located on several roadways in the area and pedestrian facilities, including sidewalks and crosswalks, are generally provided on all area roadways.

As proposed, the new school building will house the following two schools, both of which will serve kindergarten through 8th grade:

- The new 5th Ward Neighborhood School, which is to have an initial enrollment of 600 students and a total enrollment capacity of 700 students with a 55 to 60 person staff. Since the residential homes within the 5th Ward Neighborhood School attendance area are within ¾-mile of the school, school bus service will be limited to special education students only.

- The existing Dr. Bessie Rhodes School of Global Studies magnet school, which is to be relocated to the new school and is to have an initial and ultimate enrollment of 200 students with 15 staff. School bus service will be provided for the Rhodes School students residing outside of the 5th Ward.

As proposed, the 25-space parking lot currently serving the Fleetwood-Jourdain Community Center will be reconfigured and expanded to provide a total of 83 parking spaces to support both the community center and the new school building.

The following summarizes the proposed operation of the school and the findings and recommendations of the study:

- The 5th Ward Neighborhood School and Rhodes School will have staggered hours of operation to minimize traffic conflicts between the two schools. The bell schedule for all grades at the Rhodes School will start at 8:00 A.M. and dismiss at 2:45 P.M. while the bell schedule for all grades at the 5th Ward Neighborhood School will start at 9:00 A.M. and dismiss at 3:35 P.M.

- Access to the parking lot is to be provided via two access drives as described below:

    - The existing access drive serving the Fleetwood-Jourdain Community Center parking lot, which is located on the north side of Foster Street approximately 180 feet west of Ashland Avenue. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control.

    - A proposed access drive to be located on the west side of Ashland Avenue approximately 260 feet north of Foster Street. This access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.

- Lay-by lanes are proposed to be provided along the school frontage on both Simpson Street and Ashland Avenue to be used for drop-off/pick-up activities and school bus staging.

- School bus staging is to occur along the Simpson Street lay-by lane, which will be approximately 275 feet long and will accommodate up to five full-size school buses. Given the staggered start and end times of the two schools and the limited number of buses to be used by the schools, the Simpson Street lay-by lane will be sufficient to accommodate the peak bus activity at both schools.

- Similar to many of other neighborhood schools in District 65, parents that choose to drop off and pick up their students will park on the neighborhood roads surrounding the school, including the lay-by lane on Ashland Avenue. Parents will also have the option of dropping off and picking up students from the bus lay-by lane on Simpson Street when the buses have departed the lane.

- To accommodate the vehicle, pedestrian, and bicycle connections to and from the school and to enhance the circulation along the area roads, the following recommendations were developed as part of the traffic study:

    - To enhance the flow of traffic along the Ashland Avenue school frontage, Ashland Avenue should operate in a one-way southbound direction between Simpson Street and Foster Street during school arrival and dismissal times. The one-way operation should be enforced with appropriate signage and managed by the crossing guards that would install and remove a portable traffic control device (e.g., orange cones, mini-cades, etc.) on northbound Ashland Avenue at Foster Street.

- To prevent parents from parking along the west side of Ashland Avenue between the school parking lot access drive and Foster Street, consideration should be given to placing orange cones along the curb lane to supplement the existing "No Parking" signs.

- To assist with the safe and orderly crossing of pedestrians and bicyclists, crossing guards should be positioned at six intersections within the area as identified in the traffic study and the proposed school walking routes (Figure 7).

- To further assist with the safe and orderly crossing of pedestrians and bicyclists, curb extensions and a ladder-style crosswalk should be installed on the north leg of Dodge Avenue at its intersection with Foster Street as identified in the proposed school walking routes (Figure 7).

- The results of the capacity analyses show that the nine intersections in the study area have sufficient reserve capacity to accommodate the traffic to be generated by the proposed school. Outside of the improvements recommended as part of the traffic study, no additional roadway improvements and/or traffic control modifications are required.

- While the intersections and the approaches/movements are projected to operate at good levels of service, it is expected that several of the approaches/movements will experience some additional delays and longer queues, particularly those intersections within proximity to the school. The additional congestion is due to the surging of traffic during the morning drop-off and afternoon pick-up periods. However, the additional congestion should only occur for a short period before and after school and is inherent with all schools given their fixed start and end times.

- The 83 parking spaces to be provided in the reconfigured and expanded parking lot meets the City of Evanston parking requirements. However, it is expected that the existing parking needs of the Fleetwood-Jourdain Community Center and the anticipated parking needs of the proposed school may at times exceed the 83 parking spaces. Overflow parking could be accommodated via the area on-street parking or by establishing a shared parking arrangement with the Family Focus Center immediately west of the school or other institutions in the immediate area.

- On-street parking surveys show that a total of over 400 on-street parking spaces are located within several blocks of the school. In addition, the parking surveys indicated that approximately 250 of the parking spaces (60 percent) were available around the arrival and dismissal times of the 5th Ward Neighborhood School. Therefore, sufficient on-street parking is available within a several block radius of the school to accommodate the drop-off/pick-up operations.

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the 5th Ward Neighborhood school to be located in Evanston, Illinois. The school is proposed to replace Foster Park, which is bounded by Simpson Street to the north, Ashland Avenue to the east, Foster Street to the south, and Dewey Avenue to the west. The Fleetwood-Jourdain Community Center, Kingsway Preparatory School, Teen Baby Nursery, and Family Focus-Our Place are located adjacent to the southwest portion of the site. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

As proposed, the new school building will house the following two schools, both of which will serve kindergarten through 8th grade:

- The new 5th Ward Neighborhood School, which is to have an initial enrollment of 600 students and a total enrollment capacity of 700 students with a 55 to 60 person staff. Since the residential homes within the 5th Ward Neighborhood School attendance area are within ¾-mile of the school, school bus service will be limited to special education students only.

- The existing Dr. Bessie Rhodes School of Global Studies magnet school, which is to be relocated to the new school and is to have an initial and ultimate enrollment of 200 students with 15 staff. School bus service will be provided for the Rhodes School students residing outside of the 5th Ward.

The existing Fleetwood-Jourdain Community Center parking lot is proposed to be reconfigured and expanded to provide 83 parking spaces to be used by both the new school and the Fleetwood-Jourdain Center. Access to the parking lot is to be provided via the existing access drive on the north side of Foster Street and a new access drive to be located on the west side of Ashland Avenue.

The purpose of this study was to examine background transportation conditions, assess the impact that the proposed school will have on the transportation system in the area, and determine if any roadway, access, or other transportation improvements are necessary to accommodate the vehicle, pedestrian, and bicycle volumes generated by the proposed school.

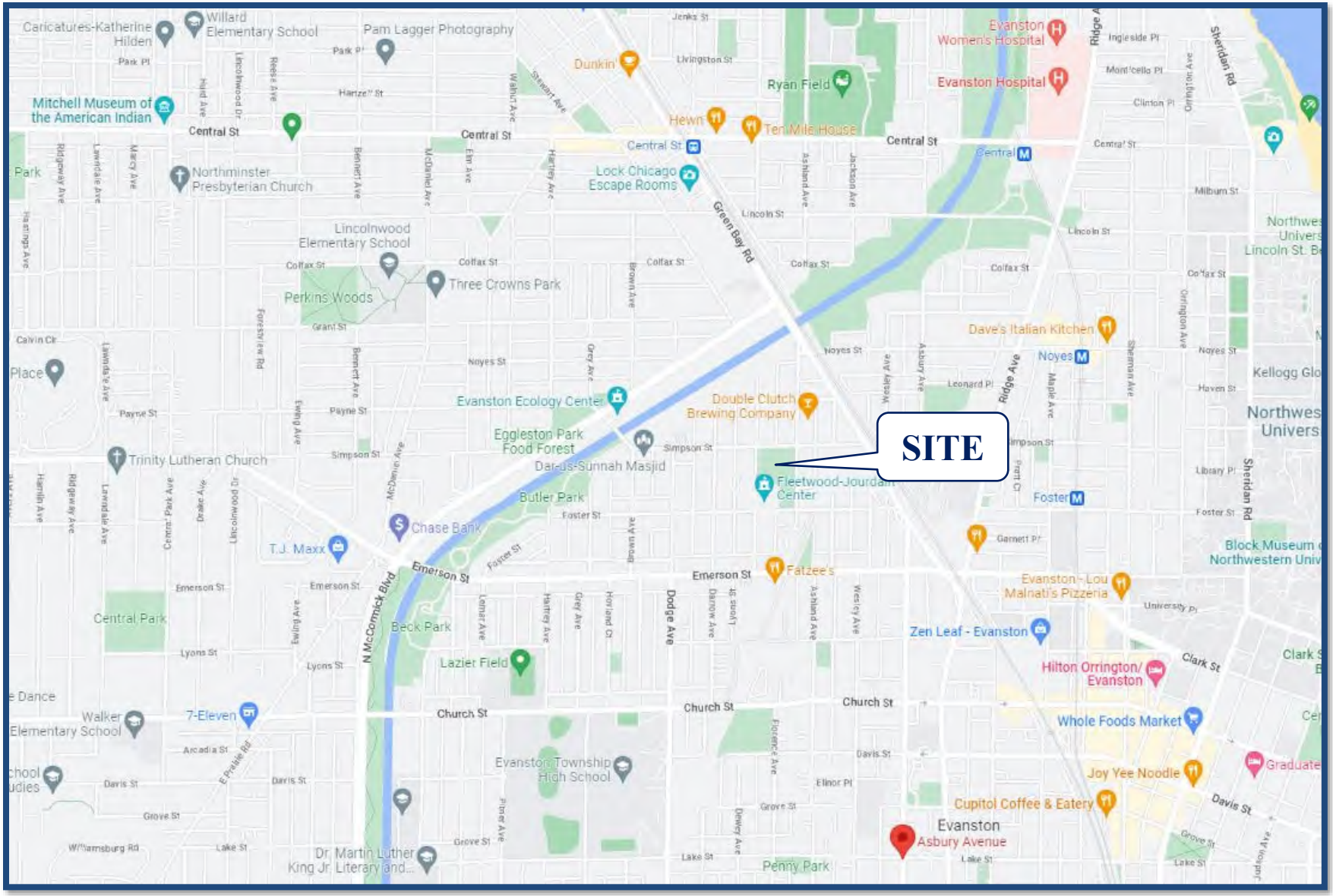
The sections of this report present the following:

- Existing transportation conditions
- A description of the proposed school
- Directional distribution of the school traffic
- Vehicle trip generation for the school
- Future traffic conditions including access, drop-off/pick-up operations, and school bus staging
- Traffic analyses for the weekday morning and afternoon peak hours
- Recommendations with respect to the adequacy of the transportation system
- Determination of the adequacy of the proposed school parking capacity

Traffic capacity analyses were conducted for the weekday morning and weekday afternoon peak hours for the following conditions:

1. Year 2023 Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2030 Total Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2023 existing traffic volumes, background development traffic growth, and the traffic estimated to be generated by the proposed school.



Site Location **Figure 1**

Aerial View of School **Figure 2**

2. Existing Conditions

Existing transportation conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the adjacent land uses, the physical characteristics of the roadways, an inventory of the area public transportation and alternative modes of transportation, peak hour traffic flows along area roadways, and the on-street parking inventory and demand.

Site Location

The school is proposed to replace Foster Park, which is located on the south side of Simpson Street bounded by Ashland Avenue on the east and Dewey Avenue on the west. Land uses within the vicinity of the site primarily consist of single and multi-family homes with some commercial and office uses located along Simpson Street and north of Simpson Street. The Fleetwood-Jourdain Community Center, Kingsway Preparatory School, Teen Baby Nursery, and Family Focus-Our Place are located adjacent to the southwest portion of the site.

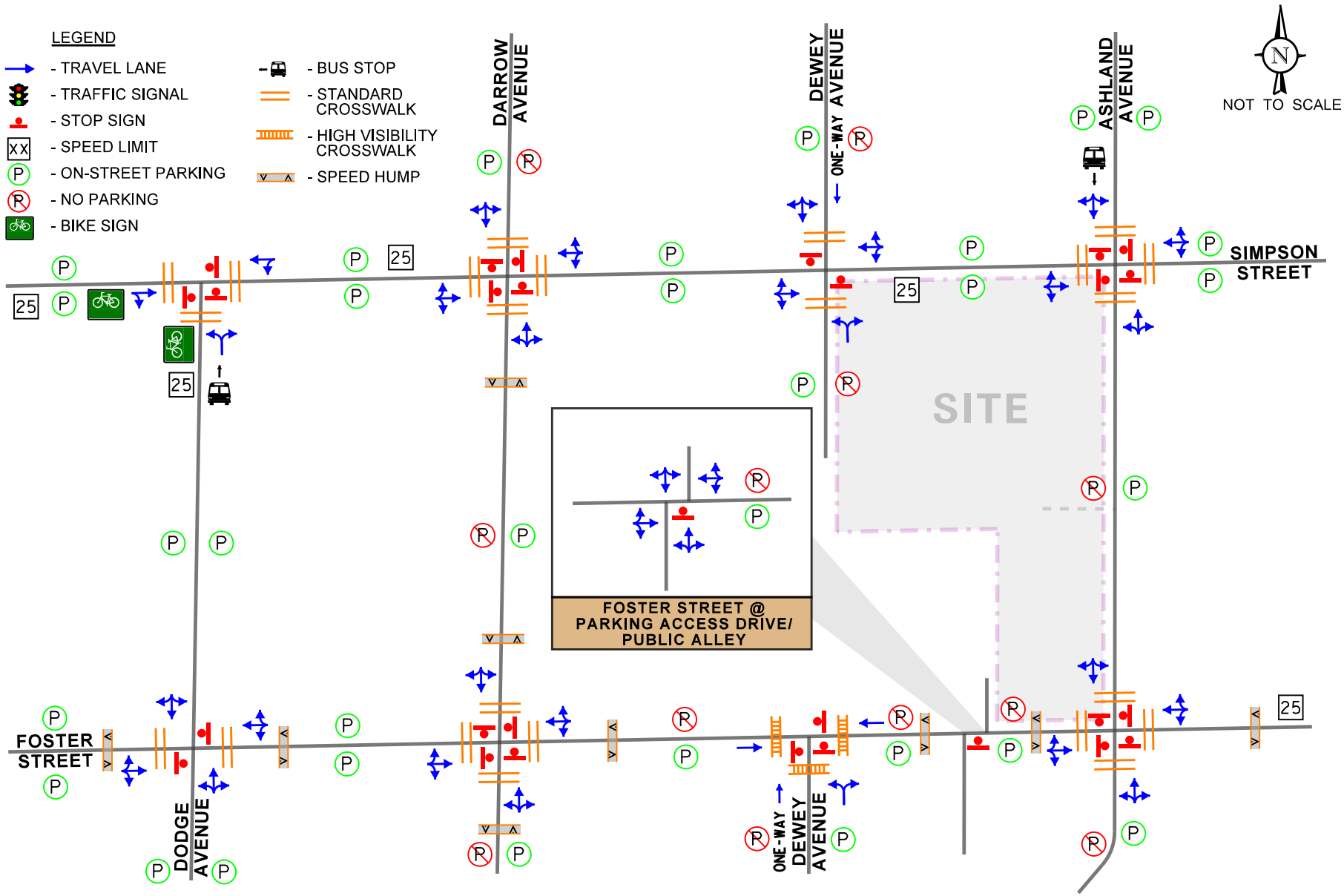
Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the site are illustrated in **Figure 3** and described below. All study area roadways are under the jurisdiction of the City of Evanston.

Simpson Street is an east-west, local road that has one lane in each direction with unregulated or time-regulated parking permitted on both sides of the road within the vicinity of the site. The intersections of Simpson Street/Ashland Avenue, Simpson Street/Darrow Avenue, and Simpson Street/Dodge Avenue are under all-way stop sign control. Simpson Street has a posted speed limit of 25 mph.

Foster Street is an east-west, local road that has one lane in each direction with unregulated parking generally permitted on both sides of the road, except between Darrow Avenue and Ashland Avenue where parking is only permitted on the south side of the road. The intersections of Foster Street/Ashland Avenue, Foster Street/Dewey Avenue, and Foster Street/Darrow Avenue are under all-way stop sign control. At its intersection with Dodge Avenue, both approaches of Foster Street are under stop sign control. Speed humps with an advisory speed limit of 15 mph are located along several sections of Foster Street. Foster Street has a posted speed limit of 25 mph..

Ashland Avenue is a north-south, local road that has a cul-de-sac just south of Foster Street. The road has one lane in each direction with parking generally permitted on both sides of the road north of Simpson Street and on the east side of the road between Simpson Street and the cul-de-sac. The intersections of Ashland Avenue/Simpson Street and Ashland Avenue/Foster Street are under all-way stop sign control.



5th Ward
Neighborhood School
Evanston, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-054

Figure: 3

Dewey Avenue is a north-south, local road which is vacated along the southern half of the block between Simpson Street and Foster Street. Between Foster Street and Emerson Street, Dewey Avenue is a one-way northbound road with parking generally permitted on the east side of the road only. Between Payne Street and Simpson Street, Dewey Avenue is a one-way southbound road with parking permitted on the west side of the road only. The intersection of Dewey Avenue/Foster Street is under all-way stop sign control and both approaches of Dewey Avenue are under stop sign control at its intersection with Simpson Street.

Darrow Avenue is a north-south, local road that has one lane in each direction with parking permitted on the west side of the road north of Simpson Street and on the east side of the road between Simpson Street and Emerson Street. The intersections of Darrow Avenue/Simpson Street and Darrow Avenue/Foster Street are under all-way stop sign control. Speed humps with an advisory speed limit of 15 mph are located along several sections of Darrow Avenue.

Dodge Avenue is a north-south road that is classified as a local road north of Emerson Street and a collector road south of Emerson Street. The road has one lane in each direction with parking generally permitted on both sides of the road within the vicinity of the site. The T-intersection of Dodge Avenue/Simpson Street is under all-way stop sign control. The intersection of Dodge Avenue/Foster Street is under two-way stop sign control on Foster Street only. Dodge Avenue has a posted speed limit of 25 mph.

Public Transportation

The following summarizes the bus routes serving the area:

- *Chicago Transit Authority (CTA) Bus Route 93* runs along Emerson Street and has a local bus stop at Dewey Avenue two blocks south of the site.

- *CTA Bus Route 206* runs along Dodge Avenue, Simpson Street, and Ashland Avenue and has a local bus stop at the northwest corner of Simpson Street/Ashland Avenue.

- *Pace Bus Route 213* runs along Dodge Avenue, Simpson Street, and Ashland Avenue and has a local bus stop at the northwest corner of Simpson Street/Ashland Avenue.

Bike Accommodations

Bike lanes are provided on both sides of Emerson Street between Wesley Avenue and McCormick Boulevard. Further, Dodge Avenue, Simpson Street, and Ashland Avenue between Simpson Street and Noyes Street are designated bike routes. Off-street multi-use paths are located just north and west of the site through Twiggs Park and McCormick Park.

Pedestrian Accommodations

Sidewalks are generally provided on both sides of all roadways in the vicinity of the site. Standard style crosswalks are provided across stop sign-controlled approaches of all of the intersections in the study area, except the Foster Street/Dewey Avenue intersection which has high visibility, ladder style crosswalks.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle counts at the following intersections:

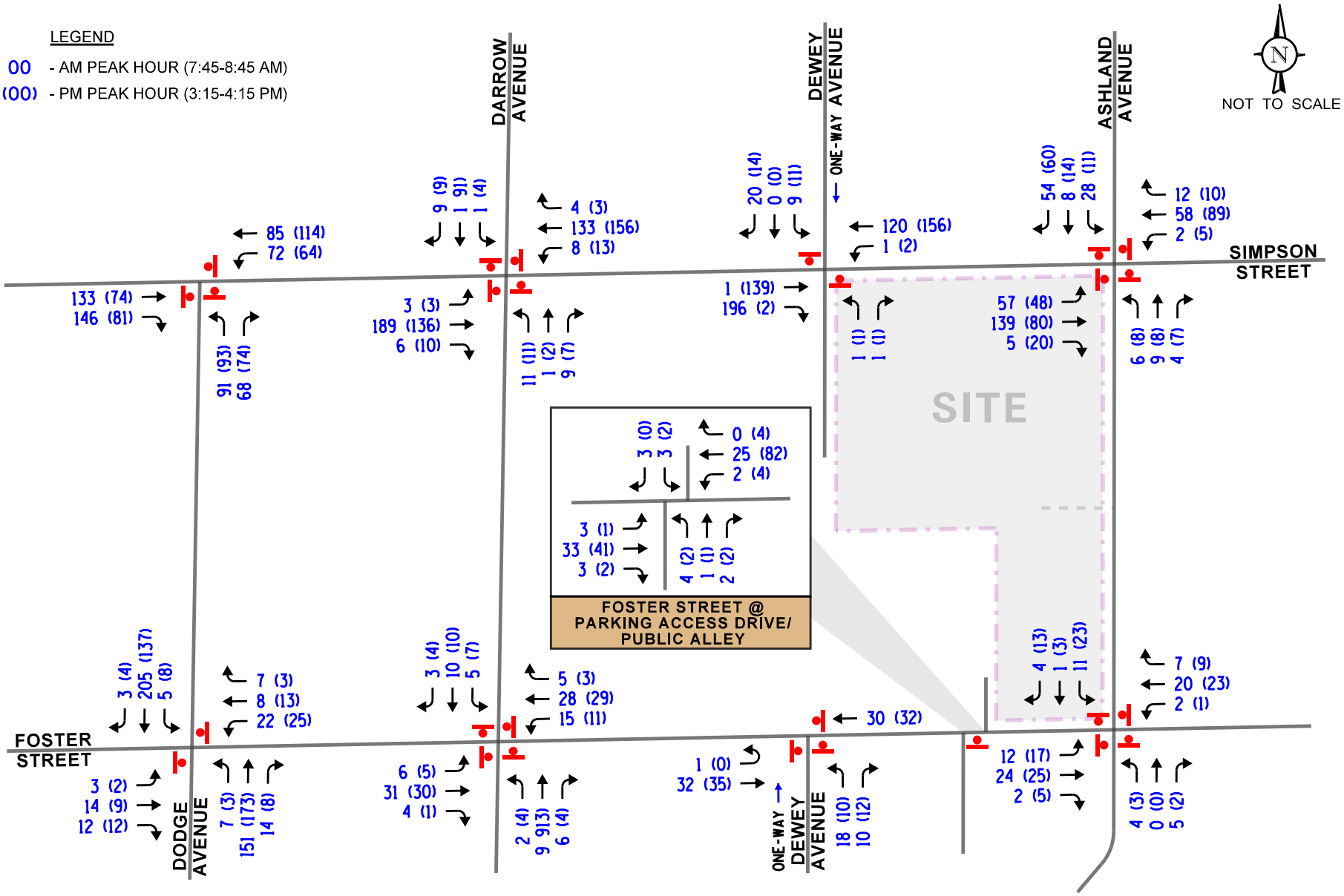
- Simpson Street with Ashland Avenue
- Simpson Street with Dewey Avenue
- Simpson Street with Darrow Avenue
- Simpson Street with Dodge Avenue
- Foster Street with Ashland Avenue
- Foster Street with the Fleetwood-Jourdain Center parking lot access drive
- Foster Street with Dewey Avenue
- Foster Street with Darrow Avenue
- Foster Street with Dodge Avenue

The traffic counts were conducted on Tuesday, February 28, 2023 during the weekday morning (7:15 A.M. to 9:15 A.M.) and afternoon (2:15 P.M. to 4:15 P.M.) peak periods of the school. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday afternoon peak hour of traffic occurs from 3:15 P.M. to 4:15 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle traffic volumes. Copies of the traffic counts are located in the Appendix.

Existing On-Street Parking Surveys

In order to determine the availability of on-street parking within the neighborhood, on-street parking occupancy surveys were performed along the following roadways that are within several blocks of the school:

- Simpson Street between Green Bay Road and Dodge Avenue
- Foster Street between Green Bay Road and Dodge Avenue
- Ashland Avenue between Payne Street and the cul-de-sac south of Foster Street
- Dewey Avenue between Payne Street and Emerson Street
- Darrow Avenue between Payne Street and Emerson Street
- Dodge Avenue between Payne Street and Emerson Street
- Jackson Avenue between Payne Street and Emerson Street



5th Ward
Neighborhood School
Evanston, Illinois

Existing Traffic Volumes

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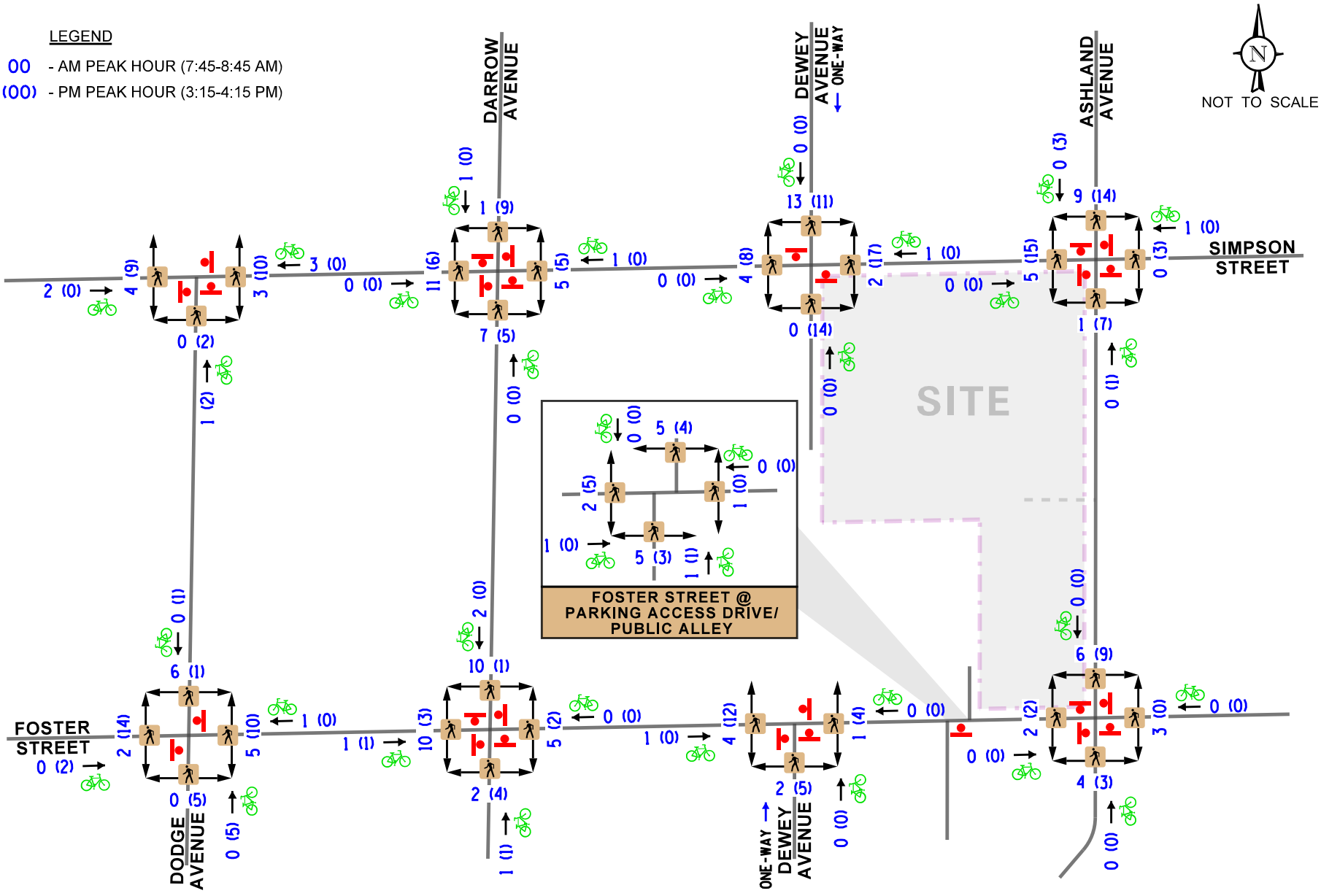
Figure: 4



5th Ward
Neighborhood School
Evanston, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

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Job No: 23-054 Figure: 5

The parking surveys were performed on Wednesday, March 1, 2023 during the hours of 7:00 A.M., 8:00 A.M., 9:00 A.M., 11:00 A.M., 12:30 P.M., 2:00 P.M., 3:00 P.M., 4:00 P.M., 6:00 P.M., and 7:00 P.M. **Table 1** shows the results of the on-street parking surveys. It should be noted that the inventory of the on-street parking is only an estimate as the parking spaces are not marked on the roads. From Table 1 it can be seen that less than 40 percent of the 400-plus on-street parking spaces within the neighborhood are occupied during the school's drop-off and pick-up periods, leaving approximately 250 on-street parking spaces available within several blocks of the school site for drop-off and pick-up activity.

Crash Data Analysis

KLOA, Inc. obtained crash data[1] for the past five years (2017 to 2021) for the nine intersections in the study area. The following summarizes a review of the crash data:

- The intersection of Foster Street with Dodge Avenue had a total of three crashes in the five-year period with one crash in 2019, one crash in 2020, and one crash in 2021.
- The intersection of Simpson Street with Ashland Avenue had a total of one crash that occurred in 2017.
- The intersection of Simpson Street with Darrow Avenue had a total of one crash that occurred in 2017.
- No crashes were reported in the five-year period at the other six intersections.

Further, no fatal crashes were reported over the five-year period at any of the intersections.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

Table 1
ON-STREET PARKING INVENTORY AND DEMAND

Time	Inventory	7:00 AM	8:00 AM	9:00 AM	11:00 AM	12:30 PM	2:00 PM	3:00 PM	4:00 PM	6:00 PM	7:00 PM
East-West Roads – Dodge Avenue to Green Bay Road											
Simpson	90	27	26	39	53	43	34	34	35	50	61
Foster	100	21	22	20	23	27	25	14	23	21	22
North-South Roads – Payne Street to Emerson Street											
Ashland	60	26	32	32	35	34	33	32	25	36	37
Dewey	50	28	24	22	25	23	25	25	24	27	23
Darrow	73	44	35	38	34	34	32	40	44	54	58
Jackson	43	15	15	9	11	13	15	16	15	11	13
Total	**416**	**161**	**154**	**160**	**181**	**174**	**164**	**161**	**166**	**199**	**214**

Note: The school drop-off period occurs from 7:00 to 9:00 A.M. and the afternoon pick-up period occurs from 2:00 to 4:00 P.M.

3. Proposed School Traffic and Parking Characteristics

This chapter summarizes the projected population of the new school building, the peak traffic generation and parking demand, the proposed drop-off/pick-up and school bus staging operations, and the recommended walking routes. To provide for the most conservative analysis, this study evaluates a capacity enrollment scenario of 900 students.

School Development Plan

As proposed, the new school campus is anticipated to be open for the 2024-2025 school year and will include an L-shaped, 115,000-square-foot, four-story school building and an artificial turf field on what is now Foster Field. The building will have frontage on Simpson Street and Ashland Avenue and lay-by lanes will be cut into the curb lanes on both streets for drop-off/pick-up activities and school bus staging. The existing Fleetwood-Jourdain Community Center parking lot, located immediately south of the site, will be reconfigured and expanded and will be shared by the new school and the Fleetwood-Jourdain Community Center.

The new building will house the following two schools, both of which will serve kindergarten through 8th grade:

- The new 5th Ward Neighborhood School, which will be the neighborhood school serving the 5th Ward and have an attendance area bounded by the North Shore Channel, Green Bay Road, Ridge Avenue, and Church Street. Since the residential homes within the 5th Ward Neighborhood School attendance area are within ¾-mile of the school, school bus service will be limited to special education students only.

- The existing Dr. Bessie Rhodes School of Global Studies, which is an existing magnet school that is to be relocated from its current location at 3701 Davis Street in Skokie. While the Rhodes School currently attracts students from across the District, it is anticipated that approximately one-half of the students in the future will reside within the 5th Ward. School bus service will be provided for the Rhodes School students residing outside of the 5th Ward.

A copy of the site plan is located in the Appendix.

Projected Building Population and Hours of Operation

The 5th Ward Neighborhood School and Rhodes School will have staggered hours of operation to minimize traffic conflicts between the two schools. The bell schedule for all grades at the Rhodes School will start at 8:00 A.M. and dismiss at 2:45 P.M while the bell schedule for all grades at the 5th Ward Neighborhood School will start at 9:00 A.M. and dismiss at 3:35 P.M.

The 5th Ward Neighborhood School will have an enrollment capacity of 700 students and is anticipated to open with an enrollment of 600 students while the Rhodes School will have an initial and ultimate enrollment of 200 students. It is anticipated that the Rhodes School will have a total of 15 staff while the 5th Ward Neighborhood School will have a total of 55 to 60 staff. **Table 2** summarizes the forecasted student enrollment and staffing levels within the two schools during the 2024-2025 school year when the new building opens and under a capacity enrollment scenario.

Table 2
PROJECTED STUDENT ENROLLMENT AND STAFFING LEVELS

Building Population	Initial 2024-2025	Capacity
Student Enrollment		
5th Ward School K-5	325	365
5th Ward School 6-8	275	335
Dr. Bessie Rhodes School K-5	150	150
Dr. Bessie Rhodes School 6-8	50	50
Total	**800**	**900**
Staff		
5th Ward School	55	60
Dr. Bessie Rhodes School	15	15
Total	**70**	**75**

Access to the Parking Lot

As proposed, the 25-space parking lot serving the Fleetwood-Jourdain Community Center will be reconfigured and expanded to support both the community center and the new school building. The expanded parking lot is proposed to have a parking capacity of 83 parking spaces. Access to the parking lot is to be provided via two access drives as described below:

- The existing access drive serving the Fleetwood-Jourdain Community Center parking lot which is located on the north side of Foster Street approximately 180 feet west of Ashland Avenue. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control.

- A proposed access drive to be located on the west side of Ashland Avenue approximately 260 feet north of Foster Street. This access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.

School Drop-Off/Pick-Up and Bus Staging Plan

The following summarizes and **Figure 6** illustrates the school's proposed drop-off/pick-up and bus staging plan.

School Bus Staging

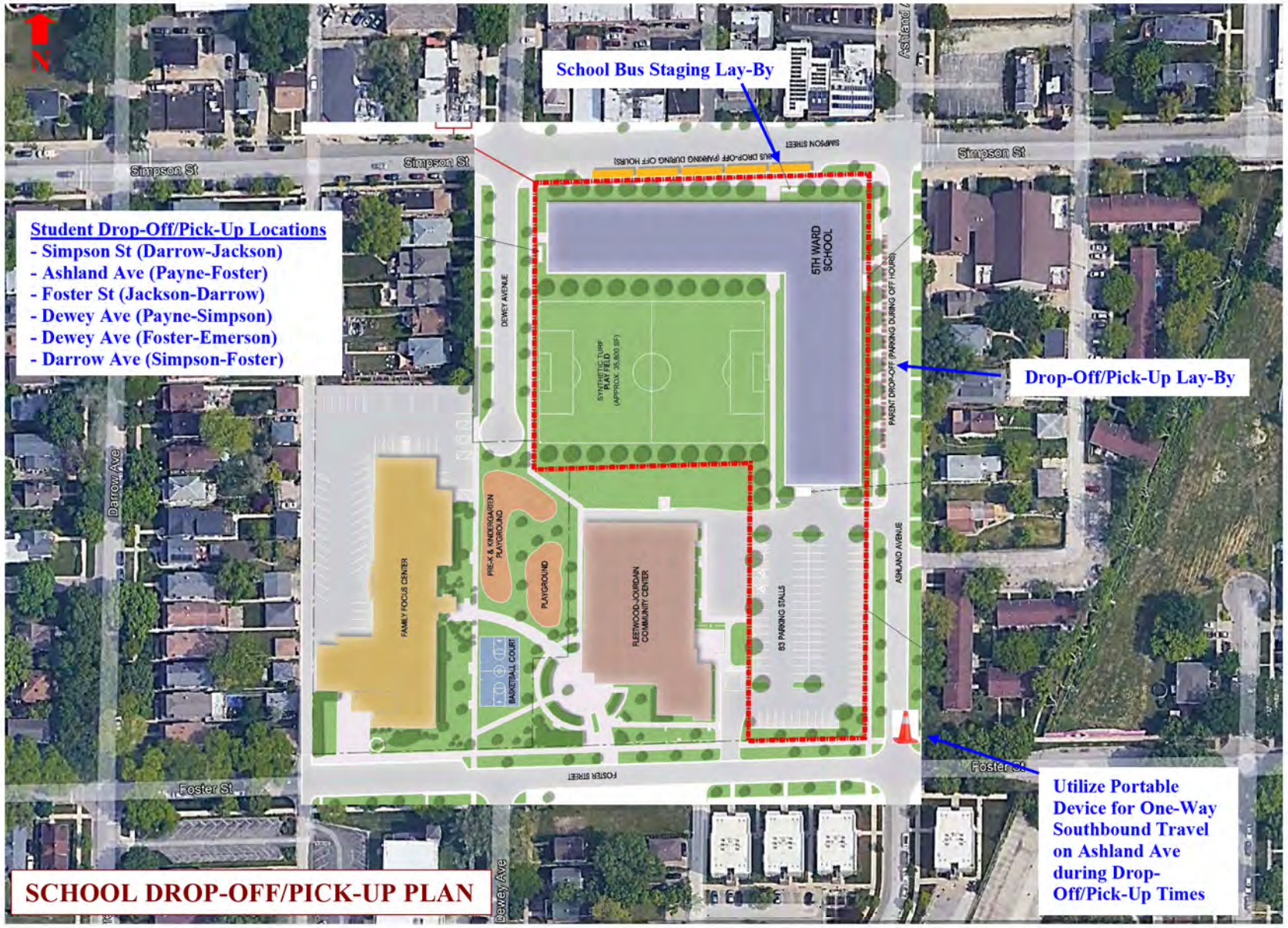
A lay-by lane will be constructed on Simpson Street along the north frontage of the school building. The lane will be approximately 275 feet long and will adequately accommodate up to five full-size school buses, which is the maximum number of buses that would be necessary to transport the Rhodes School students residing outside of the 5th Ward. With the 50-60 minute staggering of the school hours of the 5th Ward Neighborhood School and Rhodes School, the lay-by lane will also be available for the staging of the 5th Ward Neighborhood School special education buses and the Rhodes School late activity bus, since they will utilize the lay-by lane after the Rhodes School buses have departed the site.

Drop-Off/Pick-Up Operations

A second lay-by lane will be constructed along the school frontage on Ashland Avenue between Simpson Street and the school's parking lot access drive. The lane will be approximately 260 feet long and capable of accommodating up to 12 cars.

Similar to many of other neighborhood schools in District 65, parents that choose to drop off and pick up their students will park on the neighborhood roads surrounding the school, including the lay-by lane on Ashland Avenue. The streets most likely to be utilized include Ashland Avenue, Simpson Street, Foster Street, Darrow Avenue, Dewey Avenue, and Jackson Avenue, all of which offer free parking on one or both sides of the road. It should be noted that some of the on-street parking is restricted to 30-minute or two-hour parking only. Once parked, some parents may choose to escort their students to and from the school. Other parents may choose to let their students walk to and from school from their parked vehicle. It is expected that some parents may establish a prearranged parking location to meet their students at dismissal to avoid traffic congestion near the school. Parents will also have the option of dropping off and picking up students from the bus lay-by lane on Simpson Street when the buses have departed the lane.

Simpson Street is a wide (40-foot) two-lane roadway with parking on both sides of the road. As such, school traffic movements to and from the bus lay-by lane on Simpson Street will not impede two-way traffic flow on Simpson Street. Conversely, Ashland Avenue is a narrow, 24-foot wide two-lane roadway with parking permitted on the east side of the road. Even with a lay-by lane along the school frontage, two-way traffic flow on Ashland Avenue would be hampered if any cars are parked on the east side of the road. Since some school traffic will utilize Ashland Avenue for drop-off/pick-up operations, it is recommended that Ashland Avenue operate in a one-way southbound direction between Simpson Street and Foster Street during school arrival and dismissal times. The one-way operation should be enforced with appropriate signage and managed by the District-contracted crossing guards that would install and remove a portable traffic control device (e.g., orange cones, mini-cades, etc.) on northbound Ashland Avenue at Foster Avenue before and after the morning arrival period and afternoon dismissal period.



5th Ward
Neighborhood School
Evanston, Illinois

Drop-Off/Pick-Up and Bus Staging Plan

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-054 Figure: 6

In addition, to prevent parents from parking along the west side of Ashland Avenue between the school parking lot driveway and Foster Street, orange cones can be placed along the curb lane to supplement the existing "No Parking" signs.

Projected Traffic Generation

Table 3 shows a breakdown of the projected traffic generation during the peak morning arrival periods for the two schools and is based on the capacity enrollment scenario to maintain a conservative (worst-case) analysis. The summary depicts two peak periods. The early arrival period (7:15 A.M.-8:15 A.M.) consists of student drop-offs to the Rhodes School, student drop-offs for the 5th Ward Neighborhood School before-school programs, Rhodes School bus unloading, and the arrival of some of the staff for both schools. The late arrival period (8:15 A.M.-9:15 A.M.) consists of student drop-offs to the 5th Ward Neighborhood School, 5th Ward Neighborhood School special education bus unloading, and the arrival of some of the 5th Ward Neighborhood School staff.

Table 4 shows a breakdown of the projected traffic generation during the peak afternoon dismissal periods for the two schools and is again based on the capacity enrollment scenario. Similar to the morning arrival, the summary depicts two peak periods. The early dismissal period (2:15 P.M.-3:15 P.M.) consists of student pick-ups at the Rhodes School, Rhodes School bus loading, and the departure of some of the Rhodes School staff. The late departure period (3:15 P.M.-4:15 P.M.) consists of student pick-ups at the 5th Ward Neighborhood School, student pick-ups for the Rhodes School after-school programs, 5th Ward Neighborhood School special education bus loading, Rhodes School activity bus loading, and the departure of some of the staff from both schools.

The traffic generation estimates from the two tables are based on a series of assumptions with respect to average daily student absenteeism, percentage of student drop-offs/pick-ups, percentage of students riding the bus, number of student transport buses and special education buses, students per household, number of students residing within the 5th Ward, participation levels in before-school and after-school programs, staff mode of travel, and staff arrival and departure schedules. These assumptions have been vetted through District 65 staff and are based on current school operations, travel patterns, student residency, and activity program participation levels.

Projected Traffic Distribution

With the vast majority of the 5th Ward Neighborhood School attendance area being south and west of the school site, and with drop-off/pick-up traffic making use of available on-street parking in the vicinity of the school, it is anticipated that drop-off/pick-up traffic will approach the school area via Simpson Street, Foster Street, Dodge Avenue, Darrow Avenue, Ashland Avenue, and Dewey Avenue. From these roads, parents will utilize available on-street parking spaces, either adjacent to the school site or within a block or two of the school site, to drop off or pick up their students.

Table 3
PROJECTED MORNING TRAFFIC GENERATION: CAPACITY ENROLLMENT

Population / Vehicle Type	Number of Vehicle Trips					
	Early Arrival Period (7:15-8:15 AM)			Late Arrival Period (8:15-9:15 AM)		
	Enter	Exit	Total	Enter	Exit	Total
5th Ward School Student Drop-Off[1]	36	36	72	108	108	216
Rhodes School Student Drop-Off[2]	15	15	30	0	0	0
5th Ward School Staff[3]	13	0	13	38	0	38
Dr. Bessie Rhodes School Staff[3]	10	0	10	0	0	0
Buses[4]	5	5	10	3	3	6
Total	**79**	**56**	**135**	**149**	**111**	**260**

Assumptions utilized in Traffic Generation estimate:
School Hours of Operation: Rhodes School 8:00 AM-2:45 PM; 5th Ward School 9:00 AM-3:35 PM.

[1] 2% average daily student absenteeism, 35% of students are dropped off, 40% of students have a sibling in the school, 25% student participation in Before School programs.

[2] 2% average daily student absenteeism, 50% of students reside within the 5th Ward of which 35% are dropped off, 50% of students reside outside of the 5th Ward and are bussed to school, 40% of students have a sibling in the school, 25% student participation in Before School programs.

[3] 85% of staff drive alone with 75% arriving during the respective peak hours for the schools and 25% arriving in the hour prior to the peak hour.

[4] Includes 3 special education buses for 5th Ward School and 5 transport buses for Rhodes School.

Table 4
PROJECTED AFTERNOON TRAFFIC GENERATION: CAPACITY ENROLLMENT

Population / Vehicle Type	Number of Vehicle Trips					
	Early Dismissal Period (2:15-3:15 PM)			Late Dismissal Period (3:15-4:15 PM)		
	Enter	Exit	Total	Enter	Exit	Total
5th Ward School Student Pick-Up[1]	0	0	0	101	101	202
Rhodes School Student Pick-Up[2]	14	14	28	6	6	12
5th Ward School Staff[3]	0	0	0	0	38	38
Dr. Bessie Rhodes School Staff[3]	0	10	10	0	3	3
Buses[4]	5	5	10	4	4	8
Total	**19**	**29**	**48**	**111**	**152**	**263**

Assumptions utilized in Traffic Generation estimate:
School Hours of Operation: Rhodes School 8:00 AM-2:45 PM; 5th Ward School 9:00 AM-3:35 PM.

[1] 2% average daily student absenteeism, 35% of students are picked up, 40% of students have a sibling in the school, 30% student participation in After School programs.

[2] 2% average daily student absenteeism, 50% of students reside within the 5th Ward of which 35% are picked up, 50% of students reside outside of the 5th Ward and are bussed home, 40% of students have a sibling in the school, 30% student participation in After School programs with 50% using the late activity bus.

[3] 85% of staff drive alone with 75% departing during the respective peak hours for the schools and 25% departing in the hour after the peak hour.

[4] Includes 3 special education buses for 5th Ward School, 5 transport buses for Rhodes School, and one late activity bus for Rhodes School.

School buses will approach the school site from the west on Simpson Street to reach the bus staging lay-by lane on Simpson Street. The buses will likely depart the school site by continuing east on Simpson Street to Green Bay Road. Ashland Avenue will be managed as a one-way southbound road between Simpson Street and Foster Street during the morning arrival and afternoon departure periods on school days. As such, school traffic using Ashland Avenue will exit the area to the east and west via Foster Street

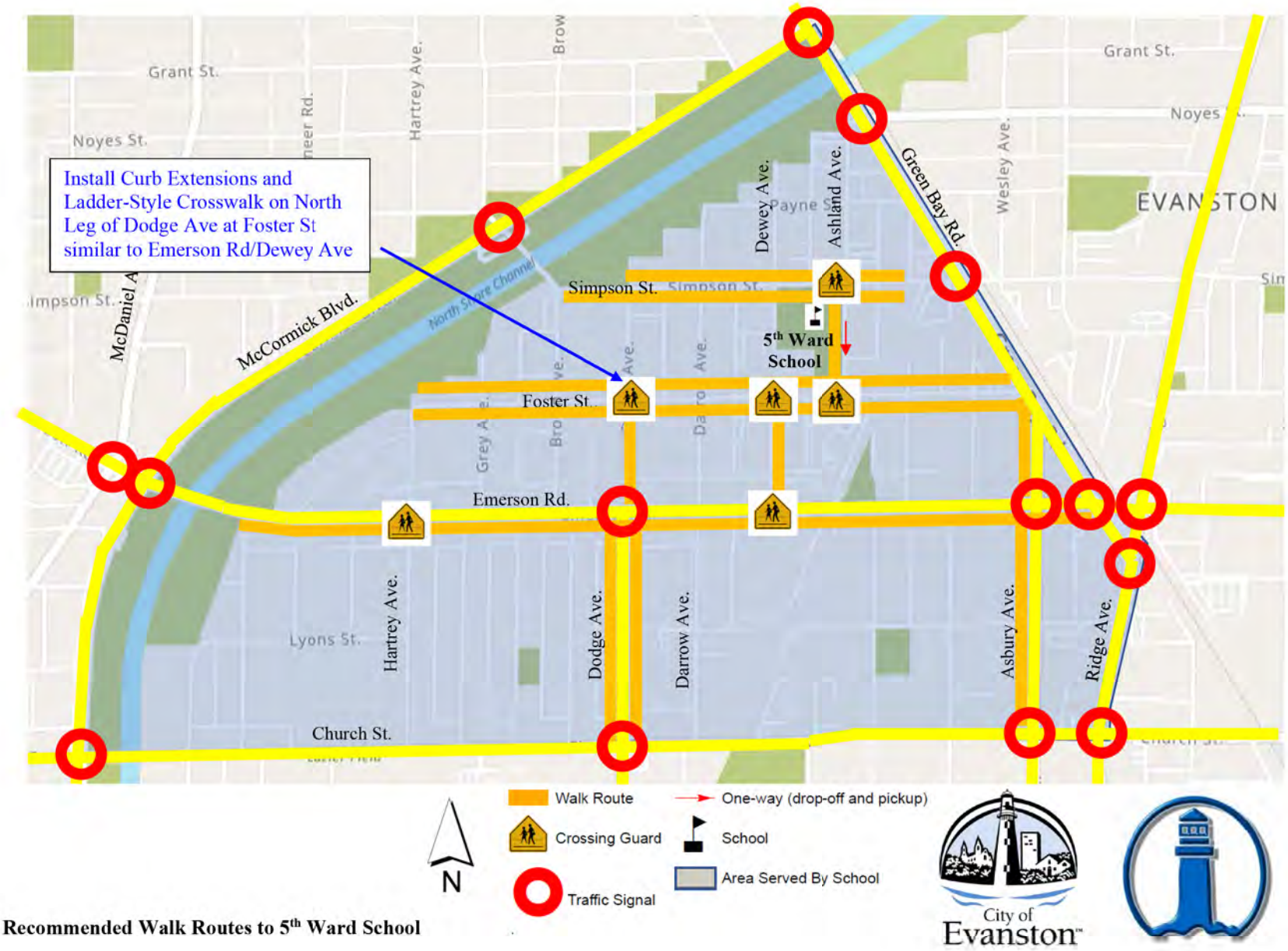
Recommended Walking Routes to School

The recommended walking routes to the 5th Ward Neighborhood School are shown in **Figure 7** and include Simpson Street, Foster Street, Dewey Avenue, Dodge Avenue, Ashland Avenue, and Asbury Avenue. Where possible, the walking routes direct students to cross roads where there are "stop" controls in place consisting of either traffic signals or stop signs. Crossing guards are recommended at key roadway crossings where "stop" controls are not provided. In addition, crossing guards are recommended at stop-controlled intersections surrounding the school for added safety. District 65 will be contracting with Andy Frain Services to provide crossing guards for the new school. The crossing guards will also be responsible for installing and removing the portable traffic management devices that restrict Ashland Avenue to one-way southbound operation between Simpson Street and Foster Street before and after morning arrival and afternoon dismissal times. These portable devices could include orange cones, mini-cades, or other similar measures.

The proposed crossing guard locations include:

1. Simpson Street/Ashland Avenue intersection (all-way stop control)
2. Foster Street/Ashland Avenue intersection (all-way stop control)
3. Foster Street/Dewey Avenue intersection (all-way stop control)
4. Foster Street/Dodge Avenue intersection (two-way stop control on Foster Street only)
5. Emerson Street/Dewey Avenue intersection (no stop controls)
6. Emerson Street/Hartray Avenue intersection (two-way stop control on Hartray Avenue only)

To increase safety for students crossing Dodge Avenue at Foster Street, where there are no stop controls on Dodge Avenue, it is recommended that curb extensions and a ladder-style crosswalk be installed on the north leg of Dodge Avenue, similar to the pedestrian crossing on Emerson Road at Dewey Avenue.



Recommended Walk Routes to 5th Ward School

5th Ward Neighborhood School Evanston, Illinois	School Walk Route Map	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 23-054 Figure: 7

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, the redistribution of the northbound Ashland Avenue traffic, and the traffic estimated to be generated by the proposed school.

School Traffic Assignment

The estimated weekday morning and afternoon peak hour traffic volumes that will be generated by the proposed school were assigned to the roadway system in accordance with the previously described directional distribution. To provide a worst-case analysis, the traffic volumes assigned to the roadway system were based on (1) the maximum enrollment and (2) the highest hour of traffic to be generated by the school during the morning pick-up and afternoon drop-off periods (late arrival and late dismissal). **Figure 8** illustrates the traffic assignment for the school. When assigning the school traffic to the roadway system, it was assumed that (1) all employee/staff will be parking in the school parking lot and (2) a large percentage of the parent/caregiver traffic will be parking on the roads in the vicinity of the school when dropping off or picking up students. As such, the parent/caregiver traffic was distributed throughout the roads serving the school.

Background (No-Build) Traffic Conditions

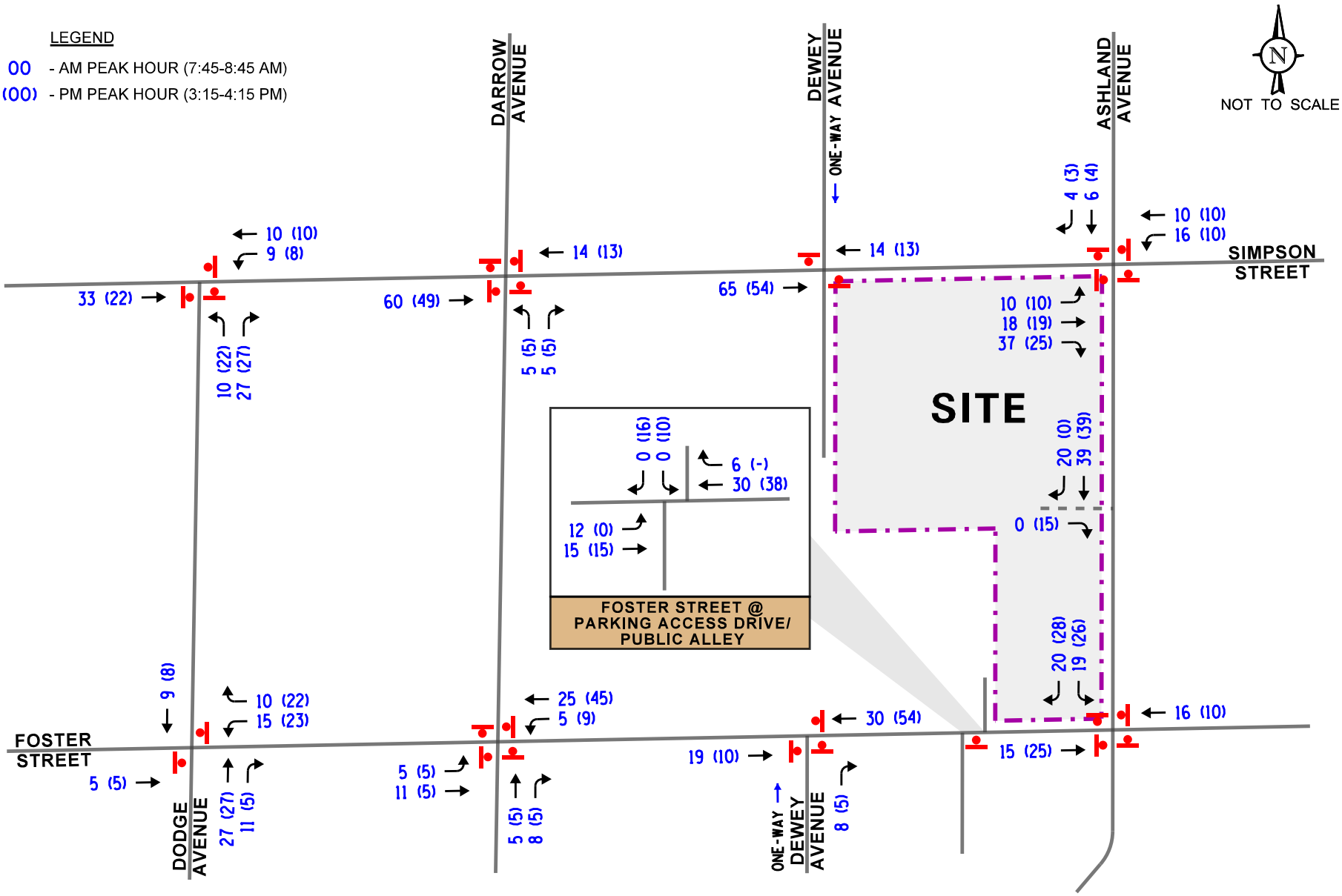
The Year 2023 traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes in the area are projected to increase by an average compound annual growth rate of approximately 0.5 percent per year. As such, all of the traffic volumes were increased by a total of 5.0 percent to represent Year 2030 conditions, which represents the time period five years after the new school opens. A copy of the CMAP projections letter is included in the Appendix.

Reassignment of Northbound Ashland Avenue Traffic

As part of the proposed school operation plan, Ashland Avenue will be restricted via signage and barriers to southbound traffic flow only between Simpson Street and Foster Street during the school's morning drop-off and afternoon pick-up periods. As such, the existing northbound traffic currently traversing this block of Ashland Avenue was reassigned to the area roadway system.

Total Projected Traffic Volumes

The school-generated traffic was added to the Year 2023 existing traffic volumes accounting for background growth and the redistribution of the northbound Ashland Avenue traffic to determine the Year 2030 projected traffic volumes, shown in **Figure 9.**



5th Ward
Neighborhood School
Evanston, Illinois

School-Generated Traffic Volumes

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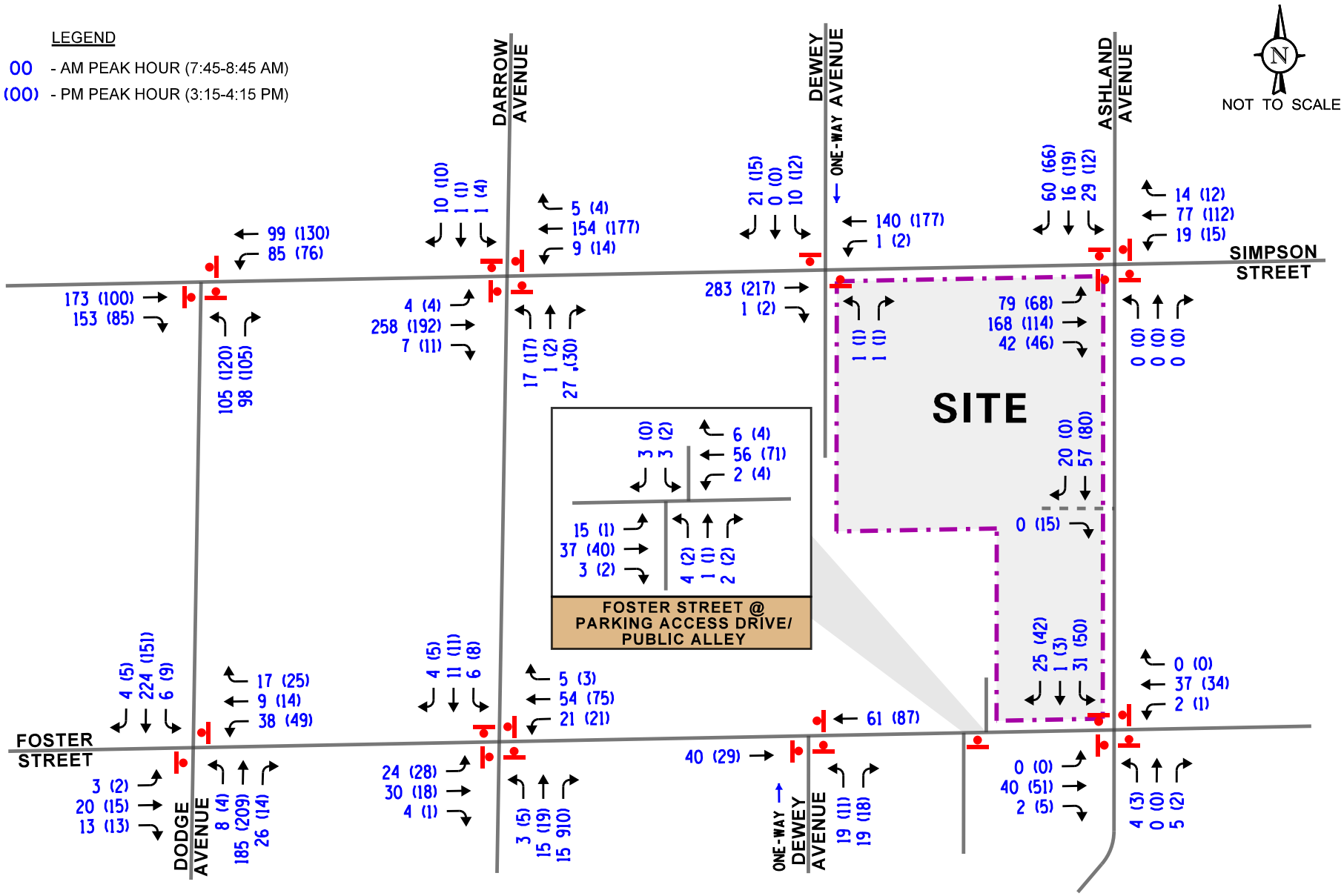
Job No: 23-054 Figure: 8



5th Ward
Neighborhood School
Evanston, Illinois

Year 2030 Total Traffic Volumes

KLOA
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Job No: 23-054 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday afternoon peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday afternoon peak hours for the Year 2023 existing and Year 2030 total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 11 software.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the Year 2023 existing and Year 2030 total conditions are presented in **Tables 5** through **9.** It should be noted that the peak hour factors in the 2030 projected capacity analyses were reduced to represent the surging of the school-generated traffic. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS
ALL-WAY STOP CONTROL INTERSECTIONS
YEAR 2023 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Simpson Street with Ashland Avenue				
• Overall	A	8.8	A	8.1
• Eastbound Approach	A	9.3	A	8.4
• Westbound Approach	A	8.9	A	8.0
• Northbound Approach	A	7.9	A	7.9
• Southbound Approach	A	8.0	A	7.9
Simpson Street with Darrow Avenue				
• Overall	A	8.5	A	8.6
• Eastbound Approach	A	8.6	A	8.3
• Westbound Approach	A	8.5	A	9.0
• Northbound Approach	A	7.9	A	8.0
• Southbound Approach	A	7.4	A	7.6
Simpson Street with Dodge Avenue				
• Overall	B	10.2	A	9.5
• Eastbound Approach	B	10.6	A	8.8
• Westbound Approach	A	9.8	A	9.9
• Northbound Approach	A	10.0	A	9.6
Foster Street with Ashland Avenue				
• Overall	A	7.1	A	7.3
• Eastbound Approach	A	7.3	A	7.5
• Westbound Approach	A	7.0	A	7.0
• Northbound Approach	A	6.9	A	7.6
• Southbound Approach	A	7.2	A	7.1

LOS = Level of Service
Delay is measured in seconds.

Table 5, continued
CAPACITY ANALYSIS RESULTS
ALL-WAY STOP CONTROL INTERSECTIONS
YEAR 2023 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Foster Street with Dewey Avenue				
• Overall	A	7.5	A	7.5
• Eastbound Approach	A	7.3	A	7.4
• Westbound Approach	A	7.5	A	7.5
• Northbound Approach	A	7.6	A	7.7
Foster Street with Darrow Avenue				
• Overall	A	7.5	A	7.5
• Eastbound Approach	A	7.3	A	7.4
• Westbound Approach	A	7.9	A	7.4
• Northbound Approach	A	7.1	A	7.7
• Southbound Approach	A	7.2	A	7.5

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS
TWO-WAY/ONE-WAY STOP CONTROL INTERSECTIONS
YEAR 2023 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Simpson Street with Dewey Avenue				
• Eastbound Approach	B	10.7	B	10.3
• Westbound Approach	B	10.1	B	10.6
• Northbound Left Turn	A	7.2	A	7.2
• Southbound Left Turn	A	7.2	A	7.3
Foster Street with Dodge Avenue				
• Eastbound Approach	B	11.7	B	11.3
• Westbound Approach	B	12.7	B	13.7
• Northbound Left Turn	A	7.7	A	7.6
• Southbound Left Turn	A	7.6	A	7.7
Foster Street with Access Drive/Public Alley				
• Northbound Approach	A	9.0	A	9.0
• Southbound Approach	A	8.9	A	9.2
• Eastbound Left Turn	A	7.3	A	7.3
• Westbound Left Turn	A	8.9	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS
ALL-WAY STOP CONTROL INTERSECTIONS
YEAR 2030 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Simpson Street with Ashland Avenue				
• Overall	B	11.8	A	9.6
• Eastbound Approach	B	13.2	B	10.2
• Westbound Approach	B	10.5	A	9.0
• Southbound Approach	A	9.5	A	8.9
Simpson Street with Darrow Avenue				
• Overall	B	10.2	A	9.8
• Eastbound Approach	B	10.8	A	9.8
• Westbound Approach	A	9.7	B	10.2
• Northbound Approach	A	8.7	A	8.6
• Southbound Approach	A	8.0	A	8.1
Simpson Street with Dodge Avenue				
• Overall	B	12.4	B	11.2
• Eastbound Approach	B	13.5	B	10.3
• Westbound Approach	B	11.2	B	11.6
• Northbound Approach	B	11.7	B	11.7
Foster Street with Ashland Avenue				
• Overall	A	7.9	A	8.4
• Eastbound Approach	A	8.1	A	8.6
• Westbound Approach	A	7.9	A	8.0
• Northbound Approach	A	7.3	A	8.1
• Southbound Approach	A	7.9	A	8.5

LOS = Level of Service
Delay is measured in seconds.

Table 7, continued
CAPACITY ANALYSIS RESULTS
ALL-WAY STOP CONTROL INTERSECTIONS
YEAR 2030 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Foster Street with Dewey Avenue				
• Overall	A	8.1	A	8.4
• Eastbound Approach	A	7.8	A	7.8
• Westbound Approach	A	8.2	A	8.7
• Northbound Approach	A	8.1	A	8.3
Foster Street with Darrow Avenue				
• Overall	A	8.3	A	8.6
• Eastbound Approach	A	8.0	A	8.2
• Westbound Approach	A	8.9	A	8.8
• Northbound Approach	A	7.7	A	8.5
• Southbound Approach	A	7.8	A	8.3

LOS = Level of Service
Delay is measured in seconds.

Table 8
CAPACITY ANALYSIS RESULTS
TWO-WAY/ONE-WAY STOP CONTROL INTERSECTIONS
YEAR 2030 CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Simpson Street with Dewey Avenue				
• Eastbound Approach	B	13.1	B	11.8
• Westbound Approach	B	10.8	B	11.4
• Northbound Left Turn	A	7.3	A	7.2
• Southbound Left Turn	A	7.2	A	7.3
Foster Street with Dodge Avenue				
• Eastbound Approach	B	13.4	B	12.7
• Westbound Approach	C	15.2	C	16.3
• Northbound Left Turn	A	7.8	A	7.7
• Southbound Left Turn	A	7.8	A	7.9
Foster Street with Access Drive/Public Alley				
• Northbound Approach	A	9.4	A	9.2
• Southbound Approach	A	9.3	A	9.5
• Eastbound Left Turn	A	7.4	A	7.4
• Westbound Left Turn	A	7.8	A	7.3
Ashland Avenue with Right-In/Right-Out Access Drive				
• Eastbound Approach	A	0.1	A	8.8

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the school-generated traffic.

All-Way Stop Sign-Controlled Intersections

All-way stop sign control is provided at the following six intersections within the study area:

- Simpson Street with Ashland Avenue
- Simpson Street with Darrow Avenue
- Simpson Street with Dodge Avenue
- Foster Street with Ashland Avenue
- Foster Street with Dewey Avenue
- Foster Street with Darrow Avenue

The results of the capacity analyses indicate that the six all-way stop sign-controlled intersections currently operate at an overall LOS B or better during the weekday morning and weekday afternoon peak hours. Further, all the intersection approaches at the six intersections currently operate at LOS B or better during both hours.

Assuming the Year 2030 total conditions, all six all-way stop sign-controlled intersections are projected to continue to operate at an overall LOS B or better during the weekday morning and weekday afternoon peak hours. Further, all of the intersection approaches are projected to continue to operate at LOS B or better. While the approaches are projected to operate at good levels of service, it is expected that several of the intersection approaches will experience some additional delays and longer queues, particularly those intersections within proximity to the school. The additional congestion is due to the surging of traffic during the morning drop-off and afternoon pick-up periods. However, the additional congestion should only occur for a short period before and after school and is inherent with all schools given their fixed start and end times. As such, the all-way stop sign controlled intersections have sufficient reserve capacity to accommodate the traffic to be generated by the school.

Two-Way or One-Way Stop Sign-Controlled Intersections

Two-way or one-way stop-sign control is or will be provided at the following four intersections within the study area:

- Simpson Street with Dewey Avenue
- Foster Street with Dodge Avenue
- Foster Street with the Fleetwood-Jourdain Center parking lot access drive
- Ashland Avenue with the proposed access drive

All the critical approaches and movements at the two-way/one-way stop sign-controlled intersections currently operate at LOS B or better during the weekday morning and weekday afternoon peak hours.

Assuming the Year 2030 total traffic volumes, all the critical approaches and movements are projected to operate at LOS C or better during both peak hours. While the approaches and movements are projected to operate at good levels of service, it is expected that several of the intersection approaches and/or movements will experience some additional delays and longer queues, particularly those intersections within proximity to the school. The additional congestion is due to the surging of traffic during the morning drop-off and afternoon pick-up periods. However, the additional congestion should only occur for a short period before and after school and is inherent with all schools given their fixed start and end times. As such, the two-way and one-way stop sign-controlled intersections have sufficient reserve capacity to accommodate the traffic to be generated by the school.

6. Projected Parking Evaluation

Parking Supply and Demand of Parking Lot

Proposed Parking Lot

As discussed previously, the 25-space parking lot serving the Fleetwood-Jourdain Community Center will be reconfigured and expanded to support both the community center and the new school building. As proposed, the expanded parking lot is proposed to have a parking capacity of 83 parking spaces. The parking surveys performed on Wednesday, March 1, 2023 indicated that the Fleetwood-Jourdain Community Center lot experienced a peak utilization of 20 spaces (80 percent of capacity) during the midday (school hour) period to support its small staff (six people) and program patrons.

City of Evanston Parking Requirements

The City of Evanston Zoning Ordinance requires one parking space for every three faculty members and full-time employees, which would result in a school parking requirement of 25 spaces under capacity enrollment conditions at the two schools (75 total staff members). With an observed peak parking demand of 20 spaces at the Fleetwood-Jourdain Community Center during school hours, the proposed reconfigured 83-space parking lot will conform to the City's parking supply requirement for the schools while continuing to meet the parking needs of the Fleetwood-Jourdain Center.

Projected Parking Demand

With the parking supply requirement met, KLOA, Inc. also performed a parking demand analysis for the capacity enrollment scenario. Assuming 85 percent of the staff drive to work, as advised by District 65, the staff parking demand would be 64 spaces. The school building would also have a need for up to five visitor parking spaces. In total, the school building could have a parking demand for up to 69 spaces. When combined with the peak observed parking demand at the Fleetwood-Jourdain Community Center (20 spaces), the projected peak parking demand in the reconfigured parking lot could reach 89 spaces. The proposed 83-space parking lot would fall six spaces short of meeting this peak demand during school hours, as shown in **Table 9.**

Overflow parking could be accommodated via the area on-street parking which, as the on-street parking surveys have shown, is available within the immediate area. For example, the 10 to 11 on-street parking spaces along the south side of Foster Avenue between Darrow Avenue and Ashland Avenue were observed to be available during the midday period. Alternatively, District 65 and/or the Fleetwood-Jourdain Community Center could work out a shared parking arrangement with the Family Focus Center immediately west of the site, which has a 53-space parking lot that was observed to be only 43 percent utilized (23 spaces filled) during school hours or other institutions in the immediate area.

Table 9
PROJECTED OFF-STREET PARKING SUPPLY AND DEMAND (SCHOOL HOURS)

Parking Lot	Parking Lot Capacity	Projected Peak Parking Demand	Projected Parking Surplus/(Shortage)
Fleetwood-Jourdain Community Center/5th Ward School Lot	83[1]	89[3]	(6)
Family Focus Center Lot	53[2]	23	30

[1] Includes four accessible spaces per Illinois Accessibility Code requirements.
[2] Includes three accessible spaces.
[3] Includes 64 spaces for 5th Ward School and Rhodes School staff, 5 visitor spaces, and 20 spaces for Fleetwood-Jourdain Community Center staff and visitors.

On-Street Parking Supply and Demand

KLOA, Inc. also examined the available on-street parking in proximity to the school site to support the drop-off/pick-up operations. Student drop-offs during the morning arrival period is a much quicker operation, and requires significantly fewer parking spaces, than student pick-ups during the afternoon dismissal period when parents tend to arrive early and wait for the dismissal bell. Thus, the peak on-street parking demand for the school building will likely occur at dismissal time for the 5th Ward Neighborhood School, which has a higher enrollment than the Rhodes School and does not offer bus service (except for special needs students). If all parents were to arrive prior to the dismissal bell (an unlikely situation), there would be a need for approximately 100 street parking spaces, per the traffic generation estimate in Table 4.

As the parking surveys show (see Table 1), a total of over 400 on-street parking spaces are located within several blocks of the school site on Simpson Street, Foster Street, Ashland Avenue, Dewey Avenue, Darrow Avenue, and Jackson Avenue. In addition, the parking surveys also indicated that approximately 250 of the parking spaces (60 percent) were available around the dismissal time of the 5th Ward Neighborhood School. Thus, in the unlikely event that all 100 parents arrived prior to the dismissal bell, sufficient on-street parking is available within a several block radius of the school.

7. Conclusion

The following summarizes the proposed operation of the school and the findings and recommendations of the study:

- As proposed, the new school building will house the following two schools, both of which will serve kindergarten through 8th grade:
    - The new 5th Ward Neighborhood School, which is to have an initial enrollment of 600 students and a total enrollment capacity of 700 students with a 55 to 60 person staff. Since the residential homes within the 5th Ward Neighborhood School attendance area are within ¾-mile of the school, school bus service will be limited to special education students only.
    - The existing Dr. Bessie Rhodes School of Global Studies magnet school, which is proposed to be relocated to the new school and is to have an initial and ultimate enrollment of 200 students with 15 staff. School bus service will be provided for the Rhodes School students residing outside of the 5th Ward.
- The 5th Ward Neighborhood School and Rhodes School will have staggered hours of operation to minimize traffic conflicts between the two schools. The bell schedule for all grades at the Rhodes School will start at 8:00 A.M. and dismiss at 2:45 P.M. while the bell schedule for all grades at the 5th Ward Neighborhood School will start at 9:00 A.M. and dismiss at 3:35 P.M.
- As proposed, the 25-space parking lot serving the Fleetwood-Jourdain Community Center will be reconfigured and expanded to provide a total of 83 parking spaces to support both the community center and the new school building.
- Access to the parking lot is to be provided via two access drives as described below:
    - The existing access drive serving the Fleetwood-Jourdain Community Center parking lot, which is located on the north side of Foster Street approximately 180 feet west of Ashland Avenue. This access drive provides one inbound lane and one outbound lane. The outbound lane should be under stop sign control.
    - A proposed access drive to be located on the west side of Ashland Avenue approximately 260 feet north of Foster Street. This access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control.
- Lay-by lanes are proposed to be provided along the school frontage on both Simpson Street and Ashland Avenue to be used for drop-off/pick-up activities and school bus staging.

- School bus staging is to occur along the Simpson Street lay-by lane, which will be approximately 275 feet long and will accommodate up to five full-size school buses. Given the staggered start and end times of the two schools and the limited number of buses to be used by the schools the Simpson Street lay-by lane will be sufficient to accommodate the peak bus activity at both schools.

- Similar to many of other neighborhood schools in District 65, parents that choose to drop off and pick up their students will park on the neighborhood roads surrounding the school, including the lay-by lane on Ashland Avenue. Parents will also have the option of dropping off and picking up students from the bus lay-by lane on Simpson Street when the buses have departed the lane.

- To accommodate the vehicle, pedestrian, and bicycle connections to and from the school and to enhance the circulation along the area roads, the following recommendations were developed as part of the traffic study:

    - To enhance the flow of traffic along the Ashland Avenue school frontage, Ashland Avenue should operate in a one-way southbound direction between Simpson Street and Foster Street during school arrival and dismissal times. The one-way operation should be enforced with appropriate signage and managed by the crossing guards that would install and remove a portable traffic control device (e.g., orange cones, mini-cades, etc.) on northbound Ashland Avenue at Foster Street

    - To prevent parents from parking along the west side of Ashland Avenue between the school parking lot access drive and Foster Street, consideration should be given to placing orange cones along the curb lane to supplement the existing "No Parking" signs.

    - To assist with the safe and orderly crossing of pedestrians and bicyclists, crossing guards should be positioned at six intersections within the area as identified in the traffic study and the proposed school walking routes (Figure 7).

    - To further assist with the safe and orderly crossing of pedestrians and bicyclists, curb extensions and a ladder-style crosswalk should be installed on the north leg of Dodge Avenue at its intersection with Foster Street as identified in the proposed school walking routes (Figure 7).

- The results of the capacity analyses show that the nine intersections in the study area have sufficient reserve capacity to accommodate the traffic generated by the proposed school. Outside of the improvements recommended as part of the traffic study, no additional roadway improvements and/or traffic control modifications are required.

- While the intersections and the approaches/movements are projected to operate at good levels of service, it is expected that several of the intersection approaches/movements will experience some additional delays and longer queues, particularly those intersections within proximity to the school. The additional congestion is due to the surging of traffic during the morning drop-off and afternoon pick-up periods. However, the additional congestion should only occur for a short period before and after school and is inherent with all schools given their fixed start and end times.

- The 83 parking spaces to be provided in the reconfigured and expanded parking lot meets the City of Evanston parking requirements. However, it is expected that the existing parking needs of the Fleetwood-Jourdain Community Center and the anticipated parking needs of the proposed school may at times exceed the 83 parking spaces. Overflow parking could be accommodated via the area on-street parking or by establishing a shared parking arrangement with the Family Focus Center immediately west of the school or other institutions in the immediate area.

- On-street parking surveys show that a total of over 400 on-street parking spaces are located within several blocks of the school. In addition, the parking surveys indicated that approximately 250 of the parking spaces (60 percent) were available around the arrival and dismissal times of the 5th Ward Neighborhood School. Therefore, sufficient on-street parking is available within a several block radius of the school to accommodate the drop-off/pick-up operations.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Darrow Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	26	0	0	26	0	1	18	0	1	19	0	0	0	0	2	0	0	1	0	1	0	2	47
7:30 AM	0	1	14	2	3	17	0	2	18	1	0	21	0	0	0	3	0	3	0	0	0	1	1	1	42
7:45 AM	0	1	40	4	5	45	0	0	32	2	1	34	0	5	1	3	0	9	0	1	0	7	2	8	96
Hourly Total	0	2	80	6	8	88	0	3	68	3	2	74	0	5	1	6	2	12	0	2	0	9	3	11	185
8:00 AM	0	1	51	0	2	52	0	3	45	1	2	49	0	1	0	2	1	3	0	0	0	2	3	2	106
8:15 AM	0	1	53	2	2	56	0	3	30	0	2	33	1	3	0	1	0	5	0	0	0	0	1	0	94
8:30 AM	0	0	45	0	2	45	0	2	21	1	0	24	0	1	0	3	0	4	0	0	1	0	1	1	74
8:45 AM	0	2	40	0	0	42	0	0	31	0	0	31	0	3	1	1	1	5	0	0	0	2	1	2	80
Hourly Total	0	4	189	2	6	195	0	8	127	2	4	137	1	8	1	7	2	17	0	0	1	4	6	5	354
9:00 AM	0	0	26	1	0	27	0	4	25	1	1	30	0	1	0	5	1	6	0	1	0	1	3	2	65
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	26	1	0	27	0	4	25	1	1	30	0	1	0	5	1	6	0	1	0	1	3	2	65
2:15 PM	0	0	25	0	1	25	1	3	25	2	0	31	0	1	1	0	0	2	0	0	0	4	0	4	62
2:30 PM	0	2	22	2	1	26	0	1	52	2	0	55	0	1	0	1	0	2	0	0	1	0	0	1	84
2:45 PM	0	4	26	3	0	33	0	1	39	0	0	40	0	0	0	1	0	1	0	1	0	0	0	1	75
Hourly Total	0	6	73	5	2	84	1	5	116	4	0	126	0	2	1	2	0	5	0	1	1	4	0	6	221
3:00 PM	0	0	25	3	1	28	0	2	34	2	1	38	0	1	0	3	2	4	0	1	0	1	2	2	72
3:15 PM	0	0	21	1	3	22	1	5	37	0	2	43	0	1	0	0	3	1	0	1	0	3	2	4	70
3:30 PM	0	1	33	3	0	37	0	2	40	2	2	44	0	2	1	1	0	4	0	1	1	0	0	2	87
3:45 PM	0	2	45	1	3	48	0	2	41	0	0	43	0	4	1	6	2	11	0	2	0	5	2	7	109
Hourly Total	0	3	124	8	7	135	1	11	152	4	5	168	0	8	2	10	7	20	0	5	1	9	6	15	338
4:00 PM	0	0	37	5	0	42	0	3	38	1	1	42	0	4	0	0	0	4	0	0	0	1	5	1	89
Grand Total	0	15	529	27	23	571	2	34	526	15	13	577	1	28	5	30	12	64	0	9	3	28	23	40	1252
Approach %	0.0	2.6	92.6	4.7	-	-	0.3	5.9	91.2	2.6	-	-	1.6	43.8	7.8	46.9	-	-	0.0	22.5	7.5	70.0	-	-	-
Total %	0.0	1.2	42.3	2.2	-	45.6	0.2	2.7	42.0	1.2	-	46.1	0.1	2.2	0.4	2.4	-	5.1	0.0	0.7	0.2	2.2	-	3.2	-
Lights	0	15	503	25	-	543	2	30	499	15	-	546	1	26	4	24	-	55	0	9	2	27	-	38	1182
% Lights	-	100.0	95.1	92.6	-	95.1	100.0	88.2	94.9	100.0	-	94.6	100.0	92.9	80.0	80.0	-	85.9	-	100.0	66.7	96.4	-	95.0	94.4
Buses	0	0	17	0	-	17	0	4	14	0	-	18	0	2	1	5	-	8	0	0	1	0	-	1	44
% Buses	-	0.0	3.2	0.0	-	3.0	0.0	11.8	2.7	0.0	-	3.1	0.0	7.1	20.0	16.7	-	12.5	-	0.0	33.3	0.0	-	2.5	3.5
Single-Unit Trucks	0	0	6	1	-	7	0	0	11	0	-	11	0	0	0	1	-	1	0	0	0	0	-	0	19
% Single-Unit Trucks	-	0.0	1.1	3.7	-	1.2	0.0	0.0	2.1	0.0	-	1.9	0.0	0.0	0.0	3.3	-	1.6	-	0.0	0.0	0.0	-	0.0	1.5
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	2	1	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	5

% Bicycles on Road	-	0.0	0.4	3.7	-	0.5	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	3.6	-	2.5	0.4
Pedestrians	-	-	-	-	23	-	-	-	-	-	13	-	-	-	-	-	12	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Darrow Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	40	4	5	45	0	0	32	2	1	34	0	5	1	3	0	9	0	1	0	7	2	8	96
8:00 AM	0	1	51	0	2	52	0	3	45	1	2	49	0	1	0	2	1	3	0	0	0	2	3	2	106
8:15 AM	0	1	53	2	2	56	0	3	30	0	2	33	1	3	0	1	0	5	0	0	0	0	1	0	94
8:30 AM	0	0	45	0	2	45	0	2	21	1	0	24	0	1	0	3	0	4	0	0	1	0	1	1	74
Total	0	3	189	6	11	198	0	8	128	4	5	140	1	10	1	9	1	21	0	1	1	9	7	11	370
Approach %	0.0	1.5	95.5	3.0	-	-	0.0	5.7	91.4	2.9	-	-	4.8	47.6	4.8	42.9	-	-	0.0	9.1	9.1	81.8	-	-	-
Total %	0.0	0.8	51.1	1.6	-	53.5	0.0	2.2	34.6	1.1	-	37.8	0.3	2.7	0.3	2.4	-	5.7	0.0	0.3	0.3	2.4	-	3.0	-
PHF	0.000	0.750	0.892	0.375	-	0.884	0.000	0.667	0.711	0.500	-	0.714	0.250	0.500	0.250	0.750	-	0.583	0.000	0.250	0.250	0.321	-	0.344	0.873
Lights	0	3	181	6	-	190	0	7	122	4	-	133	1	9	1	8	-	19	0	1	1	8	-	10	352
% Lights	-	100.0	95.8	100.0	-	96.0	-	87.5	95.3	100.0	-	95.0	100.0	90.0	100.0	88.9	-	90.5	-	100.0	100.0	88.9	-	90.9	95.1
Buses	0	0	7	0	-	7	0	1	3	0	-	4	0	1	0	1	-	2	0	0	0	0	-	0	13
% Buses	-	0.0	3.7	0.0	-	3.5	-	12.5	2.3	0.0	-	2.9	0.0	10.0	0.0	11.1	-	9.5	-	0.0	0.0	0.0	-	0.0	3.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	1.6	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	11.1	-	9.1	0.5
Pedestrians	-	-	-	-	11	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Darrow Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:15 PM	0	0	21	1	3	22	1	5	37	0	2	43	0	1	0	0	3	1	0	1	0	3	2	4	70
3:30 PM	0	1	33	3	0	37	0	2	40	2	2	44	0	2	1	1	0	4	0	1	1	0	0	2	87
3:45 PM	0	2	45	1	3	48	0	2	41	0	0	43	0	4	1	6	2	11	0	2	0	5	2	7	109
4:00 PM	0	0	37	5	0	42	0	3	38	1	1	42	0	4	0	0	0	4	0	0	0	1	5	1	89
Total	0	3	136	10	6	149	1	12	156	3	5	172	0	11	2	7	5	20	0	4	1	9	9	14	355
Approach %	0.0	2.0	91.3	6.7	-	-	0.6	7.0	90.7	1.7	-	-	0.0	55.0	10.0	35.0	-	-	0.0	28.6	7.1	64.3	-	-	-
Total %	0.0	0.8	38.3	2.8	-	42.0	0.3	3.4	43.9	0.8	-	48.5	0.0	3.1	0.6	2.0	-	5.6	0.0	1.1	0.3	2.5	-	3.9	-
PHF	0.000	0.375	0.756	0.500	-	0.776	0.250	0.600	0.951	0.375	-	0.977	0.000	0.688	0.500	0.292	-	0.455	0.000	0.500	0.250	0.450	-	0.500	0.814
Lights	0	3	133	10	-	146	1	10	150	3	-	164	0	10	1	5	-	16	0	4	0	9	-	13	339
% Lights	-	100.0	97.8	100.0	-	98.0	100.0	83.3	96.2	100.0	-	95.3	-	90.9	50.0	71.4	-	80.0	-	100.0	0.0	100.0	-	92.9	95.5
Buses	0	0	2	0	-	2	0	2	5	0	-	7	0	1	1	2	-	4	0	0	1	0	-	1	14
% Buses	-	0.0	1.5	0.0	-	1.3	0.0	16.7	3.2	0.0	-	4.1	-	9.1	50.0	28.6	-	20.0	-	0.0	100.0	0.0	-	7.1	3.9
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Simpson Street with Dewey Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Dewey Avenue Northbound						Dewey Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	27	0	0	27	1	0	13	0	0	14	0	0	0	0	1	0	0	0	0	2	0	2	43
7:30 AM	0	0	18	0	2	18	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	3	0	3	37
7:45 AM	0	0	41	0	2	41	0	0	28	0	0	28	0	0	0	0	0	0	0	1	0	4	2	5	74
Hourly Total	0	0	86	0	4	86	1	0	57	0	0	58	0	0	0	0	1	0	0	1	0	9	2	10	154
8:00 AM	0	0	51	0	1	51	0	0	35	0	0	35	0	0	0	0	0	0	0	2	0	6	1	8	94
8:15 AM	1	0	55	0	1	56	0	0	27	0	0	27	0	0	0	0	0	0	0	2	0	6	4	8	91
8:30 AM	0	0	49	1	0	50	0	1	20	0	2	21	0	1	0	1	0	2	0	4	0	4	6	8	81
8:45 AM	0	0	39	1	2	40	0	2	28	0	1	30	0	0	0	1	2	1	0	1	0	3	2	4	75
Hourly Total	1	0	194	2	4	197	0	3	110	0	3	113	0	1	0	2	2	3	0	9	0	19	13	28	341
9:00 AM	1	0	31	1	2	33	1	1	21	0	2	23	0	1	0	1	0	2	0	6	0	3	3	9	67
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	0	31	1	2	33	1	1	21	0	2	23	0	1	0	1	0	2	0	6	0	3	3	9	67
2:15 PM	0	0	23	0	0	23	0	0	25	1	0	26	0	1	0	0	0	1	0	3	0	3	0	6	56
2:30 PM	0	0	28	1	0	29	0	1	49	0	1	50	0	0	0	0	0	0	0	6	0	5	3	11	90
2:45 PM	1	0	25	1	1	27	0	0	31	0	0	31	0	1	0	0	0	1	0	4	0	5	0	9	68
Hourly Total	1	0	76	2	1	79	0	1	105	1	1	107	0	2	0	0	0	2	0	13	0	13	3	26	214
3:00 PM	0	0	27	1	3	28	0	0	28	0	1	28	0	1	0	0	1	1	0	4	1	8	1	13	70
3:15 PM	0	0	23	0	3	23	0	1	37	0	1	38	0	0	0	0	5	0	0	2	0	4	2	6	67
3:30 PM	0	0	31	0	2	31	0	1	39	0	9	40	0	0	0	0	3	0	0	3	0	3	2	6	77
3:45 PM	0	0	48	1	2	49	0	0	42	0	0	42	0	1	0	0	4	1	0	5	0	2	2	7	99
Hourly Total	0	0	129	2	10	131	0	2	146	0	11	148	0	2	0	0	13	2	0	14	1	17	7	32	313
4:00 PM	0	0	37	1	1	38	0	0	38	0	7	38	0	0	0	1	2	1	0	1	0	5	5	6	83
Grand Total	3	0	553	8	22	564	2	7	477	1	24	487	0	6	0	4	18	10	0	44	1	66	33	111	1172
Approach %	0.5	0.0	98.0	1.4	-	-	0.4	1.4	97.9	0.2	-	-	0.0	60.0	0.0	40.0	-	-	0.0	39.6	0.9	59.5	-	-	-
Total %	0.3	0.0	47.2	0.7	-	48.1	0.2	0.6	40.7	0.1	-	41.6	0.0	0.5	0.0	0.3	-	0.9	0.0	3.8	0.1	5.6	-	9.5	-
Lights	3	0	520	7	-	530	1	6	447	1	-	455	0	5	0	3	-	8	0	43	1	64	-	108	1101
% Lights	100.0	-	94.0	87.5	-	94.0	50.0	85.7	93.7	100.0	-	93.4	-	83.3	-	75.0	-	80.0	-	97.7	100.0	97.0	-	97.3	93.9
Buses	0	0	21	0	-	21	0	0	17	0	-	17	0	0	0	0	-	0	0	1	0	1	-	2	40
% Buses	0.0	-	3.8	0.0	-	3.7	0.0	0.0	3.6	0.0	-	3.5	-	0.0	-	0.0	-	0.0	-	2.3	0.0	1.5	-	1.8	3.4
Single-Unit Trucks	0	0	7	1	-	8	1	1	11	0	-	13	0	1	0	1	-	2	0	0	0	1	-	1	24
% Single-Unit Trucks	0.0	-	1.3	12.5	-	1.4	50.0	14.3	2.3	0.0	-	2.7	-	16.7	-	25.0	-	20.0	-	0.0	0.0	1.5	-	0.9	2.0
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	-	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5

% Bicycles on Road	0.0	-	0.7	0.0	-	0.7	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	22	-	-	-	-	-	24	-	-	-	-	-	18	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Dewey Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Dewey Avenue Northbound						Dewey Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	41	0	2	41	0	0	28	0	0	28	0	0	0	0	0	0	0	1	0	4	2	5	74
8:00 AM	0	0	51	0	1	51	0	0	35	0	0	35	0	0	0	0	0	0	0	2	0	6	1	8	94
8:15 AM	1	0	55	0	1	56	0	0	27	0	0	27	0	0	0	0	0	0	0	2	0	6	4	8	91
8:30 AM	0	0	49	1	0	50	0	1	20	0	2	21	0	1	0	1	0	2	0	4	0	4	6	8	81
Total	1	0	196	1	4	198	0	1	110	0	2	111	0	1	0	1	0	2	0	9	0	20	13	29	340
Approach %	0.5	0.0	99.0	0.5	-	-	0.0	0.9	99.1	0.0	-	-	0.0	50.0	0.0	50.0	-	-	0.0	31.0	0.0	69.0	-	-	-
Total %	0.3	0.0	57.6	0.3	-	58.2	0.0	0.3	32.4	0.0	-	32.6	0.0	0.3	0.0	0.3	-	0.6	0.0	2.6	0.0	5.9	-	8.5	-
PHF	0.250	0.000	0.891	0.250	-	0.884	0.000	0.250	0.786	0.000	-	0.793	0.000	0.250	0.000	0.250	-	0.250	0.000	0.563	0.000	0.833	-	0.906	0.904
Lights	1	0	187	1	-	189	0	1	105	0	-	106	0	1	0	1	-	2	0	9	0	18	-	27	324
% Lights	100.0	-	95.4	100.0	-	95.5	-	100.0	95.5	-	-	95.5	-	100.0	-	100.0	-	100.0	-	100.0	-	90.0	-	93.1	95.3
Buses	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	1	-	1	12
% Buses	0.0	-	4.1	0.0	-	4.0	-	0.0	2.7	-	-	2.7	-	0.0	-	0.0	-	0.0	-	0.0	-	5.0	-	3.4	3.5
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	3
% Single-Unit Trucks	0.0	-	0.5	0.0	-	0.5	-	0.0	0.9	-	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	5.0	-	3.4	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	-	0.0	0.0	-	0.0	-	0.0	0.9	-	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Dewey Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Dewey Avenue Northbound						Dewey Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:15 PM	0	0	23	0	3	23	0	1	37	0	1	38	0	0	0	0	5	0	0	2	0	4	2	6	67
3:30 PM	0	0	31	0	2	31	0	1	39	0	9	40	0	0	0	0	3	0	0	3	0	3	2	6	77
3:45 PM	0	0	48	1	2	49	0	0	42	0	0	42	0	1	0	0	4	1	0	5	0	2	2	7	99
4:00 PM	0	0	37	1	1	38	0	0	38	0	7	38	0	0	0	1	2	1	0	1	0	5	5	6	83
Total	0	0	139	2	8	141	0	2	156	0	17	158	0	1	0	1	14	2	0	11	0	14	11	25	326
Approach %	0.0	0.0	98.6	1.4	-	-	0.0	1.3	98.7	0.0	-	-	0.0	50.0	0.0	50.0	-	-	0.0	44.0	0.0	56.0	-	-	-
Total %	0.0	0.0	42.6	0.6	-	43.3	0.0	0.6	47.9	0.0	-	48.5	0.0	0.3	0.0	0.3	-	0.6	0.0	3.4	0.0	4.3	-	7.7	-
PHF	0.000	0.000	0.724	0.500	-	0.719	0.000	0.500	0.929	0.000	-	0.940	0.000	0.250	0.000	0.250	-	0.500	0.000	0.550	0.000	0.700	-	0.893	0.823
Lights	0	0	134	2	-	136	0	2	149	0	-	151	0	1	0	1	-	2	0	10	0	14	-	24	313
% Lights	-	-	96.4	100.0	-	96.5	-	100.0	95.5	-	-	95.6	-	100.0	-	100.0	-	100.0	-	90.9	-	100.0	-	96.0	96.0
Buses	0	0	4	0	-	4	0	0	6	0	-	6	0	0	0	0	-	0	0	1	0	0	-	1	11
% Buses	-	-	2.9	0.0	-	2.8	-	0.0	3.8	-	-	3.8	-	0.0	-	0.0	-	0.0	-	9.1	-	0.0	-	4.0	3.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	-	0.7	0.0	-	0.7	-	0.0	0.6	-	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	14	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Dodge Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Simpson Street Eastbound					Simpson Street Westbound					Dodge Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	19	6	1	25	0	7	15	1	22	0	9	9	0	18	65
7:30 AM	0	15	12	3	27	0	10	12	2	22	0	16	7	0	23	72
7:45 AM	0	27	48	0	75	0	20	35	0	55	0	29	14	0	43	173
Hourly Total	0	61	66	4	127	0	37	62	3	99	0	54	30	0	84	310
8:00 AM	0	43	60	1	103	0	30	13	2	43	0	23	16	0	39	185
8:15 AM	0	40	29	1	69	0	15	19	1	34	0	21	22	0	43	146
8:30 AM	0	23	9	2	32	0	7	18	0	25	0	18	16	0	34	91
8:45 AM	0	29	10	1	39	0	8	30	0	38	0	13	11	2	24	101
Hourly Total	0	135	108	5	243	0	60	80	3	140	0	75	65	2	140	523
9:00 AM	0	20	21	2	41	0	3	22	0	25	0	7	11	1	18	84
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	20	21	2	41	0	3	22	0	25	0	7	11	1	18	84
2:15 PM	0	15	11	1	26	0	12	18	0	30	0	4	9	0	13	69
2:30 PM	0	14	10	0	24	0	19	36	0	55	0	8	9	0	17	96
2:45 PM	0	19	5	0	24	0	19	16	0	35	0	16	14	0	30	89
Hourly Total	0	48	26	1	74	0	50	70	0	120	0	28	32	0	60	254
3:00 PM	0	15	23	2	38	0	16	26	0	42	0	20	9	2	29	109
3:15 PM	0	10	21	1	31	0	18	20	2	38	0	13	11	0	24	93
3:30 PM	0	25	27	1	52	0	15	29	0	44	0	29	15	0	44	140
3:45 PM	0	22	17	4	39	0	15	36	7	51	0	41	28	2	69	159
Hourly Total	0	72	88	8	160	0	64	111	9	175	0	103	63	4	166	501
4:00 PM	0	17	16	3	33	0	16	29	1	45	0	10	20	0	30	108
Grand Total	0	353	325	23	678	0	230	374	16	604	0	277	221	7	498	1780
Approach %	0.0	52.1	47.9	-	-	0.0	38.1	61.9	-	-	0.0	55.6	44.4	-	-	-
Total %	0.0	19.8	18.3	-	38.1	0.0	12.9	21.0	-	33.9	0.0	15.6	12.4	-	28.0	-
Lights	0	339	318	-	657	0	221	350	-	571	0	270	202	-	472	1700
% Lights	-	96.0	97.8	-	96.9	-	96.1	93.6	-	94.5	-	97.5	91.4	-	94.8	95.5
Buses	0	4	4	-	8	0	8	8	-	16	0	3	14	-	17	41
% Buses	-	1.1	1.2	-	1.2	-	3.5	2.1	-	2.6	-	1.1	6.3	-	3.4	2.3
Single-Unit Trucks	0	6	1	-	7	0	1	11	-	12	0	1	4	-	5	24
% Single-Unit Trucks	-	1.7	0.3	-	1.0	-	0.4	2.9	-	2.0	-	0.4	1.8	-	1.0	1.3
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	0	1	-	1	3
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.3	-	0.0	0.5	-	0.2	0.2
Bicycles on Road	0	4	2	-	6	0	0	3	-	3	0	3	0	-	3	12
% Bicycles on Road	-	1.1	0.6	-	0.9	-	0.0	0.8	-	0.5	-	1.1	0.0	-	0.6	0.7
Pedestrians	-	-	-	23	-	-	-	-	16	-	-	-	-	7	-	-

% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Simpson Street with Dodge Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Simpson Street Eastbound					Simpson Street Westbound					Dodge Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	27	48	0	75	0	20	35	0	55	0	29	14	0	43	173
8:00 AM	0	43	60	1	103	0	30	13	2	43	0	23	16	0	39	185
8:15 AM	0	40	29	1	69	0	15	19	1	34	0	21	22	0	43	146
8:30 AM	0	23	9	2	32	0	7	18	0	25	0	18	16	0	34	91
Total	0	133	146	4	279	0	72	85	3	157	0	91	68	0	159	595
Approach %	0.0	47.7	52.3	-	-	0.0	45.9	54.1	-	-	0.0	57.2	42.8	-	-	-
Total %	0.0	22.4	24.5	-	46.9	0.0	12.1	14.3	-	26.4	0.0	15.3	11.4	-	26.7	-
PHF	0.000	0.773	0.608	-	0.677	0.000	0.600	0.607	-	0.714	0.000	0.784	0.773	-	0.924	0.804
Lights	0	131	143	-	274	0	69	79	-	148	0	89	62	-	151	573
% Lights	-	98.5	97.9	-	98.2	-	95.8	92.9	-	94.3	-	97.8	91.2	-	95.0	96.3
Buses	0	0	1	-	1	0	3	1	-	4	0	1	6	-	7	12
% Buses	-	0.0	0.7	-	0.4	-	4.2	1.2	-	2.5	-	1.1	8.8	-	4.4	2.0
Single-Unit Trucks	0	2	0	-	2	0	0	2	-	2	0	0	0	-	0	4
% Single-Unit Trucks	-	1.5	0.0	-	0.7	-	0.0	2.4	-	1.3	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	-	2	0	0	3	-	3	0	1	0	-	1	6
% Bicycles on Road	-	0.0	1.4	-	0.7	-	0.0	3.5	-	1.9	-	1.1	0.0	-	0.6	1.0
Pedestrians	-	-	-	4	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: Simpson Street with Dodge Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Simpson Street Eastbound					Simpson Street Westbound					Dodge Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
3:15 PM	0	10	21	1	31	0	18	20	2	38	0	13	11	0	24	93
3:30 PM	0	25	27	1	52	0	15	29	0	44	0	29	15	0	44	140
3:45 PM	0	22	17	4	39	0	15	36	7	51	0	41	28	2	69	159
4:00 PM	0	17	16	3	33	0	16	29	1	45	0	10	20	0	30	108
Total	0	74	81	9	155	0	64	114	10	178	0	93	74	2	167	500
Approach %	0.0	47.7	52.3	-	-	0.0	36.0	64.0	-	-	0.0	55.7	44.3	-	-	-
Total %	0.0	14.8	16.2	-	31.0	0.0	12.8	22.8	-	35.6	0.0	18.6	14.8	-	33.4	-
PHF	0.000	0.740	0.750	-	0.745	0.000	0.889	0.792	-	0.873	0.000	0.567	0.661	-	0.605	0.786
Lights	0	73	80	-	153	0	61	110	-	171	0	90	71	-	161	485
% Lights	-	98.6	98.8	-	98.7	-	95.3	96.5	-	96.1	-	96.8	95.9	-	96.4	97.0
Buses	0	1	1	-	2	0	3	2	-	5	0	1	2	-	3	10
% Buses	-	1.4	1.2	-	1.3	-	4.7	1.8	-	2.8	-	1.1	2.7	-	1.8	2.0
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	0	1	-	1	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	1.8	-	1.1	-	0.0	1.4	-	0.6	0.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	2.2	0.0	-	1.2	0.4
Pedestrians	-	-	-	9	-	-	-	-	10	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Access Drive
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Foster Street Eastbound						Foster Street Westbound						Northbound Approach Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	5	0	0	5	0	0	3	0	0	3	0	0	0	1	2	1	0	0	0	0	0	0	9
7:30 AM	0	3	4	0	0	7	0	1	2	0	0	3	0	1	0	0	0	1	0	0	0	1	2	1	12
7:45 AM	0	0	8	0	1	8	0	0	6	0	0	6	0	2	0	0	0	2	0	0	0	0	2	0	16
Hourly Total	0	3	17	0	1	20	0	1	11	0	0	12	0	3	0	1	2	4	0	0	0	1	4	1	37
8:00 AM	0	0	3	1	1	4	0	0	3	0	1	3	0	1	1	0	0	2	0	2	0	2	1	4	13
8:15 AM	0	0	11	1	0	12	1	1	8	0	0	10	0	1	0	2	4	3	0	0	0	0	0	0	25
8:30 AM	0	3	11	1	0	15	0	0	8	0	0	8	0	0	0	0	1	0	0	1	0	1	2	2	25
8:45 AM	0	1	9	0	1	10	0	0	5	3	0	8	0	0	0	1	0	1	0	1	0	0	2	1	20
Hourly Total	0	4	34	3	2	41	1	1	24	3	1	29	0	2	1	3	5	6	0	4	0	3	5	7	83
9:00 AM	0	1	11	1	0	13	0	0	3	2	0	5	0	0	0	1	0	1	0	0	0	1	1	1	20
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	1	11	1	0	13	0	0	3	2	0	5	0	0	0	1	0	1	0	0	0	1	1	1	20
2:15 PM	0	2	7	0	0	9	0	0	8	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	18
2:30 PM	0	0	3	0	0	3	0	1	6	0	1	7	0	1	0	0	0	1	0	0	0	0	1	0	11
2:45 PM	0	0	6	0	0	6	0	0	3	1	0	4	0	0	0	2	0	2	0	1	0	0	1	1	13
Hourly Total	0	2	16	0	0	18	0	1	17	1	1	19	0	2	0	2	0	4	0	1	0	0	2	1	42
3:00 PM	0	1	14	1	1	16	0	0	9	1	1	10	0	0	0	1	3	1	0	1	0	0	1	1	28
3:15 PM	0	1	9	0	0	10	1	0	10	1	0	12	0	1	0	0	1	1	0	1	0	0	1	1	24
3:30 PM	0	0	5	1	1	6	1	0	5	1	0	7	0	1	0	0	2	1	0	0	0	0	0	0	14
3:45 PM	0	0	14	1	3	15	0	1	10	1	0	12	0	0	1	1	0	2	0	0	0	0	3	0	29
Hourly Total	0	2	42	3	5	47	2	1	34	4	1	41	0	2	1	2	6	5	0	2	0	0	5	2	95
4:00 PM	0	0	13	0	1	13	0	1	7	1	0	9	0	0	0	1	0	1	0	1	0	0	0	1	24
Grand Total	0	12	133	7	9	152	3	5	96	11	3	115	0	9	2	10	13	21	0	8	0	5	17	13	301
Approach %	0.0	7.9	87.5	4.6	-	-	2.6	4.3	83.5	9.6	-	-	0.0	42.9	9.5	47.6	-	-	0.0	61.5	0.0	38.5	-	-	-
Total %	0.0	4.0	44.2	2.3	-	50.5	1.0	1.7	31.9	3.7	-	38.2	0.0	3.0	0.7	3.3	-	7.0	0.0	2.7	0.0	1.7	-	4.3	-
Lights	0	10	112	7	-	129	2	5	87	10	-	104	0	9	0	10	-	19	0	8	0	3	-	11	263
% Lights	-	83.3	84.2	100.0	-	84.9	66.7	100.0	90.6	90.9	-	90.4	-	100.0	0.0	100.0	-	90.5	-	100.0	-	60.0	-	84.6	87.4
Buses	0	0	16	0	-	16	1	0	9	1	-	11	0	0	0	0	-	0	0	0	0	0	-	0	27
% Buses	-	0.0	12.0	0.0	-	10.5	33.3	0.0	9.4	9.1	-	9.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	9.0
Single-Unit Trucks	0	2	2	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	2	-	2	6
% Single-Unit Trucks	-	16.7	1.5	0.0	-	2.6	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	40.0	-	15.4	2.0
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.8	0.0	-	0.7	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	4

% Bicycles on Road	-	0.0	1.5	0.0	-	1.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	100.0	0.0	-	9.5	-	0.0	-	0.0	-	0.0	1.3
Pedestrians	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	13	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Access Drive
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Northbound Approach Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	0	8	0	1	8	0	0	6	0	0	6	0	2	0	0	0	2	0	0	0	0	2	0	16
8:00 AM	0	0	3	1	1	4	0	0	3	0	1	3	0	1	1	0	0	2	0	2	0	2	1	4	13
8:15 AM	0	0	11	1	0	12	1	1	8	0	0	10	0	1	0	2	4	3	0	0	0	0	0	0	25
8:30 AM	0	3	11	1	0	15	0	0	8	0	0	8	0	0	0	0	1	0	0	1	0	1	2	2	25
Total	0	3	33	3	2	39	1	1	25	0	1	27	0	4	1	2	5	7	0	3	0	3	5	6	79
Approach %	0.0	7.7	84.6	7.7	-	-	3.7	3.7	92.6	0.0	-	-	0.0	57.1	14.3	28.6	-	-	0.0	50.0	0.0	50.0	-	-	-
Total %	0.0	3.8	41.8	3.8	-	49.4	1.3	1.3	31.6	0.0	-	34.2	0.0	5.1	1.3	2.5	-	8.9	0.0	3.8	0.0	3.8	-	7.6	-
PHF	0.000	0.250	0.750	0.750	-	0.650	0.250	0.250	0.781	0.000	-	0.675	0.000	0.500	0.250	0.250	-	0.583	0.000	0.375	0.000	0.375	-	0.375	0.790
Lights	0	3	30	3	-	36	0	1	23	0	-	24	0	4	0	2	-	6	0	3	0	2	-	5	71
% Lights	-	100.0	90.9	100.0	-	92.3	0.0	100.0	92.0	-	-	88.9	-	100.0	0.0	100.0	-	85.7	-	100.0	-	66.7	-	83.3	89.9
Buses	0	0	2	0	-	2	1	0	2	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	6.1	0.0	-	5.1	100.0	0.0	8.0	-	-	11.1	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	6.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	33.3	-	16.7	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	3.0	0.0	-	2.6	0.0	0.0	0.0	-	-	0.0	-	0.0	100.0	0.0	-	14.3	-	0.0	-	0.0	-	0.0	2.5
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Access Drive
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Northbound Approach Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:15 PM	0	1	9	0	0	10	1	0	10	1	0	12	0	1	0	0	1	1	0	1	0	0	1	1	24
3:30 PM	0	0	5	1	1	6	1	0	5	1	0	7	0	1	0	0	2	1	0	0	0	0	0	0	14
3:45 PM	0	0	14	1	3	15	0	1	10	1	0	12	0	0	1	1	0	2	0	0	0	0	3	0	29
4:00 PM	0	0	13	0	1	13	0	1	7	1	0	9	0	0	0	1	0	1	0	1	0	0	0	1	24
Total	0	1	41	2	5	44	2	2	32	4	0	40	0	2	1	2	3	5	0	2	0	0	4	2	91
Approach %	0.0	2.3	93.2	4.5	-	-	5.0	5.0	80.0	10.0	-	-	0.0	40.0	20.0	40.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.0	1.1	45.1	2.2	-	48.4	2.2	2.2	35.2	4.4	-	44.0	0.0	2.2	1.1	2.2	-	5.5	0.0	2.2	0.0	0.0	-	2.2	-
PHF	0.000	0.250	0.732	0.500	-	0.733	0.500	0.500	0.800	1.000	-	0.833	0.000	0.500	0.250	0.500	-	0.625	0.000	0.500	0.000	0.000	-	0.500	0.784
Lights	0	1	34	2	-	37	2	2	28	3	-	35	0	2	0	2	-	4	0	2	0	0	-	2	78
% Lights	-	100.0	82.9	100.0	-	84.1	100.0	100.0	87.5	75.0	-	87.5	-	100.0	0.0	100.0	-	80.0	-	100.0	-	-	-	100.0	85.7
Buses	0	0	7	0	-	7	0	0	4	1	-	5	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	17.1	0.0	-	15.9	0.0	0.0	12.5	25.0	-	12.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	13.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	100.0	0.0	-	20.0	-	0.0	-	-	-	0.0	1.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Foster Street Eastbound						Foster Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	5	0	0	6	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	1	0	1	12
7:30 AM	0	0	4	1	0	5	0	1	0	2	0	3	0	2	0	0	0	2	0	1	0	1	6	2	12
7:45 AM	0	4	2	0	0	6	0	1	4	3	0	8	0	2	0	1	0	3	0	5	0	0	0	5	22
Hourly Total	0	5	11	1	0	17	0	2	6	8	0	16	0	4	0	1	0	5	0	6	0	2	6	8	46
8:00 AM	0	0	4	2	0	6	0	0	4	1	1	5	0	0	0	2	1	2	0	2	1	1	1	4	17
8:15 AM	0	5	7	0	0	12	0	0	5	0	0	5	0	2	0	0	2	2	0	2	0	2	0	4	23
8:30 AM	0	3	11	0	2	14	0	1	7	3	2	11	0	0	0	2	1	2	0	2	0	1	5	3	30
8:45 AM	0	6	8	0	0	14	0	0	2	2	1	4	0	0	1	0	0	1	0	2	0	6	1	8	27
Hourly Total	0	14	30	2	2	46	0	1	18	6	4	25	0	2	1	4	4	7	0	8	1	10	7	19	97
9:00 AM	0	3	4	1	0	8	0	0	4	3	0	7	0	0	0	1	2	1	0	2	0	0	0	2	18
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	3	4	1	0	8	0	0	4	3	0	7	0	0	0	1	2	1	0	2	0	0	0	2	18
2:15 PM	1	0	5	1	0	7	0	1	7	1	0	9	0	0	0	0	0	0	0	1	0	0	0	1	17
2:30 PM	0	3	1	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	4	0	7	13
2:45 PM	0	1	5	2	0	8	0	0	2	3	0	5	0	1	0	1	0	2	0	1	1	3	0	5	20
Hourly Total	1	4	11	3	0	19	0	1	11	4	0	16	0	1	0	1	0	2	0	5	1	7	0	13	50
3:00 PM	0	5	11	1	1	17	0	0	6	1	1	7	0	3	0	0	0	3	1	3	0	1	1	5	32
3:15 PM	1	1	6	3	1	11	0	0	9	2	0	11	0	1	0	0	0	1	0	5	1	2	3	8	31
3:30 PM	0	2	2	1	1	5	0	0	3	3	0	6	0	0	0	2	1	2	0	2	1	4	2	7	20
3:45 PM	0	8	9	1	0	18	0	0	5	1	0	6	0	1	0	0	1	1	0	4	1	3	3	8	33
Hourly Total	1	16	28	6	3	51	0	0	23	7	1	30	0	5	0	2	2	7	1	14	3	10	9	28	116
4:00 PM	0	5	8	0	0	13	0	1	6	3	0	10	0	1	0	0	1	1	0	2	0	4	1	6	30
Grand Total	2	47	92	13	5	154	0	5	68	31	5	104	0	13	1	9	9	23	1	37	5	33	23	76	357
Approach %	1.3	30.5	59.7	8.4	-	-	0.0	4.8	65.4	29.8	-	-	0.0	56.5	4.3	39.1	-	-	1.3	48.7	6.6	43.4	-	-	-
Total %	0.6	13.2	25.8	3.6	-	43.1	0.0	1.4	19.0	8.7	-	29.1	0.0	3.6	0.3	2.5	-	6.4	0.3	10.4	1.4	9.2	-	21.3	-
Lights	2	42	78	11	-	133	0	5	64	27	-	96	0	11	1	9	-	21	1	36	5	29	-	71	321
% Lights	100.0	89.4	84.8	84.6	-	86.4	-	100.0	94.1	87.1	-	92.3	-	84.6	100.0	100.0	-	91.3	100.0	97.3	100.0	87.9	-	93.4	89.9
Buses	0	3	12	2	-	17	0	0	4	0	-	4	0	2	0	0	-	2	0	1	0	4	-	5	28
% Buses	0.0	6.4	13.0	15.4	-	11.0	-	0.0	5.9	0.0	-	3.8	-	15.4	0.0	0.0	-	8.7	0.0	2.7	0.0	12.1	-	6.6	7.8
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	2.1	1.1	0.0	-	1.3	-	0.0	0.0	3.2	-	1.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	1	0	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	2.1	0.0	0.0	-	0.6	-	0.0	0.0	3.2	-	1.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	1	0	-	1	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3

% Bicycles on Road	0.0	0.0	1.1	0.0	-	0.6	-	0.0	0.0	6.5	-	1.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.8
Pedestrians	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	4	2	0	0	6	0	1	4	3	0	8	0	2	0	1	0	3	0	5	0	0	0	5	22
8:00 AM	0	0	4	2	0	6	0	0	4	1	1	5	0	0	0	2	1	2	0	2	1	1	1	4	17
8:15 AM	0	5	7	0	0	12	0	0	5	0	0	5	0	2	0	0	2	2	0	2	0	2	0	4	23
8:30 AM	0	3	11	0	2	14	0	1	7	3	2	11	0	0	0	2	1	2	0	2	0	1	5	3	30
Total	0	12	24	2	2	38	0	2	20	7	3	29	0	4	0	5	4	9	0	11	1	4	6	16	92
Approach %	0.0	31.6	63.2	5.3	-	-	0.0	6.9	69.0	24.1	-	-	0.0	44.4	0.0	55.6	-	-	0.0	68.8	6.3	25.0	-	-	-
Total %	0.0	13.0	26.1	2.2	-	41.3	0.0	2.2	21.7	7.6	-	31.5	0.0	4.3	0.0	5.4	-	9.8	0.0	12.0	1.1	4.3	-	17.4	-
PHF	0.000	0.600	0.545	0.250	-	0.679	0.000	0.500	0.714	0.583	-	0.659	0.000	0.500	0.000	0.625	-	0.750	0.000	0.550	0.250	0.500	-	0.800	0.767
Lights	0	12	21	2	-	35	0	2	17	6	-	25	0	4	0	5	-	9	0	11	1	3	-	15	84
% Lights	-	100.0	87.5	100.0	-	92.1	-	100.0	85.0	85.7	-	86.2	-	100.0	-	100.0	-	100.0	-	100.0	100.0	75.0	-	93.8	91.3
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	1	-	1	7
% Buses	-	0.0	12.5	0.0	-	7.9	-	0.0	15.0	0.0	-	10.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	25.0	-	6.3	7.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	14.3	-	3.4	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:15 PM	1	1	6	3	1	11	0	0	9	2	0	11	0	1	0	0	0	1	0	5	1	2	3	8	31
3:30 PM	0	2	2	1	1	5	0	0	3	3	0	6	0	0	0	2	1	2	0	2	1	4	2	7	20
3:45 PM	0	8	9	1	0	18	0	0	5	1	0	6	0	1	0	0	1	1	0	4	1	3	3	8	33
4:00 PM	0	5	8	0	0	13	0	1	6	3	0	10	0	1	0	0	1	1	0	2	0	4	1	6	30
Total	1	16	25	5	2	47	0	1	23	9	0	33	0	3	0	2	3	5	0	13	3	13	9	29	114
Approach %	2.1	34.0	53.2	10.6	-	-	0.0	3.0	69.7	27.3	-	-	0.0	60.0	0.0	40.0	-	-	0.0	44.8	10.3	44.8	-	-	-
Total %	0.9	14.0	21.9	4.4	-	41.2	0.0	0.9	20.2	7.9	-	28.9	0.0	2.6	0.0	1.8	-	4.4	0.0	11.4	2.6	11.4	-	25.4	-
PHF	0.250	0.500	0.694	0.417	-	0.653	0.000	0.250	0.639	0.750	-	0.750	0.000	0.750	0.000	0.250	-	0.625	0.000	0.650	0.750	0.813	-	0.906	0.864
Lights	1	14	21	4	-	40	0	1	22	9	-	32	0	2	0	2	-	4	0	13	3	11	-	27	103
% Lights	100.0	87.5	84.0	80.0	-	85.1	-	100.0	95.7	100.0	-	97.0	-	66.7	-	100.0	-	80.0	-	100.0	100.0	84.6	-	93.1	90.4
Buses	0	2	4	1	-	7	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	2	-	2	11
% Buses	0.0	12.5	16.0	20.0	-	14.9	-	0.0	4.3	0.0	-	3.0	-	33.3	-	0.0	-	20.0	-	0.0	0.0	15.4	-	6.9	9.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Darrow Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Foster Street Eastbound						Foster Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	3	0	6	3	0	2	1	0	3	3	0	1	1	0	4	2	0	0	1	0	2	1	9
7:30 AM	0	2	3	2	3	7	0	2	3	0	0	5	0	0	1	0	1	1	0	2	2	0	1	4	17
7:45 AM	0	1	3	1	2	5	0	4	7	2	2	13	0	1	2	2	0	5	0	3	1	0	4	4	27
Hourly Total	0	3	9	3	11	15	0	8	11	2	5	21	0	2	4	2	5	8	0	5	4	0	7	9	53
8:00 AM	1	2	5	0	2	8	1	3	3	0	0	7	0	0	3	1	0	4	0	0	2	3	1	5	24
8:15 AM	0	1	13	0	4	14	0	4	8	2	3	14	0	0	3	1	2	4	0	2	5	0	2	7	39
8:30 AM	0	1	10	3	2	14	0	3	10	1	0	14	0	1	1	2	0	4	0	0	2	0	3	2	34
8:45 AM	0	2	11	2	1	15	0	1	5	0	0	6	0	0	1	1	0	2	0	0	1	0	2	1	24
Hourly Total	1	6	39	5	9	51	1	11	26	3	3	41	0	1	8	5	2	14	0	2	10	3	8	15	121
9:00 AM	0	1	7	1	0	9	0	3	7	0	0	10	0	0	4	1	0	5	0	0	5	0	3	5	29
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	1	7	1	0	9	0	3	7	0	0	10	0	0	4	1	0	5	0	0	5	0	3	5	29
2:15 PM	0	1	3	0	0	4	0	0	9	2	0	11	0	0	1	0	1	1	0	0	3	0	0	3	19
2:30 PM	0	0	2	1	0	3	0	3	1	1	0	5	0	0	1	0	0	1	0	1	2	1	0	4	13
2:45 PM	0	2	5	0	0	7	0	2	3	0	0	5	0	1	0	1	0	2	0	1	2	1	1	4	18
Hourly Total	0	3	10	1	0	14	0	5	13	3	0	21	0	1	2	1	1	4	0	2	7	2	1	11	50
3:00 PM	0	2	11	0	4	13	0	4	7	3	0	14	0	1	0	1	1	2	0	5	0	1	6	6	35
3:15 PM	0	0	6	0	0	6	0	1	12	0	0	13	0	0	2	1	0	3	0	2	3	1	0	6	28
3:30 PM	0	1	4	0	1	5	0	3	2	1	0	6	0	1	3	1	0	5	0	1	2	0	0	3	19
3:45 PM	0	3	11	0	0	14	0	4	8	2	2	14	0	2	7	1	3	10	1	1	2	0	1	4	42
Hourly Total	0	6	32	0	5	38	0	12	29	6	2	47	0	4	12	4	4	20	1	9	7	2	7	19	124
4:00 PM	0	1	9	1	2	11	1	2	7	0	0	10	0	1	1	1	1	3	0	2	3	3	0	8	32
Grand Total	1	20	106	11	27	138	2	41	93	14	10	150	0	9	31	14	13	54	1	20	36	10	26	67	409
Approach %	0.7	14.5	76.8	8.0	-	-	1.3	27.3	62.0	9.3	-	-	0.0	16.7	57.4	25.9	-	-	1.5	29.9	53.7	14.9	-	-	-
Total %	0.2	4.9	25.9	2.7	-	33.7	0.5	10.0	22.7	3.4	-	36.7	0.0	2.2	7.6	3.4	-	13.2	0.2	4.9	8.8	2.4	-	16.4	-
Lights	1	18	93	9	-	121	2	36	83	11	-	132	0	8	25	14	-	47	1	17	32	8	-	58	358
% Lights	100.0	90.0	87.7	81.8	-	87.7	100.0	87.8	89.2	78.6	-	88.0	-	88.9	80.6	100.0	-	87.0	100.0	85.0	88.9	80.0	-	86.6	87.5
Buses	0	1	12	2	-	15	0	2	9	3	-	14	0	1	3	0	-	4	0	2	2	1	-	5	38
% Buses	0.0	5.0	11.3	18.2	-	10.9	0.0	4.9	9.7	21.4	-	9.3	-	11.1	9.7	0.0	-	7.4	0.0	10.0	5.6	10.0	-	7.5	9.3
Single-Unit Trucks	0	0	0	0	-	0	0	3	1	0	-	4	0	0	1	0	-	1	0	1	0	0	-	1	6
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	7.3	1.1	0.0	-	2.7	-	0.0	3.2	0.0	-	1.9	0.0	5.0	0.0	0.0	-	1.5	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	1	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	1	-	3	7

% Bicycles on Road	0.0	5.0	0.9	0.0	-	1.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	6.5	0.0	-	3.7	0.0	0.0	5.6	10.0	-	4.5	1.7
Pedestrians	-	-	-	-	27	-	-	-	-	-	10	-	-	-	-	-	13	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Foster Street with Darrow Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	3	1	2	5	0	4	7	2	2	13	0	1	2	2	0	5	0	3	1	0	4	4	27
8:00 AM	1	2	5	0	2	8	1	3	3	0	0	7	0	0	3	1	0	4	0	0	2	3	1	5	24
8:15 AM	0	1	13	0	4	14	0	4	8	2	3	14	0	0	3	1	2	4	0	2	5	0	2	7	39
8:30 AM	0	1	10	3	2	14	0	3	10	1	0	14	0	1	1	2	0	4	0	0	2	0	3	2	34
Total	1	5	31	4	10	41	1	14	28	5	5	48	0	2	9	6	2	17	0	5	10	3	10	18	124
Approach %	2.4	12.2	75.6	9.8	-	-	2.1	29.2	58.3	10.4	-	-	0.0	11.8	52.9	35.3	-	-	0.0	27.8	55.6	16.7	-	-	-
Total %	0.8	4.0	25.0	3.2	-	33.1	0.8	11.3	22.6	4.0	-	38.7	0.0	1.6	7.3	4.8	-	13.7	0.0	4.0	8.1	2.4	-	14.5	-
PHF	0.250	0.625	0.596	0.333	-	0.732	0.250	0.875	0.700	0.625	-	0.857	0.000	0.500	0.750	0.750	-	0.850	0.000	0.417	0.500	0.250	-	0.643	0.795
Lights	1	5	29	3	-	38	1	10	26	4	-	41	0	2	7	6	-	15	0	5	9	1	-	15	109
% Lights	100.0	100.0	93.5	75.0	-	92.7	100.0	71.4	92.9	80.0	-	85.4	-	100.0	77.8	100.0	-	88.2	-	100.0	90.0	33.3	-	83.3	87.9
Buses	0	0	1	1	-	2	0	2	1	1	-	4	0	0	1	0	-	1	0	0	0	1	-	1	8
% Buses	0.0	0.0	3.2	25.0	-	4.9	0.0	14.3	3.6	20.0	-	8.3	-	0.0	11.1	0.0	-	5.9	-	0.0	0.0	33.3	-	5.6	6.5
Single-Unit Trucks	0	0	0	0	-	0	0	2	1	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	14.3	3.6	0.0	-	6.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	1	-	2	4
% Bicycles on Road	0.0	0.0	3.2	0.0	-	2.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	11.1	0.0	-	5.9	-	0.0	10.0	33.3	-	11.1	3.2
Pedestrians	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Darrow Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Darrow Avenue Northbound						Darrow Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:15 PM	0	0	6	0	0	6	0	1	12	0	0	13	0	0	2	1	0	3	0	2	3	1	0	6	28
3:30 PM	0	1	4	0	1	5	0	3	2	1	0	6	0	1	3	1	0	5	0	1	2	0	0	3	19
3:45 PM	0	3	11	0	0	14	0	4	8	2	2	14	0	2	7	1	3	10	1	1	2	0	1	4	42
4:00 PM	0	1	9	1	2	11	1	2	7	0	0	10	0	1	1	1	1	3	0	2	3	3	0	8	32
Total	0	5	30	1	3	36	1	10	29	3	2	43	0	4	13	4	4	21	1	6	10	4	1	21	121
Approach %	0.0	13.9	83.3	2.8	-	-	2.3	23.3	67.4	7.0	-	-	0.0	19.0	61.9	19.0	-	-	4.8	28.6	47.6	19.0	-	-	-
Total %	0.0	4.1	24.8	0.8	-	29.8	0.8	8.3	24.0	2.5	-	35.5	0.0	3.3	10.7	3.3	-	17.4	0.8	5.0	8.3	3.3	-	17.4	-
PHF	0.000	0.417	0.682	0.250	-	0.643	0.250	0.625	0.604	0.375	-	0.768	0.000	0.500	0.464	1.000	-	0.525	0.250	0.750	0.833	0.333	-	0.656	0.720
Lights	0	4	25	1	-	30	1	10	24	1	-	36	0	3	10	4	-	17	1	5	8	4	-	18	101
% Lights	-	80.0	83.3	100.0	-	83.3	100.0	100.0	82.8	33.3	-	83.7	-	75.0	76.9	100.0	-	81.0	100.0	83.3	80.0	100.0	-	85.7	83.5
Buses	0	0	5	0	-	5	0	0	5	2	-	7	0	1	2	0	-	3	0	1	2	0	-	3	18
% Buses	-	0.0	16.7	0.0	-	13.9	0.0	0.0	17.2	66.7	-	16.3	-	25.0	15.4	0.0	-	14.3	0.0	16.7	20.0	0.0	-	14.3	14.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	-	20.0	0.0	0.0	-	2.8	0.0	0.0	0.0	0.0	-	0.0	-	0.0	7.7	0.0	-	4.8	0.0	0.0	0.0	0.0	-	0.0	1.7
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dewey Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Foster Street Eastbound					Foster Street Westbound					Dewey Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	5	0	1	5	0	0	3	1	3	0	1	0	0	1	9
7:30 AM	0	2	0	2	2	0	0	8	4	8	0	4	4	0	8	18
7:45 AM	0	7	1	2	8	0	0	5	0	5	0	5	0	0	5	18
Hourly Total	0	14	1	5	15	0	0	16	5	16	0	10	4	0	14	45
8:00 AM	0	8	0	1	8	0	0	9	0	9	0	4	3	1	7	24
8:15 AM	0	12	0	1	12	0	0	10	1	10	0	5	4	0	9	31
8:30 AM	1	5	0	0	6	0	0	6	0	6	0	4	3	1	7	19
8:45 AM	0	7	0	3	7	0	0	4	1	4	0	8	6	0	14	25
Hourly Total	1	32	0	5	33	0	0	29	2	29	0	21	16	2	37	99
9:00 AM	0	5	0	0	5	0	0	3	0	3	0	6	2	0	8	16
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	5	0	0	5	0	0	3	0	3	0	6	2	0	8	16
2:15 PM	1	3	0	1	4	0	0	9	0	9	0	4	4	0	8	21
2:30 PM	0	1	0	0	1	0	0	5	0	5	0	3	4	0	7	13
2:45 PM	3	8	0	0	11	0	0	10	1	10	0	5	4	0	9	30
Hourly Total	4	12	0	1	16	0	0	24	1	24	0	12	12	0	24	64
3:00 PM	0	14	0	8	14	0	0	9	0	9	0	1	1	4	2	25
3:15 PM	0	6	0	3	6	0	0	7	1	7	0	3	0	0	3	16
3:30 PM	0	7	0	2	7	0	0	9	0	9	0	1	5	2	6	22
3:45 PM	0	10	0	4	10	0	0	8	2	8	0	3	3	0	6	24
Hourly Total	0	37	0	17	37	0	0	33	3	33	0	8	9	6	17	87
4:00 PM	0	12	0	3	12	0	0	8	2	8	0	3	4	2	7	27
Grand Total	5	112	1	31	118	0	0	113	13	113	0	60	47	10	107	338
Approach %	4.2	94.9	0.8	-	-	0.0	0.0	100.0	-	-	0.0	56.1	43.9	-	-	-
Total %	1.5	33.1	0.3	-	34.9	0.0	0.0	33.4	-	33.4	0.0	17.8	13.9	-	31.7	-
Lights	5	97	1	-	103	0	0	100	-	100	0	51	40	-	91	294
% Lights	100.0	86.6	100.0	-	87.3	-	-	88.5	-	88.5	-	85.0	85.1	-	85.0	87.0
Buses	0	13	0	-	13	0	0	10	-	10	0	6	3	-	9	32
% Buses	0.0	11.6	0.0	-	11.0	-	-	8.8	-	8.8	-	10.0	6.4	-	8.4	9.5
Single-Unit Trucks	0	1	0	-	1	0	0	3	-	3	0	1	3	-	4	8
% Single-Unit Trucks	0.0	0.9	0.0	-	0.8	-	-	2.7	-	2.7	-	1.7	6.4	-	3.7	2.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	2	1	-	3	3
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	3.3	2.1	-	2.8	0.9
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.9	0.0	-	0.8	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	31	-	-	-	-	13	-	-	-	-	10	-	-

% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dewey Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Foster Street Eastbound					Foster Street Westbound					Dewey Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	7	1	2	8	0	0	5	0	5	0	5	0	0	5	18
8:00 AM	0	8	0	1	8	0	0	9	0	9	0	4	3	1	7	24
8:15 AM	0	12	0	1	12	0	0	10	1	10	0	5	4	0	9	31
8:30 AM	1	5	0	0	6	0	0	6	0	6	0	4	3	1	7	19
Total	1	32	1	4	34	0	0	30	1	30	0	18	10	2	28	92
Approach %	2.9	94.1	2.9	-	-	0.0	0.0	100.0	-	-	0.0	64.3	35.7	-	-	-
Total %	1.1	34.8	1.1	-	37.0	0.0	0.0	32.6	-	32.6	0.0	19.6	10.9	-	30.4	-
PHF	0.250	0.667	0.250	-	0.708	0.000	0.000	0.750	-	0.750	0.000	0.900	0.625	-	0.778	0.742
Lights	1	30	1	-	32	0	0	26	-	26	0	14	9	-	23	81
% Lights	100.0	93.8	100.0	-	94.1	-	-	86.7	-	86.7	-	77.8	90.0	-	82.1	88.0
Buses	0	1	0	-	1	0	0	3	-	3	0	2	1	-	3	7
% Buses	0.0	3.1	0.0	-	2.9	-	-	10.0	-	10.0	-	11.1	10.0	-	10.7	7.6
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	-	3.3	-	3.3	-	5.6	0.0	-	3.6	2.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	5.6	0.0	-	3.6	1.1
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	0.0	3.1	0.0	-	2.9	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	4	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dewey Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Foster Street Eastbound					Foster Street Westbound					Dewey Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
3:15 PM	0	6	0	3	6	0	0	7	1	7	0	3	0	0	3	16
3:30 PM	0	7	0	2	7	0	0	9	0	9	0	1	5	2	6	22
3:45 PM	0	10	0	4	10	0	0	8	2	8	0	3	3	0	6	24
4:00 PM	0	12	0	3	12	0	0	8	2	8	0	3	4	2	7	27
Total	0	35	0	12	35	0	0	32	5	32	0	10	12	4	22	89
Approach %	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	45.5	54.5	-	-	-
Total %	0.0	39.3	0.0	-	39.3	0.0	0.0	36.0	-	36.0	0.0	11.2	13.5	-	24.7	-
PHF	0.000	0.729	0.000	-	0.729	0.000	0.000	0.889	-	0.889	0.000	0.833	0.600	-	0.786	0.824
Lights	0	31	0	-	31	0	0	27	-	27	0	6	10	-	16	74
% Lights	-	88.6	-	-	88.6	-	-	84.4	-	84.4	-	60.0	83.3	-	72.7	83.1
Buses	0	4	0	-	4	0	0	5	-	5	0	4	2	-	6	15
% Buses	-	11.4	-	-	11.4	-	-	15.6	-	15.6	-	40.0	16.7	-	27.3	16.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	12	-	-	-	-	5	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dodge Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Foster Street Eastbound						Foster Street Westbound						Dodge Avenue Northbound						Dodge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	1	4	0	6	0	4	0	0	2	4	0	1	15	0	0	16	0	1	11	0	0	12	38
7:30 AM	0	0	2	3	0	5	0	1	1	1	3	3	0	0	19	3	0	22	0	0	20	0	1	20	50
7:45 AM	0	1	1	4	0	6	0	6	2	2	0	10	0	1	41	1	0	43	0	1	44	0	2	45	104
Hourly Total	0	2	4	11	0	17	0	11	3	3	5	17	0	2	75	4	0	81	0	2	75	0	3	77	192
8:00 AM	0	1	4	1	1	6	0	6	1	2	2	9	0	1	36	0	0	37	0	0	80	0	2	80	132
8:15 AM	0	0	5	5	1	10	0	4	3	1	0	8	0	3	42	9	0	54	0	3	47	1	0	51	123
8:30 AM	0	1	4	2	0	7	0	6	2	2	3	10	0	2	32	4	0	38	0	1	20	2	2	23	78
8:45 AM	0	1	2	0	0	3	0	4	2	1	0	7	0	0	20	12	0	32	0	0	15	1	0	16	58
Hourly Total	0	3	15	8	2	26	0	20	8	6	5	34	0	6	130	25	0	161	0	4	162	4	4	170	391
9:00 AM	0	0	1	0	0	1	0	6	1	0	0	7	0	2	18	0	0	20	0	2	20	0	1	22	50
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	1	0	0	1	0	6	1	0	0	7	0	2	18	0	0	20	0	2	20	0	1	22	50
2:15 PM	0	0	1	3	0	4	0	7	1	0	0	8	0	1	13	0	0	14	0	1	20	0	0	21	47
2:30 PM	0	0	0	2	0	2	0	2	1	0	0	3	0	0	16	2	0	18	0	1	28	2	0	31	54
2:45 PM	0	1	1	4	0	6	0	3	2	2	0	7	0	2	28	2	0	32	0	2	27	0	0	29	74
Hourly Total	0	1	2	9	0	12	0	12	4	2	0	18	0	3	57	4	0	64	0	4	75	2	0	81	175
3:00 PM	0	0	2	1	2	3	0	7	1	0	4	8	0	0	30	4	0	34	0	1	29	2	0	32	77
3:15 PM	0	0	0	4	2	4	0	7	5	1	1	13	0	0	25	1	0	26	0	1	44	0	1	45	88
3:30 PM	0	0	1	3	1	4	0	3	0	0	1	3	0	2	43	0	0	45	0	2	34	1	0	37	89
3:45 PM	0	2	5	4	9	11	0	8	3	1	7	12	0	0	72	4	3	76	0	2	31	1	0	34	133
Hourly Total	0	2	8	12	14	22	0	25	9	2	13	36	0	2	170	9	3	181	0	6	138	4	1	148	387
4:00 PM	0	0	3	1	2	4	0	7	5	1	1	13	0	1	33	3	2	37	0	3	28	2	0	33	87
Grand Total	0	8	33	41	18	82	0	81	30	14	24	125	0	16	483	45	5	544	0	21	498	12	9	531	1282
Approach %	0.0	9.8	40.2	50.0	-	-	0.0	64.8	24.0	11.2	-	-	0.0	2.9	88.8	8.3	-	-	0.0	4.0	93.8	2.3	-	-	-
Total %	0.0	0.6	2.6	3.2	-	6.4	0.0	6.3	2.3	1.1	-	9.8	0.0	1.2	37.7	3.5	-	42.4	0.0	1.6	38.8	0.9	-	41.4	-
Lights	0	7	26	38	-	71	0	76	22	13	-	111	0	16	464	40	-	520	0	21	488	9	-	518	1220
% Lights	-	87.5	78.8	92.7	-	86.6	-	93.8	73.3	92.9	-	88.8	-	100.0	96.1	88.9	-	95.6	-	100.0	98.0	75.0	-	97.6	95.2
Buses	0	0	5	2	-	7	0	4	6	1	-	11	0	0	7	3	-	10	0	0	7	3	-	10	38
% Buses	-	0.0	15.2	4.9	-	8.5	-	4.9	20.0	7.1	-	8.8	-	0.0	1.4	6.7	-	1.8	-	0.0	1.4	25.0	-	1.9	3.0
Single-Unit Trucks	0	1	0	0	-	1	0	1	1	0	-	2	0	0	4	0	-	4	0	0	3	0	-	3	10
% Single-Unit Trucks	-	12.5	0.0	0.0	-	1.2	-	1.2	3.3	0.0	-	1.6	-	0.0	0.8	0.0	-	0.7	-	0.0	0.6	0.0	-	0.6	0.8
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	5	2	-	7	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	3.0	0.0	-	1.2	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	4.4	-	1.3	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	1	1	-	2	0	0	1	0	-	1	0	0	3	0	-	3	0	0	0	0	-	0	6

% Bicycles on Road	-	0.0	3.0	2.4	-	2.4	-	0.0	3.3	0.0	-	0.8	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	-	18	-	-	-	-	-	24	-	-	-	-	-	5	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dodge Avenue
TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Dodge Avenue Northbound						Dodge Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	1	1	4	0	6	0	6	2	2	0	10	0	1	41	1	0	43	0	1	44	0	2	45	104
8:00 AM	0	1	4	1	1	6	0	6	1	2	2	9	0	1	36	0	0	37	0	0	80	0	2	80	132
8:15 AM	0	0	5	5	1	10	0	4	3	1	0	8	0	3	42	9	0	54	0	3	47	1	0	51	123
8:30 AM	0	1	4	2	0	7	0	6	2	2	3	10	0	2	32	4	0	38	0	1	20	2	2	23	78
Total	0	3	14	12	2	29	0	22	8	7	5	37	0	7	151	14	0	172	0	5	191	3	6	199	437
Approach %	0.0	10.3	48.3	41.4	-	-	0.0	59.5	21.6	18.9	-	-	0.0	4.1	87.8	8.1	-	-	0.0	2.5	96.0	1.5	-	-	-
Total %	0.0	0.7	3.2	2.7	-	6.6	0.0	5.0	1.8	1.6	-	8.5	0.0	1.6	34.6	3.2	-	39.4	0.0	1.1	43.7	0.7	-	45.5	-
PHF	0.000	0.750	0.700	0.600	-	0.725	0.000	0.917	0.667	0.875	-	0.925	0.000	0.583	0.899	0.389	-	0.796	0.000	0.417	0.597	0.375	-	0.622	0.828
Lights	0	2	13	12	-	27	0	20	6	6	-	32	0	7	146	14	-	167	0	5	190	2	-	197	423
% Lights	-	66.7	92.9	100.0	-	93.1	-	90.9	75.0	85.7	-	86.5	-	100.0	96.7	100.0	-	97.1	-	100.0	99.5	66.7	-	99.0	96.8
Buses	0	0	1	0	-	1	0	1	0	1	-	2	0	0	1	0	-	1	0	0	1	1	-	2	6
% Buses	-	0.0	7.1	0.0	-	3.4	-	4.5	0.0	14.3	-	5.4	-	0.0	0.7	0.0	-	0.6	-	0.0	0.5	33.3	-	1.0	1.4
Single-Unit Trucks	0	1	0	0	-	1	0	1	1	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	4
% Single-Unit Trucks	-	33.3	0.0	0.0	-	3.4	-	4.5	12.5	0.0	-	5.4	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.0	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	12.5	0.0	-	2.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Foster Street with Dodge Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Foster Street Eastbound						Foster Street Westbound						Dodge Avenue Northbound						Dodge Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:15 PM	0	0	0	4	2	4	0	7	5	1	1	13	0	0	25	1	0	26	0	1	44	0	1	45	88
3:30 PM	0	0	1	3	1	4	0	3	0	0	1	3	0	2	43	0	0	45	0	2	34	1	0	37	89
3:45 PM	0	2	5	4	9	11	0	8	3	1	7	12	0	0	72	4	3	76	0	2	31	1	0	34	133
4:00 PM	0	0	3	1	2	4	0	7	5	1	1	13	0	1	33	3	2	37	0	3	28	2	0	33	87
Total	0	2	9	12	14	23	0	25	13	3	10	41	0	3	173	8	5	184	0	8	137	4	1	149	397
Approach %	0.0	8.7	39.1	52.2	-	-	0.0	61.0	31.7	7.3	-	-	0.0	1.6	94.0	4.3	-	-	0.0	5.4	91.9	2.7	-	-	-
Total %	0.0	0.5	2.3	3.0	-	5.8	0.0	6.3	3.3	0.8	-	10.3	0.0	0.8	43.6	2.0	-	46.3	0.0	2.0	34.5	1.0	-	37.5	-
PHF	0.000	0.250	0.450	0.750	-	0.523	0.000	0.781	0.650	0.750	-	0.788	0.000	0.375	0.601	0.500	-	0.605	0.000	0.667	0.778	0.500	-	0.828	0.746
Lights	0	2	7	9	-	18	0	23	9	3	-	35	0	3	168	7	-	178	0	8	134	2	-	144	375
% Lights	-	100.0	77.8	75.0	-	78.3	-	92.0	69.2	100.0	-	85.4	-	100.0	97.1	87.5	-	96.7	-	100.0	97.8	50.0	-	96.6	94.5
Buses	0	0	1	2	-	3	0	2	4	0	-	6	0	0	2	1	-	3	0	0	2	2	-	4	16
% Buses	-	0.0	11.1	16.7	-	13.0	-	8.0	30.8	0.0	-	14.6	-	0.0	1.2	12.5	-	1.6	-	0.0	1.5	50.0	-	2.7	4.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	1	-	2	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	5
% Bicycles on Road	-	0.0	11.1	8.3	-	8.7	-	0.0	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	-	14	-	-	-	-	-	10	-	-	-	-	-	5	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Simpson Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Data

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	13	14	0	2	27	0	1	6	2	0	9	0	0	2	1	0	3	0	6	1	10	0	17	56
7:30 AM	0	7	14	2	0	23	0	1	8	1	0	10	0	0	1	3	0	4	0	1	2	9	1	12	49
7:45 AM	0	12	32	1	2	45	0	0	12	3	0	15	0	0	5	1	0	6	0	5	1	17	3	23	89
Hourly Total	0	32	60	3	4	95	0	2	26	6	0	34	0	0	8	5	0	13	0	12	4	36	4	52	194
8:00 AM	0	16	31	0	0	47	0	0	11	3	0	14	0	0	0	2	0	2	0	6	4	22	2	32	95
8:15 AM	0	20	47	0	0	67	0	2	16	1	0	19	0	2	2	1	0	5	0	9	2	7	1	18	109
8:30 AM	0	9	29	4	3	42	0	0	14	5	0	19	0	4	2	0	1	6	0	8	1	8	3	17	84
8:45 AM	0	9	28	3	2	40	0	0	11	2	0	13	0	3	3	2	1	8	0	6	5	9	1	20	81
Hourly Total	0	54	135	7	5	196	0	2	52	11	0	65	0	9	7	5	2	21	0	29	12	46	7	87	369
9:00 AM	0	10	20	1	0	31	0	1	9	4	1	14	0	0	2	2	1	4	0	2	1	14	7	17	66
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	10	20	1	0	31	0	1	9	4	1	14	0	0	2	2	1	4	0	2	1	14	7	17	66
2:15 PM	0	4	22	1	2	27	0	0	21	2	0	23	0	1	0	0	0	1	0	1	1	4	1	6	57
2:30 PM	0	4	19	5	0	28	0	2	38	4	0	44	0	0	1	3	0	4	0	1	1	10	2	12	88
2:45 PM	0	9	16	4	1	29	0	3	20	3	0	26	0	3	0	1	0	4	0	1	2	6	3	9	68
Hourly Total	0	17	57	10	3	84	0	5	79	9	0	93	0	4	1	4	0	9	0	3	4	20	6	27	213
3:00 PM	2	11	16	1	3	30	0	0	24	4	3	28	0	2	1	4	1	7	0	2	3	5	1	10	75
3:15 PM	0	4	14	6	4	24	0	0	18	6	0	24	0	0	2	1	2	3	0	1	4	19	8	24	75
3:30 PM	1	14	21	6	2	42	0	0	25	0	2	25	0	2	2	2	1	6	0	3	3	10	3	16	89
3:45 PM	0	16	29	4	6	49	0	2	20	3	1	25	0	3	2	2	3	7	0	2	2	15	1	19	100
Hourly Total	3	45	80	17	15	145	0	2	87	13	6	102	0	7	7	9	7	23	0	8	12	49	13	69	339
4:00 PM	0	13	16	4	3	33	0	3	26	1	0	30	0	3	2	2	1	7	0	5	5	16	2	26	96
Grand Total	3	171	368	42	30	584	0	15	279	44	7	338	0	23	27	27	11	77	0	59	38	181	39	278	1277
Approach %	0.5	29.3	63.0	7.2	-	-	0.0	4.4	82.5	13.0	-	-	0.0	29.9	35.1	35.1	-	-	0.0	21.2	13.7	65.1	-	-	-
Total %	0.2	13.4	28.8	3.3	-	45.7	0.0	1.2	21.8	3.4	-	26.5	0.0	1.8	2.1	2.1	-	6.0	0.0	4.6	3.0	14.2	-	21.8	-
Lights	3	155	353	37	-	548	0	13	265	42	-	320	0	21	25	21	-	67	0	58	35	165	-	258	1193
% Lights	100.0	90.6	95.9	88.1	-	93.8	-	86.7	95.0	95.5	-	94.7	-	91.3	92.6	77.8	-	87.0	-	98.3	92.1	91.2	-	92.8	93.4
Buses	0	12	6	5	-	23	0	1	3	0	-	4	0	2	0	2	-	4	0	1	0	13	-	14	45
% Buses	0.0	7.0	1.6	11.9	-	3.9	-	6.7	1.1	0.0	-	1.2	-	8.7	0.0	7.4	-	5.2	-	1.7	0.0	7.2	-	5.0	3.5
Single-Unit Trucks	0	4	6	0	-	10	0	1	9	2	-	12	0	0	0	1	-	1	0	0	0	3	-	3	26
% Single-Unit Trucks	0.0	2.3	1.6	0.0	-	1.7	-	6.7	3.2	4.5	-	3.6	-	0.0	0.0	3.7	-	1.3	-	0.0	0.0	1.7	-	1.1	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	3.7	-	1.3	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	3	0	-	3	0	0	1	0	-	1	0	0	2	2	-	4	0	0	3	0	-	3	11

% Bicycles on Road	0.0	0.0	0.8	0.0	-	0.5	-	0.0	0.4	0.0	-	0.3	-	0.0	7.4	7.4	-	5.2	-	0.0	7.9	0.0	-	1.1	0.9
Pedestrians	-	-	-	-	30	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Simpson Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	12	32	1	2	45	0	0	12	3	0	15	0	0	5	1	0	6	0	5	1	17	3	23	89
8:00 AM	0	16	31	0	0	47	0	0	11	3	0	14	0	0	0	2	0	2	0	6	4	22	2	32	95
8:15 AM	0	20	47	0	0	67	0	2	16	1	0	19	0	2	2	1	0	5	0	9	2	7	1	18	109
8:30 AM	0	9	29	4	3	42	0	0	14	5	0	19	0	4	2	0	1	6	0	8	1	8	3	17	84
Total	0	57	139	5	5	201	0	2	53	12	0	67	0	6	9	4	1	19	0	28	8	54	9	90	377
Approach %	0.0	28.4	69.2	2.5	-	-	0.0	3.0	79.1	17.9	-	-	0.0	31.6	47.4	21.1	-	-	0.0	31.1	8.9	60.0	-	-	-
Total %	0.0	15.1	36.9	1.3	-	53.3	0.0	0.5	14.1	3.2	-	17.8	0.0	1.6	2.4	1.1	-	5.0	0.0	7.4	2.1	14.3	-	23.9	-
PHF	0.000	0.713	0.739	0.313	-	0.750	0.000	0.250	0.828	0.600	-	0.882	0.000	0.375	0.450	0.500	-	0.792	0.000	0.778	0.500	0.614	-	0.703	0.865
Lights	0	52	136	5	-	193	0	1	51	12	-	64	0	6	9	4	-	19	0	28	8	51	-	87	363
% Lights	-	91.2	97.8	100.0	-	96.0	-	50.0	96.2	100.0	-	95.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	94.4	-	96.7	96.3
Buses	0	5	2	0	-	7	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	3	-	3	11
% Buses	-	8.8	1.4	0.0	-	3.5	-	50.0	0.0	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	5.6	-	3.3	2.9
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.5	-	0.0	1.9	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.9	0.0	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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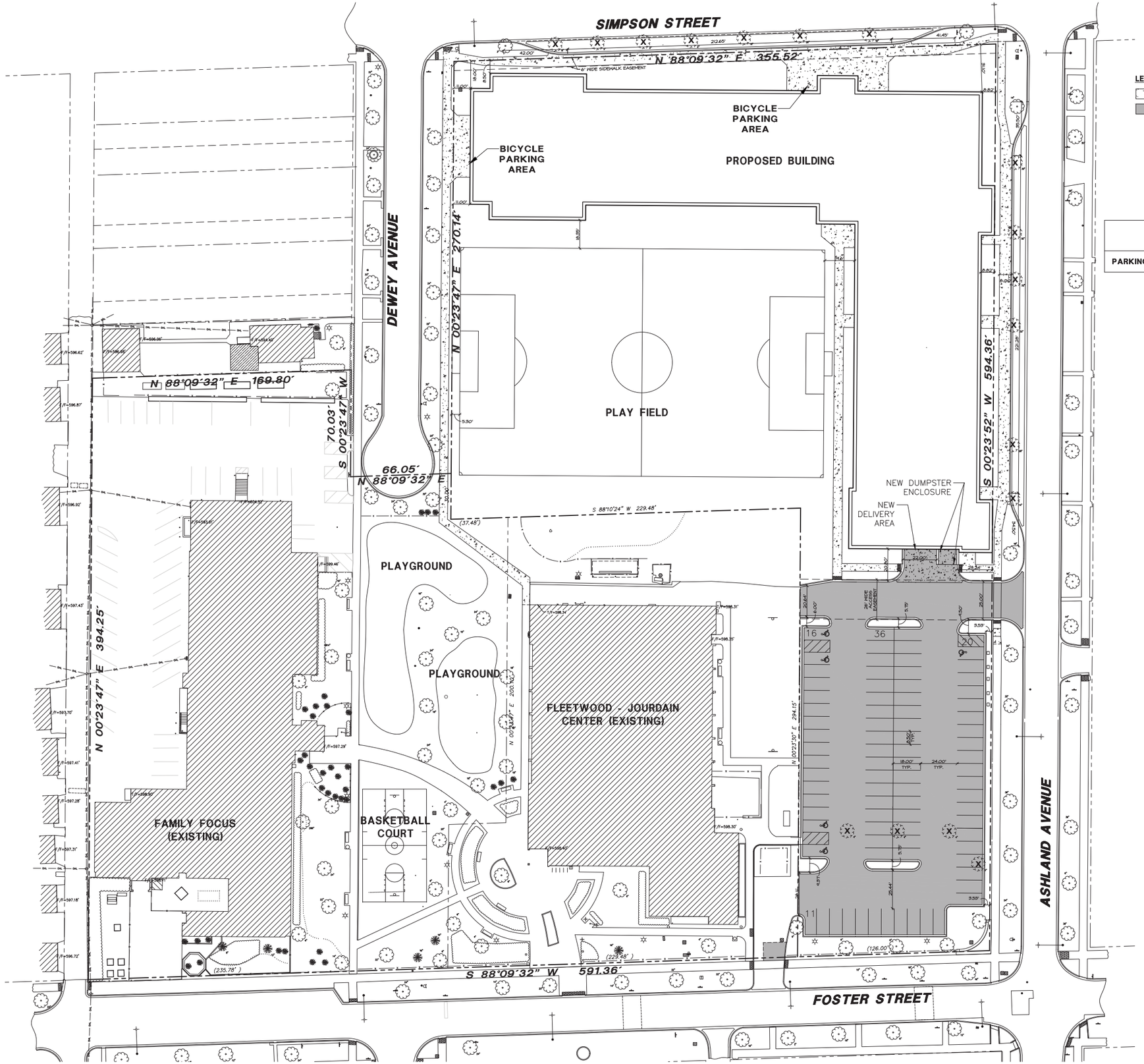
Count Name: Simpson Street with Ashland Avenue TMC
Site Code:
Start Date: 02/28/2023

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Simpson Street Eastbound						Simpson Street Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:15 PM	0	4	14	6	4	24	0	0	18	6	0	24	0	0	2	1	2	3	0	1	4	19	8	24	75
3:30 PM	1	14	21	6	2	42	0	0	25	0	2	25	0	2	2	2	1	6	0	3	3	10	3	16	89
3:45 PM	0	16	29	4	6	49	0	2	20	3	1	25	0	3	2	2	3	7	0	2	2	15	1	19	100
4:00 PM	0	13	16	4	3	33	0	3	26	1	0	30	0	3	2	2	1	7	0	5	5	16	2	26	96
Total	1	47	80	20	15	148	0	5	89	10	3	104	0	8	8	7	7	23	0	11	14	60	14	85	360
Approach %	0.7	31.8	54.1	13.5	-	-	0.0	4.8	85.6	9.6	-	-	0.0	34.8	34.8	30.4	-	-	0.0	12.9	16.5	70.6	-	-	-
Total %	0.3	13.1	22.2	5.6	-	41.1	0.0	1.4	24.7	2.8	-	28.9	0.0	2.2	2.2	1.9	-	6.4	0.0	3.1	3.9	16.7	-	23.6	-
PHF	0.250	0.734	0.690	0.833	-	0.755	0.000	0.417	0.856	0.417	-	0.867	0.000	0.667	1.000	0.875	-	0.821	0.000	0.550	0.700	0.789	-	0.817	0.900
Lights	1	45	77	17	-	140	0	5	87	9	-	101	0	7	8	4	-	19	0	10	11	55	-	76	336
% Lights	100.0	95.7	96.3	85.0	-	94.6	-	100.0	97.8	90.0	-	97.1	-	87.5	100.0	57.1	-	82.6	-	90.9	78.6	91.7	-	89.4	93.3
Buses	0	1	2	3	-	6	0	0	1	0	-	1	0	1	0	2	-	3	0	1	0	5	-	6	16
% Buses	0.0	2.1	2.5	15.0	-	4.1	-	0.0	1.1	0.0	-	1.0	-	12.5	0.0	28.6	-	13.0	-	9.1	0.0	8.3	-	7.1	4.4
Single-Unit Trucks	0	1	1	0	-	2	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Single-Unit Trucks	0.0	2.1	1.3	0.0	-	1.4	-	0.0	1.1	10.0	-	1.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	3	0	-	3	4
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	14.3	-	4.3	-	0.0	21.4	0.0	-	3.5	1.1
Pedestrians	-	-	-	-	15	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan



LEGEND

- NEW CONCRETE SIDEWALK
- NEW FULL DEPTH ASPHALT PAVEMENT
- EXISTING TREE TO BE REMOVED

PARKING MATRIX
(70 STAFF MEMBERS)

	STANDARD	ADA	TOTAL
PARKING STALL	78	5	83

NORTH
1" = 20'
0 10 20 40 80

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ZONING VARIANCE APPLICATION

REVISIONS

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Evanston / Skokie School District 65
Innovation | Inquiry | Imagination | Impact

EVANSTON SKOKIE SD65 NEW 5TH WARD SCHOOL
2000 SIMPSON ST
EVANSTON, IL 60201

SITE GEOMETRIC PLAN

JOB NUMBER 221026
DATE 03.15.2023

Z1.7

CMAP Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

February 27, 2023

Shahrzad Ainkeshavarzi
Traffic Engineer
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Foster Park School Site***
IDOT

Dear Ms. Ainkeshavarzi:

In response to a request made on your behalf and dated February 27, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Green Bay Rd	20,600	24,200
Emerson St west of Green Bay Rd	12,800	14,300
Emerson St east of Green Bay Rd	1,650	1,870
Emerson St east of McCormick Blvd	14,200	15,300
Dodge Ave south of Emerson St	6,650	7,700
Bridge St	4,550	5,250

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2023_TrafficForecasts\Evanston\ck-35-23\ck-35-23.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	196	1	1	110	0	1	0	1	9	0	20
Future Vol, veh/h	1	196	1	1	110	0	1	0	1	9	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	5	0	0	4	0	0	0	0	0	0	10
Mvmt Flow	1	218	1	1	122	0	1	0	1	10	0	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	95	34	11	144	45	-	22	0	0	1	0	0
Stage 1	31	31	-	3	3	-	-	-	-	-	-	-
Stage 2	64	3	-	141	42	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.55	6.2	7.1	6.54	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.55	-	6.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.55	-	6.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.045	3.3	3.5	4.036	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	893	853	1076	830	843	0	1607	-	-	1635	-	-
Stage 1	991	863	-	1025	889	0	-	-	-	-	-	-
Stage 2	952	887	-	867	856	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	789	847	1076	662	837	-	1607	-	-	1635	-	-
Mov Cap-2 Maneuver	789	847	-	662	837	-	-	-	-	-	-	-
Stage 1	990	858	-	1024	888	-	-	-	-	-	-	-
Stage 2	820	886	-	642	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.1	3.6	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	848	835	1635	-	-
HCM Lane V/C Ratio	0.001	-	-	0.258	0.148	0.006	-	-
HCM Control Delay (s)	7.2	0	-	10.7	10.1	7.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	0.5	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	14	12	22	8	7	7	151	14	5	191	3
Future Vol, veh/h	3	14	12	22	8	7	7	151	14	5	191	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	33	7	0	9	13	14	0	3	0	0	1	33
Mvmt Flow	4	17	14	27	10	8	8	182	17	6	230	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	460	459	232	467	453	191	234	0	0	199	0	0
Stage 1	244	244	-	207	207	-	-	-	-	-	-	-
Stage 2	216	215	-	260	246	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.57	6.2	7.19	6.63	6.34	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.57	-	6.19	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.57	-	6.19	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4.063	3.3	3.581	4.117	3.426	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	463	491	812	495	486	821	1345	-	-	1385	-	-
Stage 1	695	695	-	779	710	-	-	-	-	-	-	-
Stage 2	721	716	-	730	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	447	485	812	469	480	821	1345	-	-	1385	-	-
Mov Cap-2 Maneuver	447	485	-	469	480	-	-	-	-	-	-	-
Stage 1	690	692	-	774	705	-	-	-	-	-	-	-
Stage 2	699	711	-	696	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	12.7	0.3	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1345	-	-	576	513	1385	-	-
HCM Lane V/C Ratio	0.006	-	-	0.061	0.087	0.004	-	-
HCM Control Delay (s)	7.7	0	-	11.7	12.7	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	33	3	2	25	0	4	1	2	3	0	3
Future Vol, veh/h	3	33	3	2	25	0	4	1	2	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	6	0	50	8	0	0	0	0	0	0	33
Mvmt Flow	4	42	4	3	32	0	5	1	3	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	46	0	0	92	90	44	92	92	32
Stage 1	-	-	-	-	-	-	52	52	-	38	38	-
Stage 2	-	-	-	-	-	-	40	38	-	54	54	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.597
Pot Cap-1 Maneuver	1593	-	-	1303	-	-	897	804	1032	897	802	960
Stage 1	-	-	-	-	-	-	966	856	-	982	867	-
Stage 2	-	-	-	-	-	-	980	867	-	963	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1303	-	-	890	800	1032	891	798	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	890	800	-	891	798	-
Stage 1	-	-	-	-	-	-	963	853	-	979	865	-
Stage 2	-	-	-	-	-	-	974	865	-	956	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.6	9	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	911	1593	-	-	1303	-	-	924
HCM Lane V/C Ratio	0.01	0.002	-	-	0.002	-	-	0.008
HCM Control Delay (s)	9	7.3	0	-	7.8	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	139	5	2	53	12	6	9	4	28	8	54
Future Vol, veh/h	57	139	5	2	53	12	6	9	4	28	8	54
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	9	2	0	50	2	0	0	0	0	0	0	6
Mvmt Flow	66	160	6	2	61	14	7	10	5	32	9	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.9	7.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	28%	3%	31%
Vol Thru, %	47%	69%	79%	9%
Vol Right, %	21%	2%	18%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	201	67	90
LT Vol	6	57	2	28
Through Vol	9	139	53	8
RT Vol	4	5	12	54
Lane Flow Rate	22	231	77	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.287	0.111	0.126
Departure Headway (Hd)	4.701	4.477	5.189	4.369
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	804	692	822
Service Time	2.725	2.497	3.213	2.388
HCM Lane V/C Ratio	0.029	0.287	0.111	0.125
HCM Control Delay	7.9	9.3	8.9	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.2	0.4	0.4

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	24	2	2	20	7	4	0	5	11	1	4
Future Vol, veh/h	12	24	2	2	20	7	4	0	5	11	1	4
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	13	0	0	15	14	0	0	0	0	0	25
Mvmt Flow	16	31	3	3	26	9	5	0	6	14	1	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7	6.9	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	32%	7%	69%
Vol Thru, %	0%	63%	69%	6%
Vol Right, %	56%	5%	24%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	38	29	16
LT Vol	4	12	2	11
Through Vol	0	24	20	1
RT Vol	5	2	7	4
Lane Flow Rate	12	49	38	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.012	0.055	0.04	0.023
Departure Headway (Hd)	3.821	4.014	3.861	4.046
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	933	893	928	882
Service Time	1.86	2.034	1.884	2.083
HCM Lane V/C Ratio	0.013	0.055	0.041	0.024
HCM Control Delay	6.9	7.3	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1	32	1	0	30	18	10
Future Vol, veh/h	1	32	1	0	30	18	10
Peak Hour Factor	0.92	0.74	0.74	0.92	0.74	0.74	0.74
Heavy Vehicles, %	2	3	0	0	13	22	10
Mvmt Flow	1	43	1	0	41	24	14
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.3	7.5	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	64%	0%	0%
Vol Thru, %	0%	97%	100%
Vol Right, %	36%	3%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	28	34	30
LT Vol	18	0	0
Through Vol	0	33	30
RT Vol	10	1	0
Lane Flow Rate	38	46	41
Geometry Grp	1	1	1
Degree of Util (X)	0.046	0.051	0.048
Departure Headway (Hd)	4.338	4.013	4.223
Convergence, Y/N	Yes	Yes	Yes
Cap	823	890	846
Service Time	2.38	2.047	2.255
HCM Lane V/C Ratio	0.046	0.052	0.048
HCM Control Delay	7.6	7.3	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	189	6	8	128	4	11	1	9	1	1	9
Future Vol, veh/h	3	189	6	8	128	4	11	1	9	1	1	9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	4	0	13	4	0	9	0	11	0	0	0
Mvmt Flow	3	217	7	9	147	5	13	1	10	1	1	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.5	7.9	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	2%	6%	9%
Vol Thru, %	5%	95%	91%	9%
Vol Right, %	43%	3%	3%	82%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	198	140	11
LT Vol	11	3	8	1
Through Vol	1	189	128	1
RT Vol	9	6	4	9
Lane Flow Rate	24	228	161	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.257	0.194	0.015
Departure Headway (Hd)	4.765	4.068	4.349	4.306
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	872	816	836
Service Time	2.766	2.142	2.427	2.307
HCM Lane V/C Ratio	0.032	0.261	0.197	0.016
HCM Control Delay	7.9	8.6	8.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1	0.7	0

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	31	4	15	28	5	2	9	6	5	10	3
Future Vol, veh/h	6	31	4	15	28	5	2	9	6	5	10	3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	3	2	27	7	20	0	11	0	0	0	33
Mvmt Flow	8	39	5	19	35	6	3	11	8	6	13	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.9	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	15%	31%	28%
Vol Thru, %	53%	76%	58%	56%
Vol Right, %	35%	10%	10%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	41	48	18
LT Vol	2	6	15	5
Through Vol	9	31	28	10
RT Vol	6	4	5	3
Lane Flow Rate	21	51	60	22
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.057	0.075	0.025
Departure Headway (Hd)	3.921	3.992	4.475	4.064
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	903	894	800	872
Service Time	1.989	2.028	2.502	2.132
HCM Lane V/C Ratio	0.023	0.057	0.075	0.025
HCM Control Delay	7.1	7.3	7.9	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	146	72	85	91	68
Future Vol, veh/h	133	146	72	85	91	68
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	1	4	4	1	9
Mvmt Flow	166	183	90	106	114	85
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.6	9.8	10
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	57%	0%	46%
Vol Thru, %	0%	48%	54%
Vol Right, %	43%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	159	279	157
LT Vol	91	0	72
Through Vol	0	133	85
RT Vol	68	146	0
Lane Flow Rate	199	349	196
Geometry Grp	1	1	1
Degree of Util (X)	0.275	0.423	0.27
Departure Headway (Hd)	4.985	4.368	4.947
Convergence, Y/N	Yes	Yes	Yes
Cap	715	820	722
Service Time	3.049	2.417	3.005
HCM Lane V/C Ratio	0.278	0.426	0.271
HCM Control Delay	10	10.6	9.8
HCM Lane LOS	A	B	A
HCM 95th-tile Q	1.1	2.1	1.1

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	139	2	2	156	1	1	0	1	11	0	14
Future Vol, veh/h	0	139	2	2	156	1	1	0	1	11	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	9	0	0
Mvmt Flow	0	170	2	2	190	1	1	0	1	13	0	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	38	9	124	46	1	17	0	0	1	0	0
Stage 1	-	35	-	3	3	-	-	-	-	-	-	-
Stage 2	-	3	-	121	43	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	6.2	7.1	6.54	6.2	4.1	-	-	4.19	-	-
Critical Hdwy Stg 1	-	5.54	-	6.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	6.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	3.5	4.036	3.3	2.2	-	-	2.281	-	-
Pot Cap-1 Maneuver	0	850	1079	855	842	1090	1613	-	-	1577	-	-
Stage 1	0	862	-	1025	889	-	-	-	-	-	-	-
Stage 2	0	889	-	888	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	842	1079	716	834	1090	1613	-	-	1577	-	-
Mov Cap-2 Maneuver	-	842	-	716	834	-	-	-	-	-	-	-
Stage 1	-	855	-	1024	888	-	-	-	-	-	-	-
Stage 2	-	888	-	705	848	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.6	3.6	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1613	-	-	845	834	1577	-	-
HCM Lane V/C Ratio	0.001	-	-	0.203	0.232	0.009	-	-
HCM Control Delay (s)	7.2	0	-	10.3	10.6	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.9	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	9	12	25	13	3	3	173	8	8	137	4
Future Vol, veh/h	2	9	12	25	13	3	3	173	8	8	137	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	11	17	8	31	0	0	1	13	0	2	50
Mvmt Flow	3	13	17	35	18	4	4	240	11	11	190	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	480	474	193	484	472	246	196	0	0	251	0	0
Stage 1	215	215	-	254	254	-	-	-	-	-	-	-
Stage 2	265	259	-	230	218	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.61	6.37	7.18	6.81	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.61	-	6.18	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.61	-	6.18	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.453	3.572	4.279	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	499	476	812	483	450	798	1389	-	-	1326	-	-
Stage 1	792	708	-	737	647	-	-	-	-	-	-	-
Stage 2	745	677	-	760	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	477	470	812	459	445	798	1389	-	-	1326	-	-
Mov Cap-2 Maneuver	477	470	-	459	445	-	-	-	-	-	-	-
Stage 1	790	702	-	735	645	-	-	-	-	-	-	-
Stage 2	718	675	-	725	666	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	13.7	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1389	-	-	603	469	1326	-	-
HCM Lane V/C Ratio	0.003	-	-	0.053	0.121	0.008	-	-
HCM Control Delay (s)	7.6	0	-	11.3	13.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	41	2	4	32	4	2	1	2	2	0	0
Future Vol, veh/h	1	41	2	4	32	4	2	1	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	17	0	0	13	25	0	0	0	0	0	0
Mvmt Flow	1	53	3	5	41	5	3	1	3	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	56	0	0	111	113	55	113	112	44
Stage 1	-	-	-	-	-	-	57	57	-	54	54	-
Stage 2	-	-	-	-	-	-	54	56	-	59	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1575	-	-	1562	-	-	872	781	1018	869	782	1032
Stage 1	-	-	-	-	-	-	960	851	-	963	854	-
Stage 2	-	-	-	-	-	-	963	852	-	958	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1562	-	-	869	778	1018	863	779	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	869	778	-	863	779	-
Stage 1	-	-	-	-	-	-	959	850	-	962	851	-
Stage 2	-	-	-	-	-	-	960	849	-	953	850	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	9	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	901	1575	-	-	1562	-	-	863
HCM Lane V/C Ratio	0.007	0.001	-	-	0.003	-	-	0.003
HCM Control Delay (s)	9	7.3	0	-	7.3	0	-	9.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	80	20	5	89	10	8	8	7	11	14	60
Future Vol, veh/h	48	80	20	5	89	10	8	8	7	11	14	60
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	4	4	15	0	2	10	13	0	29	9	0	8
Mvmt Flow	53	89	22	6	99	11	9	9	8	12	16	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8	7.9	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	32%	5%	13%
Vol Thru, %	35%	54%	86%	16%
Vol Right, %	30%	14%	10%	71%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	148	104	85
LT Vol	8	48	5	11
Through Vol	8	80	89	14
RT Vol	7	20	10	60
Lane Flow Rate	26	164	116	94
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.199	0.138	0.113
Departure Headway (Hd)	4.743	4.362	4.3	4.311
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	827	835	833
Service Time	2.764	2.362	2.316	2.33
HCM Lane V/C Ratio	0.034	0.198	0.139	0.113
HCM Control Delay	7.9	8.4	8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.5	0.4

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	25	5	1	23	9	3	0	2	13	3	13
Future Vol, veh/h	17	25	5	1	23	9	3	0	2	13	3	13
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	12	16	20	0	4	0	33	0	0	0	0	15
Mvmt Flow	20	29	6	1	27	10	3	0	2	15	3	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7	7.6	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	36%	3%	45%
Vol Thru, %	0%	53%	70%	10%
Vol Right, %	40%	11%	27%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	47	33	29
LT Vol	3	17	1	13
Through Vol	0	25	23	3
RT Vol	2	5	9	13
Lane Flow Rate	6	55	38	34
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.064	0.041	0.036
Departure Headway (Hd)	4.529	4.21	3.852	3.886
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	851	928	917
Service Time	2.578	2.232	1.881	1.93
HCM Lane V/C Ratio	0.008	0.065	0.041	0.037
HCM Control Delay	7.6	7.5	7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	35	0	0	32	10	12
Future Vol, veh/h	0	35	0	0	32	10	12
Peak Hour Factor	0.92	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	11	0	0	16	40	17
Mvmt Flow	0	43	0	0	39	12	15
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.4	7.5	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	45%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	55%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	22	35	32
LT Vol	10	0	0
Through Vol	0	35	32
RT Vol	12	0	0
Lane Flow Rate	27	43	39
Geometry Grp	1	1	1
Degree of Util (X)	0.033	0.049	0.046
Departure Headway (Hd)	4.486	4.164	4.252
Convergence, Y/N	Yes	Yes	Yes
Cap	795	860	842
Service Time	2.528	2.191	2.279
HCM Lane V/C Ratio	0.034	0.05	0.046
HCM Control Delay	7.7	7.4	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	136	10	13	156	3	11	2	7	4	1	9
Future Vol, veh/h	3	136	10	13	156	3	11	2	7	4	1	9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	2	0	15	4	0	9	50	29	0	100	0
Mvmt Flow	4	168	12	16	193	4	14	2	9	5	1	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	9	8	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	2%	8%	29%
Vol Thru, %	10%	91%	91%	7%
Vol Right, %	35%	7%	2%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	149	172	14
LT Vol	11	3	13	4
Through Vol	2	136	156	1
RT Vol	7	10	3	9
Lane Flow Rate	25	184	212	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.209	0.258	0.022
Departure Headway (Hd)	4.853	4.096	4.372	4.482
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	861	813	803
Service Time	2.855	2.192	2.447	2.483
HCM Lane V/C Ratio	0.034	0.214	0.261	0.021
HCM Control Delay	8	8.3	9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.8	1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	30	1	11	29	3	4	13	4	7	10	4
Future Vol, veh/h	5	30	1	11	29	3	4	13	4	7	10	4
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	17	0	0	17	67	25	15	0	14	20	0
Mvmt Flow	7	42	1	15	40	4	6	18	6	10	14	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.4	7.7	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	14%	26%	33%
Vol Thru, %	62%	83%	67%	48%
Vol Right, %	19%	3%	7%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	36	43	21
LT Vol	4	5	11	7
Through Vol	13	30	29	10
RT Vol	4	1	3	4
Lane Flow Rate	29	50	60	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.056	0.067	0.035
Departure Headway (Hd)	4.461	4.058	4.048	4.302
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	878	880	826
Service Time	2.519	2.107	2.096	2.361
HCM Lane V/C Ratio	0.036	0.057	0.068	0.035
HCM Control Delay	7.7	7.4	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	81	64	114	93	74
Future Vol, veh/h	74	81	64	114	93	74
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	1	1	5	4	1	4
Mvmt Flow	94	103	81	144	118	94
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.8	9.9	9.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	36%
Vol Thru, %	0%	48%	64%
Vol Right, %	44%	52%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	167	155	178
LT Vol	93	0	64
Through Vol	0	74	114
RT Vol	74	81	0
Lane Flow Rate	211	196	225
Geometry Grp	1	1	1
Degree of Util (X)	0.277	0.239	0.3
Departure Headway (Hd)	4.719	4.389	4.788
Convergence, Y/N	Yes	Yes	Yes
Cap	759	814	748
Service Time	2.765	2.432	2.832
HCM Lane V/C Ratio	0.278	0.241	0.301
HCM Control Delay	9.6	8.8	9.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	0.9	1.3

Capacity Analysis Summary Sheets

Weekday Morning Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	283	1	1	140	0	1	0	1	10	0	21
Future Vol, veh/h	0	283	1	1	140	0	1	0	1	10	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	5	0	0	4	0	0	0	0	0	0	10
Mvmt Flow	0	393	1	1	194	0	1	0	1	14	0	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	46	15	243	60	-	29	0	0	1	0	0
Stage 1	-	43	-	3	3	-	-	-	-	-	-	-
Stage 2	-	3	-	240	57	-	-	-	-	-	-	-
Critical Hdwy	-	6.55	6.2	7.1	6.54	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.55	-	6.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.55	-	6.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.045	3.3	3.5	4.036	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	840	1070	715	827	0	1597	-	-	1635	-	-
Stage 1	0	853	-	1025	889	0	-	-	-	-	-	-
Stage 2	0	887	-	768	843	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	832	1070	446	819	-	1597	-	-	1635	-	-
Mov Cap-2 Maneuver	-	832	-	446	819	-	-	-	-	-	-	-
Stage 1	-	845	-	1024	888	-	-	-	-	-	-	-
Stage 2	-	886	-	407	835	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	10.8	3.6	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	833	814	1635	-	-
HCM Lane V/C Ratio	0.001	-	-	0.474	0.241	0.008	-	-
HCM Control Delay (s)	7.3	0	-	13.1	10.8	7.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	0.9	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	20	13	38	9	17	8	185	26	6	224	4
Future Vol, veh/h	3	20	13	38	9	17	8	185	26	6	224	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	33	7	0	9	13	14	0	3	0	0	1	33
Mvmt Flow	4	26	17	49	12	22	10	237	33	8	287	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	597	596	290	601	582	254	292	0	0	270	0	0
Stage 1	306	306	-	274	274	-	-	-	-	-	-	-
Stage 2	291	290	-	327	308	-	-	-	-	-	-	-
Critical Hdwy	7.43	6.57	6.2	7.19	6.63	6.34	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.43	5.57	-	6.19	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.43	5.57	-	6.19	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.797	4.063	3.3	3.581	4.117	3.426	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	373	410	754	402	410	756	1281	-	-	1305	-	-
Stage 1	642	653	-	717	664	-	-	-	-	-	-	-
Stage 2	655	663	-	671	641	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	350	403	754	369	403	756	1281	-	-	1305	-	-
Mov Cap-2 Maneuver	350	403	-	369	403	-	-	-	-	-	-	-
Stage 1	636	648	-	711	658	-	-	-	-	-	-	-
Stage 2	619	657	-	626	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	15.2	0.3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1281	-	-	477	433	1305	-	-
HCM Lane V/C Ratio	0.008	-	-	0.097	0.189	0.006	-	-
HCM Control Delay (s)	7.8	0	-	13.4	15.2	7.8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	37	3	2	56	6	4	1	2	3	0	3
Future Vol, veh/h	15	37	3	2	56	6	4	1	2	3	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	6	0	50	8	0	0	0	0	0	0	33
Mvmt Flow	19	47	4	3	71	8	5	1	3	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	79	0	0	51	0	0	170	172	49	170	170	75
Stage 1	-	-	-	-	-	-	87	87	-	81	81	-
Stage 2	-	-	-	-	-	-	83	85	-	89	89	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.597
Pot Cap-1 Maneuver	1532	-	-	1297	-	-	798	725	1025	798	727	907
Stage 1	-	-	-	-	-	-	926	827	-	932	832	-
Stage 2	-	-	-	-	-	-	930	828	-	923	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1532	-	-	1297	-	-	785	714	1025	786	716	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	714	-	786	716	-
Stage 1	-	-	-	-	-	-	914	816	-	920	830	-
Stage 2	-	-	-	-	-	-	924	826	-	907	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.2	9.4	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1532	-	-	1297	-	-	842
HCM Lane V/C Ratio	0.011	0.012	-	-	0.002	-	-	0.009
HCM Control Delay (s)	9.4	7.4	0	-	7.8	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	57	20
Future Vol, veh/h	0	0	0	0	57	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	60	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	71	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	991	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	991	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	168	42	19	77	14	0	0	0	29	16	60
Future Vol, veh/h	79	168	42	19	77	14	0	0	0	29	16	60
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	9	2	0	50	2	0	0	0	0	0	0	6
Mvmt Flow	116	247	62	28	113	21	0	0	0	43	24	88
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	10.5	0	9.5
HCM LOS	B	B	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	17%	28%
Vol Thru, %	100%	58%	70%	15%
Vol Right, %	0%	15%	13%	57%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	289	110	105
LT Vol	0	79	19	29
Through Vol	0	168	77	16
RT Vol	0	42	14	60
Lane Flow Rate	0	425	162	154
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.546	0.251	0.215
Departure Headway (Hd)	5.558	4.629	5.582	5.01
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	778	641	712
Service Time	3.65	2.677	3.644	3.072
HCM Lane V/C Ratio	0	0.546	0.253	0.216
HCM Control Delay	8.7	13.2	10.5	9.5
HCM Lane LOS	N	B	B	A
HCM 95th-tile Q	0	3.4	1	0.8

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	40	2	2	37	0	4	0	5	31	1	25
Future Vol, veh/h	0	40	2	2	37	0	4	0	5	31	1	25
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	0	13	0	0	15	14	0	0	0	0	0	25
Mvmt Flow	0	89	4	4	82	0	9	0	11	69	2	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.9	7.3	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	0%	5%	54%
Vol Thru, %	0%	95%	95%	2%
Vol Right, %	56%	5%	0%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	42	39	57
LT Vol	4	0	2	31
Through Vol	0	40	37	1
RT Vol	5	2	0	25
Lane Flow Rate	20	93	87	127
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.117	0.105	0.147
Departure Headway (Hd)	4.206	4.517	4.346	4.184
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	798	829	860
Service Time	2.219	2.52	2.348	2.193
HCM Lane V/C Ratio	0.023	0.117	0.105	0.148
HCM Control Delay	7.3	8.1	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	40	0	0	61	19	19
Future Vol, veh/h	0	40	0	0	61	19	19
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Heavy Vehicles, %	2	3	0	0	13	22	10
Mvmt Flow	0	85	0	0	130	40	40
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	8.2	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	50%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	50%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	38	40	61
LT Vol	19	0	0
Through Vol	0	40	61
RT Vol	19	0	0
Lane Flow Rate	81	85	130
Geometry Grp	1	1	1
Degree of Util (X)	0.102	0.099	0.156
Departure Headway (Hd)	4.562	4.192	4.329
Convergence, Y/N	Yes	Yes	Yes
Cap	791	841	818
Service Time	2.562	2.289	2.41
HCM Lane V/C Ratio	0.102	0.101	0.159
HCM Control Delay	8.1	7.8	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.6

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	258	7	9	154	5	17	1	27	1	1	10
Future Vol, veh/h	4	258	7	9	154	5	17	1	27	1	1	10
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	4	0	13	4	0	9	0	11	0	0	0
Mvmt Flow	5	353	10	12	211	7	23	1	37	1	1	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	9.7	8.7	8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	1%	5%	8%
Vol Thru, %	2%	96%	92%	8%
Vol Right, %	60%	3%	3%	83%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	269	168	12
LT Vol	17	4	9	1
Through Vol	1	258	154	1
RT Vol	27	7	5	10
Lane Flow Rate	62	368	230	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.444	0.3	0.022
Departure Headway (Hd)	5.117	4.341	4.692	4.839
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	698	829	766	737
Service Time	3.161	2.366	2.721	2.889
HCM Lane V/C Ratio	0.089	0.444	0.3	0.022
HCM Control Delay	8.7	10.8	9.7	8
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.3	1.3	0.1

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	30	4	21	54	5	3	15	15	6	11	4
Future Vol, veh/h	24	30	4	21	54	5	3	15	15	6	11	4
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles, %	0	3	2	27	7	20	0	11	0	0	0	33
Mvmt Flow	45	57	8	40	102	9	6	28	28	11	21	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.9	7.7	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	41%	26%	29%
Vol Thru, %	45%	52%	68%	52%
Vol Right, %	45%	7%	6%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	58	80	21
LT Vol	3	24	21	6
Through Vol	15	30	54	11
RT Vol	15	4	5	4
Lane Flow Rate	62	109	151	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.132	0.199	0.05
Departure Headway (Hd)	4.308	4.345	4.736	4.529
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	827	762	792
Service Time	2.325	2.361	2.736	2.548
HCM Lane V/C Ratio	0.074	0.132	0.198	0.051
HCM Control Delay	7.7	8	8.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.7	0.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	153	85	99	105	98
Future Vol, veh/h	173	153	85	99	105	98
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	1	4	4	1	9
Mvmt Flow	222	196	109	127	135	126
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13.5	11.2	11.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	52%	0%	46%
Vol Thru, %	0%	53%	54%
Vol Right, %	48%	47%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	203	326	184
LT Vol	105	0	85
Through Vol	0	173	99
RT Vol	98	153	0
Lane Flow Rate	260	418	236
Geometry Grp	1	1	1
Degree of Util (X)	0.385	0.552	0.35
Departure Headway (Hd)	5.326	4.758	5.342
Convergence, Y/N	Yes	Yes	Yes
Cap	677	765	675
Service Time	3.358	2.758	3.372
HCM Lane V/C Ratio	0.384	0.546	0.35
HCM Control Delay	11.7	13.5	11.2
HCM Lane LOS	B	B	B
HCM 95th-tile Q	1.8	3.4	1.6

Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Projected Conditions

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	217	2	2	177	0	1	0	1	12	0	15
Future Vol, veh/h	0	217	2	2	177	0	1	0	1	12	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	4	0	0	4	0	0	0	0	9	0	0
Mvmt Flow	0	301	3	3	246	0	1	0	1	17	0	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	48	11	200	58	-	21	0	0	1	0	0
Stage 1	-	45	-	3	3	-	-	-	-	-	-	-
Stage 2	-	3	-	197	55	-	-	-	-	-	-	-
Critical Hdwy	-	6.54	6.2	7.1	6.54	-	4.1	-	-	4.19	-	-
Critical Hdwy Stg 1	-	5.54	-	6.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.54	-	6.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	3.5	4.036	-	2.2	-	-	2.281	-	-
Pot Cap-1 Maneuver	0	840	1076	763	829	0	1608	-	-	1577	-	-
Stage 1	0	853	-	1025	889	0	-	-	-	-	-	-
Stage 2	0	889	-	809	845	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	830	1076	542	819	-	1608	-	-	1577	-	-
Mov Cap-2 Maneuver	-	830	-	542	819	-	-	-	-	-	-	-
Stage 1	-	844	-	1024	888	-	-	-	-	-	-	-
Stage 2	-	888	-	513	836	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	11.4	3.6	3.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1608	-	-	832	814	1577	-	-
HCM Lane V/C Ratio	0.001	-	-	0.366	0.305	0.011	-	-
HCM Control Delay (s)	7.2	0	-	11.8	11.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	1.3	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	15	13	49	14	25	4	209	14	9	151	5
Future Vol, veh/h	2	15	13	49	14	25	4	209	14	9	151	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	11	17	8	31	0	0	1	13	0	2	50
Mvmt Flow	3	21	19	70	20	36	6	299	20	13	216	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	595	577	220	587	570	309	223	0	0	319	0	0
Stage 1	246	246	-	321	321	-	-	-	-	-	-	-
Stage 2	349	331	-	266	249	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.61	6.37	7.18	6.81	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.61	-	6.18	5.81	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.61	-	6.18	5.81	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.099	3.453	3.572	4.279	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	419	415	784	412	394	736	1358	-	-	1252	-	-
Stage 1	762	686	-	678	603	-	-	-	-	-	-	-
Stage 2	671	629	-	726	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	378	408	784	381	387	736	1358	-	-	1252	-	-
Mov Cap-2 Maneuver	378	408	-	381	387	-	-	-	-	-	-	-
Stage 1	758	678	-	675	600	-	-	-	-	-	-	-
Stage 2	614	626	-	678	642	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	16.3	0.1	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	512	443	1252	-	-
HCM Lane V/C Ratio	0.004	-	-	0.084	0.284	0.01	-	-
HCM Control Delay (s)	7.7	0	-	12.7	16.3	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	40	2	4	71	4	2	1	2	2	0	0
Future Vol, veh/h	1	40	2	4	71	4	2	1	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	17	0	0	13	25	0	0	0	0	0	0
Mvmt Flow	1	51	3	5	91	5	3	1	3	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	96	0	0	54	0	0	159	161	53	161	160	94
Stage 1	-	-	-	-	-	-	55	55	-	104	104	-
Stage 2	-	-	-	-	-	-	104	106	-	57	56	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1510	-	-	1564	-	-	811	735	1020	809	736	968
Stage 1	-	-	-	-	-	-	962	853	-	907	813	-
Stage 2	-	-	-	-	-	-	907	811	-	960	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1564	-	-	809	732	1020	803	733	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	732	-	803	733	-
Stage 1	-	-	-	-	-	-	961	852	-	906	811	-
Stage 2	-	-	-	-	-	-	904	809	-	955	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	9.2	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	862	1510	-	-	1564	-	-	803
HCM Lane V/C Ratio	0.007	0.001	-	-	0.003	-	-	0.003
HCM Control Delay (s)	9.2	7.4	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	0	0	80	0
Future Vol, veh/h	0	15	0	0	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	0	84	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	84	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	975	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	975	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	975	-	-
HCM Lane V/C Ratio	-	0.016	-	-
HCM Control Delay (s)	-	8.8	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	114	46	15	112	12	0	0	0	12	19	66
Future Vol, veh/h	68	114	46	15	112	12	0	0	0	12	19	66
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	4	4	15	0	2	10	13	0	29	9	0	8
Mvmt Flow	93	156	63	21	153	16	0	0	0	16	26	90
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9	0	8.9
HCM LOS	B	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	30%	11%	12%
Vol Thru, %	100%	50%	81%	20%
Vol Right, %	0%	20%	9%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	228	139	97
LT Vol	0	68	15	12
Through Vol	0	114	112	19
RT Vol	0	46	12	66
Lane Flow Rate	0	312	190	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.385	0.24	0.177
Departure Headway (Hd)	5.216	4.442	4.533	4.785
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	809	790	748
Service Time	3.273	2.474	2.568	2.825
HCM Lane V/C Ratio	0	0.386	0.241	0.178
HCM Control Delay	8.3	10.2	9	8.9
HCM Lane LOS	N	B	A	A
HCM 95th-tile Q	0	1.8	0.9	0.6

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	51	5	1	34	0	3	0	2	50	3	42
Future Vol, veh/h	0	51	5	1	34	0	3	0	2	50	3	42
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Heavy Vehicles, %	12	16	20	0	4	0	33	0	0	0	0	15
Mvmt Flow	0	109	11	2	72	0	6	0	4	106	6	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8	8.1	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	3%	53%
Vol Thru, %	0%	91%	97%	3%
Vol Right, %	40%	9%	0%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	56	35	95
LT Vol	3	0	1	50
Through Vol	0	51	34	3
RT Vol	2	5	0	42
Lane Flow Rate	11	119	74	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.015	0.155	0.094	0.237
Departure Headway (Hd)	5.025	4.678	4.522	4.216
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	713	767	793	853
Service Time	3.048	2.7	2.544	2.232
HCM Lane V/C Ratio	0.015	0.155	0.093	0.237
HCM Control Delay	8.1	8.6	8	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.3	0.9

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	0	29	0	0	87	11	18
Future Vol, veh/h	0	29	0	0	87	11	18
Peak Hour Factor	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Heavy Vehicles, %	2	11	0	0	16	40	17
Mvmt Flow	0	64	0	0	193	24	40
Number of Lanes	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.8	8.7	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	38%	0%	0%
Vol Thru, %	0%	100%	100%
Vol Right, %	62%	0%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	29	29	87
LT Vol	11	0	0
Through Vol	0	29	87
RT Vol	18	0	0
Lane Flow Rate	64	64	193
Geometry Grp	1	1	1
Degree of Util (X)	0.087	0.08	0.233
Departure Headway (Hd)	4.88	4.458	4.334
Convergence, Y/N	Yes	Yes	Yes
Cap	738	807	818
Service Time	2.884	2.462	2.414
HCM Lane V/C Ratio	0.087	0.079	0.236
HCM Control Delay	8.3	7.8	8.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.9

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	192	11	14	177	4	17	2	30	4	1	10
Future Vol, veh/h	4	192	11	14	177	4	17	2	30	4	1	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	2	0	15	4	0	9	50	29	0	100	0
Mvmt Flow	6	267	15	19	246	6	24	3	42	6	1	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	10.2	8.6	8.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	2%	7%	27%
Vol Thru, %	4%	93%	91%	7%
Vol Right, %	61%	5%	2%	67%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	207	195	15
LT Vol	17	4	14	4
Through Vol	2	192	177	1
RT Vol	30	11	4	10
Lane Flow Rate	68	288	271	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.351	0.352	0.028
Departure Headway (Hd)	5.037	4.397	4.681	4.911
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	819	769	726
Service Time	3.081	2.424	2.71	2.961
HCM Lane V/C Ratio	0.096	0.352	0.352	0.029
HCM Control Delay	8.6	9.8	10.2	8.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1.6	1.6	0.1

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	18	1	21	75	3	5	19	10	8	11	5
Future Vol, veh/h	28	18	1	21	75	3	5	19	10	8	11	5
Peak Hour Factor	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Heavy Vehicles, %	0	17	0	0	17	67	25	15	0	14	20	0
Mvmt Flow	60	38	2	45	160	6	11	40	21	17	23	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.8	8.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	60%	21%	33%
Vol Thru, %	56%	38%	76%	46%
Vol Right, %	29%	2%	3%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	47	99	24
LT Vol	5	28	21	8
Through Vol	19	18	75	11
RT Vol	10	1	3	5
Lane Flow Rate	72	100	211	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.126	0.254	0.069
Departure Headway (Hd)	4.95	4.543	4.346	4.881
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	790	828	735
Service Time	2.974	2.563	2.364	2.906
HCM Lane V/C Ratio	0.099	0.127	0.255	0.069
HCM Control Delay	8.5	8.2	8.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	1	0.2

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	85	76	130	120	105
Future Vol, veh/h	100	85	76	130	120	105
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	1	1	5	4	1	4
Mvmt Flow	135	115	103	176	162	142
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.3	11.6	11.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	53%	0%	37%
Vol Thru, %	0%	54%	63%
Vol Right, %	47%	46%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	225	185	206
LT Vol	120	0	76
Through Vol	0	100	130
RT Vol	105	85	0
Lane Flow Rate	304	250	278
Geometry Grp	1	1	1
Degree of Util (X)	0.421	0.332	0.397
Departure Headway (Hd)	4.987	4.778	5.135
Convergence, Y/N	Yes	Yes	Yes
Cap	715	743	693
Service Time	3.076	2.87	3.227
HCM Lane V/C Ratio	0.425	0.336	0.401
HCM Control Delay	11.7	10.3	11.6
HCM Lane LOS	B	B	B
HCM 95th-tile Q	2.1	1.5	1.9

MAROUS & COMPANY

MARKET IMPACT ANALYSIS

PROPOSED K-8 PUBLIC SCHOOL
2000 SIMPSON STREET
EVANSTON, ILLINOIS 60201

April 11, 2023

Franczek P.C.
300 South Wacker Drive, Suite 3400
Chicago, Illinois 60606

Attention: Mr. Brian P. Crowley, Partner

Subject: Market Impact Analysis
Proposed K-8 School
2000 Simpson Street
Evanston, Illinois 60201

Dear Mr. Crowley,

In accordance with your request, the application for development approval of Fifth Ward School has been analyzed and this value impact analysis has been prepared.

MaRous & Company specializes in the valuation of unique and complex investment-grade real estate and has conducted similar market impact studies for a variety of clients and for several different proposed developments over the last 40 years. Clients have ranged from municipalities, counties, and school districts, to corporations, developers, and citizens' groups. The types of projects analyzed include: warehouse and distribution facilities, commercial developments such as shopping centers and big-box retail facilities; religious facilities such as mosques and mega-churches; residential developments such as high-density multifamily and congregate-care buildings and large single-family subdivisions; recreational uses such as skate parks and lighted high school athletic fields; and industrial uses such as waste transfer stations, landfills, and quarries. MaRous & Company has appraised a variety of real estate properties in the subject area.

MaRous & Company has appraised over 15 schools ranging from elementary schools to high schools in Des Plaines, Arlington Heights, Bensenville, Elmhurst, Palatine, Warrenville, Lake Forest, Joliet, Geneva, Elgin, Highland Park, Old Mill Creek, Wilmette, Glendale Heights, and Chicago.

Value impact projects related to this include but are not limited to the proposed development of manufacturing/distribution parks in South Elgin, Carpentersville, Hillside, Glenview, and Huntley. Other value impact projects include an assisted-living facility in Highland Park and Bannockburn; the proposed development of a residential rehabilitation facility near St. Charles; a senior independent-living building in Grayslake; expansion of a continuing care community in Lake Forest; two Presbyterian Homes facilities in Evanston—one new construction and one proposed redevelopment; and The Moorings of Arlington Heights.

Along with the various projects described above, MaRous & Company has conducted numerous market studies of energy-related projects. These projects consist of analyzing the impact of wind energy facilities, solar energy facilities, and transmission lines on adjacent residential uses, as well as several proposed natural gas-fired electric plants in various locations.

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Project Information

Location	2000 Simpson Street Evanston, Illinois 60201
Project Type	K-8 School
Project Developer	Cordogan Clark
Land Square Footage	≈ 144,221
Proposed Square Footage of the School	≈ 121,000
Proposed Average Building Height/Tallest Building Point	45 feet/55 feet (35 feet maximum by zoning)
Proposed School Facilities	Approximately 40 classrooms, science and visual arts laboratories, full proscenium stage, STEM laboratory, meeting spaces, offices, wellness office, special education classrooms and offices, and sprinkler fire protection.
Proposed School Features	Youth soccer/football practice field, basketball court with benches, two entrance plazas, wide sidewalks, student drop-off lane, mid-size gymnasium, suspended running track, fitness area, full commissary kitchen, auditorium, media center, and two playgrounds.
Proposed LEED (Leadership in Energy and Environmental Design) Certification Goal	Electric carbonless footprint, photovoltaic panels on the roof, and vertical photovoltaic fins on the south and west curtain wall facades of the building.
Proposed Exterior Style	Brick, architectural metal panel, curtain wall glazing systems, and vertical aluminum fins.
Proposed Landscaping	Trees at an undetermined height screening generally along the entire property boundary.
Proposed Access	The existing access drive serves the Fleetwood-Jourdain Community Center parking lot, located on the north side of Foster Street. One inbound and outbound lane. A proposed access drive located on the west side of Ashland Avenue approximately 260 feet north of Foster Street. The access will provide one inbound and one outbound lane with the outbound lane under a stop sign.
Total Parking Count	83 stalls, possible overflow parking in the Family Focus Center, 5 electric vehicle charging spaces, 25 spaces provided to the Fleetwood-Jourdain property.
Current Zoning	OS, Open Space District
Proposed Floor to Area Ratio	.62 (0.15 maximum by zoning)
Setback Requirements	Not described in zoning documents
Estimated Number of Staff	70 staff members
Estimated Number of Students/Capacity	600 students/800-900 students
Estimated Distance from Proposed Development to Nearest Residential Homes (Closest Building to the Closest Home)	≈ 90 feet from the east homes (includes road buffer) ≈ 100 feet from the west homes (includes road buffer)
Estimated Cost	$40,000,000+

Purpose and Intended Use of the Study

The purpose of this appraisal assignment is to analyze the potential impact, if any, on the value of the surrounding residential properties of the development of a K-8 school. The report is intended specifically for the use of Franczek P.C. Any other use or user of this report is considered to be unintended.

Executive Summary

As a result of the market impact analysis undertaken, the conclusion drawn is that the proposed development will not diminish property values in the vicinity. Further, market data from the subject area also support the conclusion that the project will not have a negative impact on residential property values in the surrounding area. These conclusions are based on the following:

- The use will meet or exceed all the required development and operating standards.
- The proposed Fifth Ward public school would serve and benefit the residential use in the immediate nearby area with a new walkable state-of-the-art school.
- Controls are in place to ensure on-going compliance.
- The subject's zoning already allows for educational use.
- The public schools in the subject area have had no measurable negative impact on the residential market of the subject area.
- The proposed project will create numerous temporary construction and permanent jobs, and increase the demand for services in the immediate area during construction.
- Interviews with brokers active in Evanston revealed no negative perspective to buyers or sellers in the residential market due to the proposed school.
- An analysis of recent residential sales proximate to existing schools in the nearby area, which includes a residential sale as close as 100 feet to a school (building to building), did not support any finding that proximity to educational use had any impact on property values.

Definition of Market Value

When discussing market value, the following definition is used:

The most probable price a property should bring in a competitive and open market under all condition's requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised and acting in what they consider their own best interests.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto.
- The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.[1]

Scope of Work and Reporting Process

Information was gathered concerning the real estate market generally and the market of the area surrounding the project specifically. The uses in the surrounding area were considered. The following summarizes the actions taken:

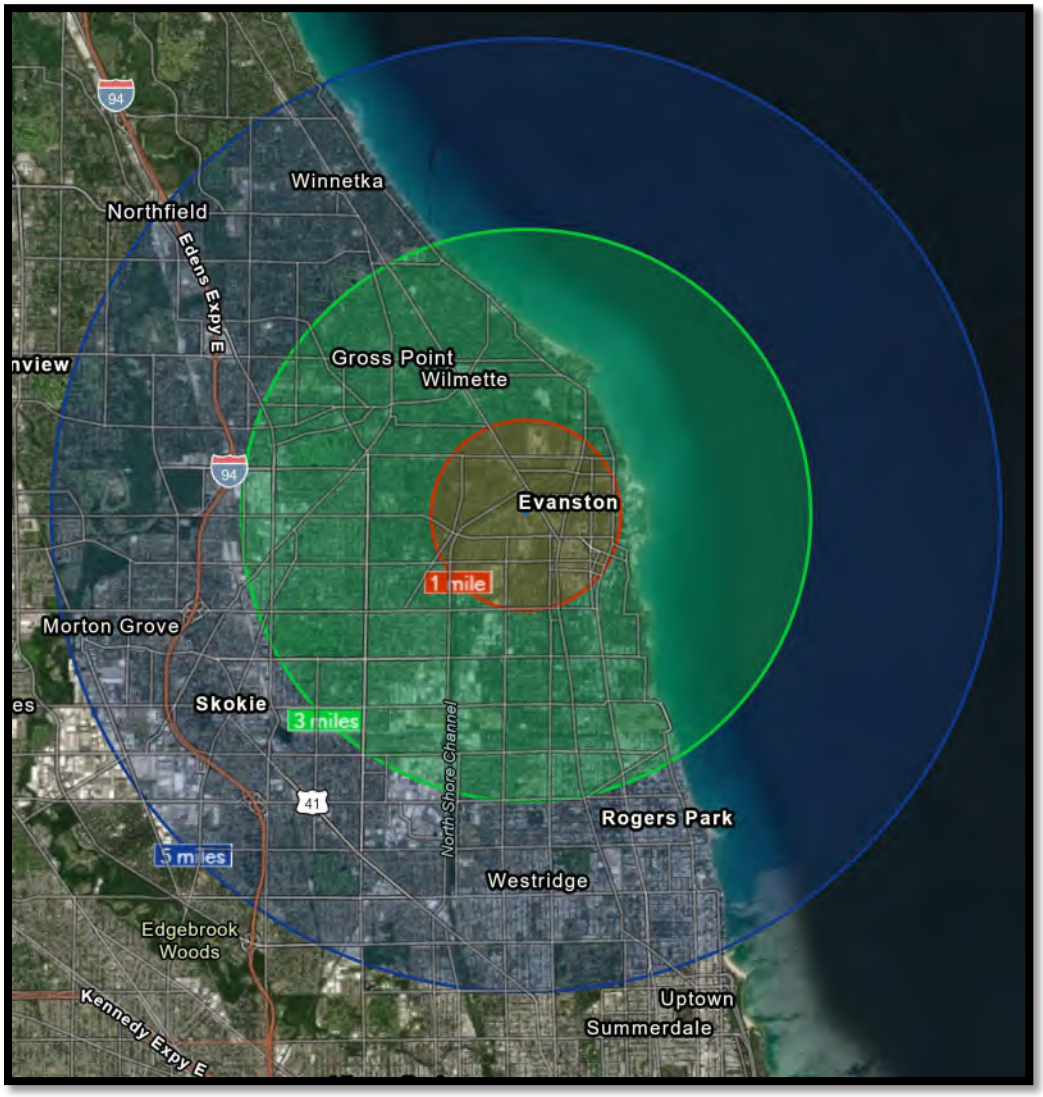
- Review of documents provided by Franczek P.C. regarding communication and applications between the City of Evanston and School District 65 and Cordogan Clark.
- Review of the project's plans, elevations, and surveys provided by Franczek P.C.
- Review of the demographics in the area of the proposed school.
- Review of a draft traffic study prepared by KLOA, dated March 16, 2023.
- Data on the general market area of the proposed development, and on the other areas nearby and in Evanston in which existing schools are located.
- Data on the market for residential properties in the nearby area of the project and from other areas in the county from private sources, public sources, and sources from the Evanston, Cook County, and/or Illinois public records.
- Illinois real estate professionals were interviewed concerning recent sales in their area, local market conditions, and the impact of schools on property values in the area.
- Properties used for development of the matched pairs were physically inspected by MaRous & Company on the exterior, and photographs of the interiors were reviewed where available.
- Inspections were performed of the subject area and the areas in nearby town with existing educational use by Michael S. MaRous on April 6, 2023.

[1] *(12 C.F.R. Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994).*

This document is considered to conform to the requirements of the *Uniform Standards of Professional Appraisal Practice and Advisory Opinions* (USPAP). This letter is a brief recapitulation of the appraisal data, analyses, and conclusions; additional supporting documentation is retained in the MaRous & Company office file. There are no extraordinary assumptions or hypothetical conditions included in the market study.

In order to form a judgment concerning the potential impact, if any, on the value of the surrounding residential properties of the approval of the proposed development the following have been considered:

- The character and the value of the residential properties in the general area of the proposed educational facility.
- The economic impact on the larger community by the proposed educational facility.
- The impact on the value of the surrounding residential properties by the proposed educational facility.



2022 Demographics and Traffic Counts

RADIUS	1-MILE	3-MILE	5-MILE
Population	32,210	164,687	394,705
Median Household Income	$109,528	$118,009	$102,692
Average Household Income	$177,627	$180,426	$152,402
Total Number of Households	12,863	63,106	154,282
Owner-Occupied Housing Units	7,143	39,306	87,021
Renter-Occupied Housing Units	5,720	23,800	67,261

Source: Site to Do Business/ESRI, based upon 2022 U.S. Bureau of the Census data/ESRI forecasts

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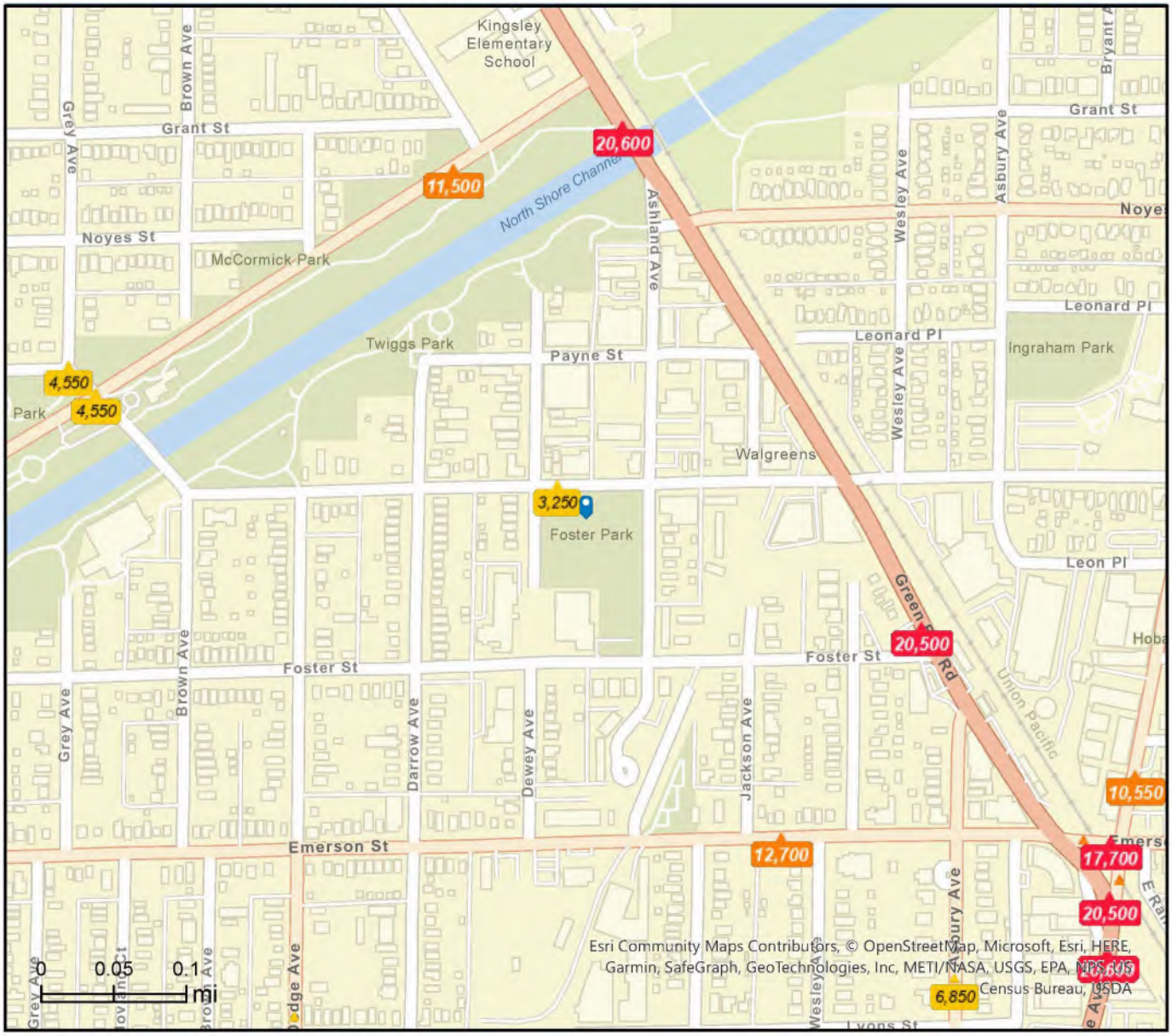
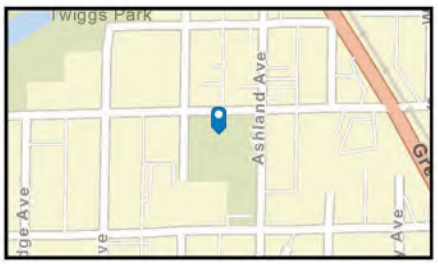
Traffic Count Map - Close Up

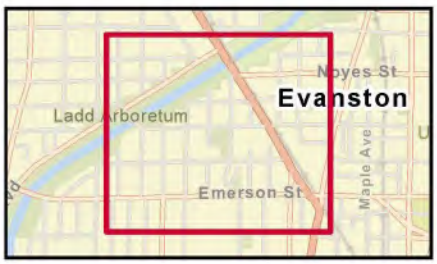
1650-1698 Simpson St
1650-1698 Simpson St, Evanston, Illinois, 60201
Rings: 1, 3, 5 mile radii

Prepared by Esri
Latitude: 42.05537
Longitude: -87.69504





Average Daily Traffic Volume
- ***Up to 6,000 vehicles per day***
- ***6,001 - 15,000***
- ***15,001 - 30,000***
- ***30,001 - 50,000***
- ***50,001 - 100,000***
- ***More than 100,000 per day***



Source: ©2022 Kalibrate Technologies (Q3 2022).

March 22, 2023

Residential Sales Near the Subject Area

The following table summarizes a sample of sales of single-family residential in the nearby area (approximately .5 blocks to 5 blocks away) in approximately the last 1.75 years of the proposed development which consisted of sales that had consistent data across private and public sources. These sales are proximate to the subject, and a map is added to the addenda of this report.

	Stat	Street #	Str Name	Sfx	City	All Beds	Baths	Yr Blt	ASF	Acreage	Closed Date	Sold Pr
1	**CLSD**	2029	Ashland	Ave	Evanston	7	2.1	1889	2928	0.168	08/31/2021	$155,000
2	**CLSD**	1933	Dodge	Ave	Evanston	3	1	1926	2100		03/17/2022	$235,000
3	**CLSD**	1910	Dewey	Ave	Evanston	5	3	1894	1898		01/19/2023	$285,000
4	**CLSD**	2028	Darrow	Ave	Evanston	4	2	1928	1310	0.1951	06/30/2021	$299,900
5	**CLSD**	2033	Ashland	Ave	Evanston	3	2	1908	0	0.1676	10/31/2022	$398,900
6	**CLSD**	1932	Jackson	Ave	Evanston	3	2	1879	1581	0.0838	03/11/2022	$465,000
7	**CLSD**	2038	Dewey	Ave	Evanston	4	2.1	1914	0		08/26/2022	$515,000
8	**CLSD**	1914	Wesley	Ave	Evanston	3	2.1	UNK	1772	0.1205	02/28/2022	$550,000
9	**CLSD**	1922	Wesley	Ave	Evanston	3	3	1904	1584	0	12/30/2022	$579,000

9 Sold - Detached Single Statistics

	High	Low	Average	Median
List Price	$579,000	$179,000	$402,978	$399,999
Sold Price	$579,000	$155,000	$386,978	$398,900
Listing Market Time	104	3	23	9
Market Time	104	4	31	10

Highest and Best Use

Highest and best use is defined as follows:

The reasonably probable use of property that results in the highest value……To be reasonably probable, a use must meet certain conditions:

- The use must be *physically possible* (or it is reasonably probable to render it so).
- The use must be *legally permissible* (or it is reasonably probable to render it so).
- The use must be *financially feasible*.

Uses that meet the three criteria of reasonably probable uses are tested for economic *productivity*, and the reasonably probable use with the highest value is the highest and best use.[2]

To arrive at an opinion of highest and best use, the most profitable competitive use for the land as vacant has been analyzed.

The subject property has been owned by the school district for many years. The City of Evanston benefits from a public use such as the current park but the site is well suited for a public school. The City of Evanston's comprehensive plan dated May 8, 2000, reflected the subject site's future land use as a continued public one.

Alternatively, if the subject property was to be purchased by an investor, the highest and best use would reflect a use consistent with the surrounding properties along with minimal impact to the community.

It is our opinion that the highest and best use of the subject site, if not for public use, is for primarily single-family or low-density multifamily residential zoned R4 in that such use is 1) physically possible; 2) legally permissible, based on a hypothetical condition[3] of rezoning, the use of which may have affected the assignment results; 3) financially feasible; and 4) maximally productive.

The following comparable sales consist of single-family finished lots with similar attributes as the finished lots the subject property could develop. Analysis thereafter estimates the values and amount of lots the subject property could possibly develop. These sales are located on a map that is added to the addenda of this report.

[2] *The Appraisal of Real Estate.* 15th ed., (Chicago: Appraisal Institute, 2020) 305.

[3] The Dictionary of Real Estate Appraisal. 7th ed., (Chicago: Appraisal Institute, 2022) 92.

Single-Family Finished Lot Sales								
Sale No.	**Address**	**Size (Sq. Ft.)**	**Sale Date**	**Sale Price**	**Sale Price/ Sq. Ft.**	**Zoning**	**School District**	**Comments**
1	1402 Brown Avenue, Evanston	7,405.2	07/17/2019	$140,000	$18.91	R4	65/202	Large Corner lot
2	2100 Emerson Street, Evanston	6,534	11/04/2021	$165,000	$25.25	R3	65/202	Improved Property Sold as Land
3	1120 South Boulevard, Evanston	4,791.60	11/18/2019	$145,000	$30.26	R2	65/202	Adjacent to Open Space, Improved Property Sold as Land
4	2101 Cleveland Street, Evanston	4,791.60	06/29/2020	$160,000	$33.39	R2	65/202	Corner Lot

Based on the minimum lot size of 5,000 square feet, we estimate the subject property could develop 16-20 residential lots.

We have developed an adjusted unit value range of $150,000 to $180,000 per finished lot. It is our opinion that the subject finished lots lie in the middle of that range.

We estimate that the subject property would require considerable development costs, possibly $40,000 to $60,000 per lot—which include roads, grading, legal fees, utilities, sidewalks, and other items.

It is our opinion, however, that the subject property would have value if alternatively used for single-family development under the R4 zoning classification.

Factors that Affect Property Values Considered

- Appearance
  - Schools have an active use of the land they occupy and are generally compatible with most uses in their immediate area. They typically have a visually modern design that will fit with the visual designs of surrounding buildings. An expert lighting study has been performed, and the development's photometric plan abides by all city ordinances.
  - Landscape screening will be developed around the site.
  - The new school will retain some open space with the playfield.
  - The existing light structures on the subject site indicate an already active night-time use.
- Noise and Odor
  - Schools do not produce significant odor.
  - Schools do produce some sound.
- Traffic
  - Since the residential homes within the Fifth Ward Neighborhood School attendance area are within ¾-mile of the school, school bus service will be limited to special education students only.
  - The Fifth Ward Neighborhood and Rhodes School will have staggered hours of operation to minimize traffic conflicts between the two schools.
  - The Family Focus Center will possibly provide additional parking to support Fifth Ward.
  - Schools such as Orrington Elementary and Dewey Elementary which rely mostly on street parking and student drop-off, have not shown to diminish proximate real estate values as concluded further in this report.
  - As concluded by KLOA after analysis of the traffic impact by the proposed development, the nine intersections in the study area have sufficient reserve capacity to accommodate the traffic generated by the proposed school.
- Hazardous Materials
  - Schools are reported to not produce any significant hazardous materials and toxins.
  - Fifth Ward School will possibly achieve an LEED certification.

Fifth Ward Community Benefit

In our opinion, it is likely that the development of Fifth Ward School will positively impact the proximate residential properties.

Director of Student Assignment Sarita Smith, quoted in an article from the Evanston RoundTable says, "The schools within the district are very old, Smith said. We are excited about having a new modern building in our district that could be designed for 21st [century] learning and is a sustainable school."[4]

The proposed development is a very high-quality public school that will directly serve the students in the subject neighborhood. The property is striving to achieve an LEED certification, which aims to positively affect the surrounding natural environment and people. Due to the high quality of the building and green efficiency, the project is reported to cost over $40,000,000, reflecting an approximate construction cost of $330 per square foot of building area.

Unlike the current school district boundaries, the new boundaries affected by Fifth Ward promote more walking and less busing for students.

According to an article from the Evanston RoundTable[5]:

"Board member Marquise Weatherspoon said she and her family members have been bused to their District 65 schools for the last three generations."

"Officials have said the lease certificates would be paid back through transportation savings created by no longer busing the vast majority of District 65 students."

Additionally, we interviewed brokers that were involved in home transactions proximate to the subject site and asked if the proposed Fifth Ward school impacted any of the buyers' or sellers' decisions in the sales. We received responses that indicated no negative impact from the school on the decisions of any parties involved.

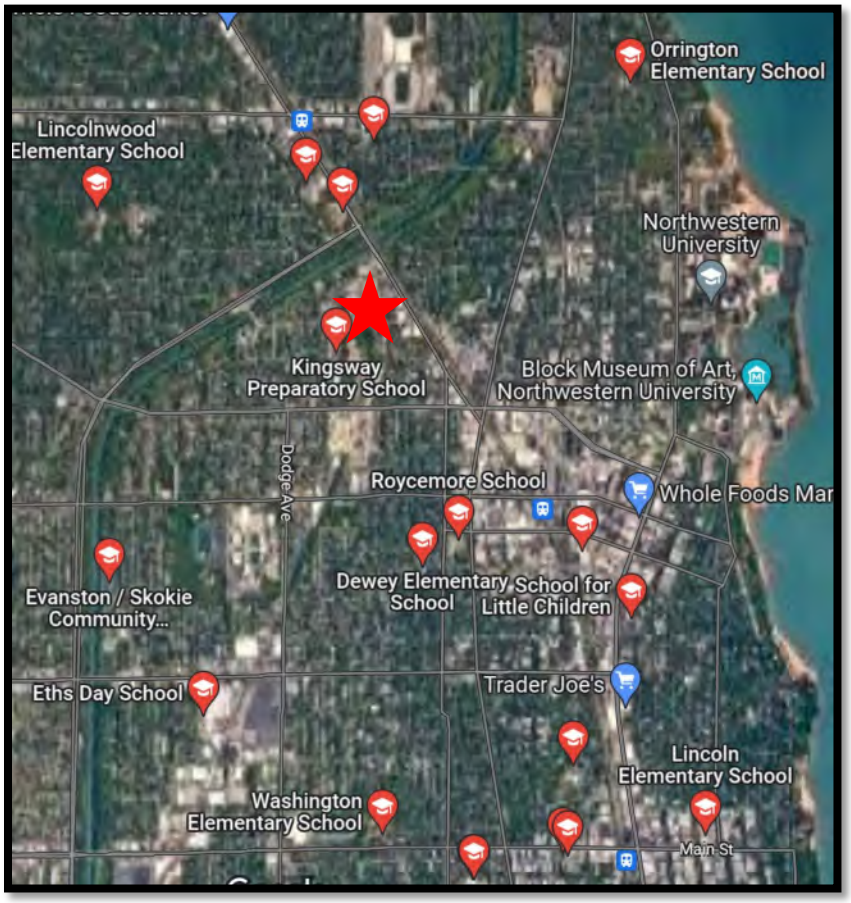
The proposed Fifth Ward would serve the residential use in the immediate nearby area with a new walkable state-of-the-art public school.

[4] https://evanstonroundtable.com/2022/02/27/district-65-attendance-areas-fifth-ward-school/.

[5] https://evanstonroundtable.com/2022/03/15/fifth-ward-school-approved-in-historic-vote/.

Educational Use in the Subject Area

There are a variety of schools in the subject area that are similar to that of the proposed subject. Many of the schools are surrounded by residential use, have a low number of spaces for parking, and are generally walkable for students. The following exhibit highlights schools in the subject area, characterized by the red and white pins. The subject property is in the area depicted by the red star.



The following public schools will be analyzed and compared to the proposed project: Orrington Elementary, Dewey Elementary, and Evanston Township High School. The character of the residential average and median values of the surrounding residential properties will be compared to that of the subject area to determine if the proposed project will negatively or positively impact the subject area homes.

The home sale data on the next page are proximate to the schools and are gathered generally no later than 2 years preceding the date of inspection. The sales are considered to be located in the neighborhood of each school, with no sale being farther than 0.4 miles away (radius). More detailed data from the following tables are retained in MaRous & Company files.

Nearby Public School Data								
School	**Building Size (Sq. Ft)**	**Student Count/ Capacity**	**Staff or Teacher Count**	**Parking Count**	**Building Height (Feet) (Tallest Point)**	**Average Home Value**	**Median Home Value**	**Number of Home Sales**
Proposed Fifth Ward	121,000	600/800-900	70 (Staff)	83 (Possible nearby overflow)	55	$386,978	$398,900	9
Orrington Elementary	50,000+/-+ (Includes Classrooms Partially Sub-Grade)	257/437	23* (Teacher)	Approximate 10	40#	$1,030,278	$980,000	9
Dewey Elementary	73,000+/-+	349/548	32* (Teacher)	Approximate 15	30#	$1,056,357	$1,249,000	14
Evanston Township High School	1,200,000+	3,690/Unknown	669 (Staff)	Approximate 819	95#	$327,567	$315,000	15

*Estimated data from Illinoisreportcard.com
Estimated from Google Earth
+ Estimated from Google Maps
^ More than 33% of students (over 1,200) have driver's licenses

The proposed subject property, Fifth Ward School is most comparable to Dewey Elementary and to Orrington Elementary. Both schools are surrounded by single-family residential homes and have very little parking—relying on street parking for staff and drop-off for students.

The average and median home values around both schools are very strong and are over double those of the subject property area, indicating that schools such as the subject do not negatively impact nearby property values. Dewey Elementary and Orrington Elementary retain the neighborhood property value and very possibly increase it.

Compared to Evanston Township High school, the proposed subject property will have a largely less intensive use than that of the high school, which is one of the largest in the nation. However, in the matched pair analysis section of this report, the high school does not negatively affect nearby property values.

Residential Appreciation Amidst Orrington Elementary

About 1.5 miles northeast from the subject property is Orrington Elementary School. An analysis of 2 homes proximate to the school in the subdivision during the existence of this school has been researched to determine if there is any impact on the single-family homes.

Address	Square Footage	Year Built	Beds	Baths	Lot Size
723 Monticello Place Evanston	2700	1926	4	2.1 (2.2 after remodel)	0.1435 Acres
Sale Date: 01/30/2020			Sale Price: $777,000		
Sale Date: 01/31/2023			Sale Price: $1,260,000		
About 21% appreciation (straight line) year over year for about 3 years, included in such was an interior and exterior update of the home. The update consisted of new flooring, paint, kitchen update, bathroom updates, an additional half bathroom, backyard amenities, and more.					
Address	Square Footage	Year Built	Beds	Baths	Lot Size
716 Clinton Place Evanston	1840	1894	4	2 (3 after remodel)	0.1435 Acres
Sale Date: 07/16/2012			Sale Price: $375,000		
Sale Date: 06/16/2017			Sale Price: $940,000		
About 30% appreciation (straight line) year over year for about 5 years, included in such was an interior and exterior remodel of the home. The update consisted of an additional full bathroom, painting, windows, exterior siding replacement, and more.					

The above homes have been appreciating proximate to a school with high street parking. This shows that the proximate residential properties will not be affected by the proposed school.

Market Impact Analysis

A market impact analysis is undertaken to develop an opinion as to whether the proposed project will have an effect on the value of residential uses in proximity to the proposed project. This analysis includes:

- A matched pair analyzing the impact on value of residential properties proximate to public schools in Evanston.

Matched Pair Analysis

A matched pair analysis is a methodology which analyzes the importance of a selected characteristic, in this instance proximity to public schools, to the value of a property.[6] This technique compares the sale of a property in proximity to the selected characteristic to the sale of a similar property in the same market area and under similar market conditions but without the proximity to the selected characteristic.

It is difficult to find properties that are identical except for proximity to schools, and which also occurred under substantially similar market conditions. The residences included in this study were researched through MLS then confirmed by the corresponding municipality/county public records.

Adjustment grids are included with each matched pair analysis to compare each variable of sale. The adjustment comparisons in the following analyses are qualitative. A qualitative analysis involves using quality ratings based on how the non-proximate sales compare to the proximate sales and does not require using dollar adjustments.[7] The non-proximate sales are adjusted with the notations of superior (-), similar (o), and inferior (+). The superior variables are given downward adjustments to meet the related variables of the proximate residences. The similar variables do not require adjustments. The inferior variables are given upward adjustments in order to meet the related variables of the proximate residences.

[6] *See the discussion "Paired Sales Analysis" and "Sale/Resale Analysis" in Bell, Randall, MAI, Real Estate Damages, Applied Economics and Detrimental Conditions, Second Edition, Appraisal Institute, 2008, pages 25-27. The idea is to review a sale and resale of a property in proximity to a selected characteristic, to compare it to a sale and resale of a similar property without such proximity, and to then analyze whether the proximity to the selected characteristic influenced the change in value. However, in rural areas it usually is not possible to find data for this type of "pure pair" analysis.*

[7] *Horn, T. (2015, September 3). What qualitative analysis is and how agents can use it to price their listings. Birmingham Appraisal Blog. Retrieved from https://birminghamappraisalblog.com/appraisal/what-qualitative-analysis-is-and-how-agents-can-use-it-to-price-their-listings/.*

Orrington Elementary School Analysis - Matched Pair No. 1 And 2

Orrington Elementary School is located at 2636 Orrington Avenue, Evanston, Illinois.

Matched Pair #1 considers the sale of a house located at 723 Monticello Place, Evanston, Illinois, sold in January 2023. This house is approximately 180 feet building to building from Orrington Elementary.

This sale is compared with two nearby comparable sales that sold in August 2021 and September 2022, respectively. The salient details of these properties are summarized in the table below.

Matched Pair #2 considers the sale of a house located at 715 Monticello Place, Evanston, Illinois, sold in July 2021. This house is approximately 100 feet building to building from Orrington Elementary.

This sale is compared with two nearby comparable sales that sold in October 2021 and January 2022, respectively. The salient details of these properties are summarized in the table below.

MATCHED PAIR NO. 1

	1A - Proximate to a School	1B – Nearby Sale	1C – Nearby Sale
Address	723 Monticello Place Evanston	810 Ingleside Place Evanston	2741 Woodbine Avenue Evanston
Distance from a School (feet)	180	523	1,530
Sale Date	January 31, 2023	August 23, 2021	September 22, 2022
Sale Price	$1,260,000	$1,270,000	$1,200,000
Sale Price/Sq. Ft. (Above Grade)	$464.43	$416.12	Not Available
Year Built	1926	1926	1924
Building Size (Sq. Ft.)	2713	3052	Not Available
Lot Size (Sq. Ft.)	6,250.86	6,229.08	9,539.64
Style	2.5 Stories (Brick) 4 bedrooms, 2.2 bath	2.5 Stories (Brick) 5 bedrooms, 3.1 bathrooms	2.5 Stories (Stucco) 5 bedrooms, 3.1 bathrooms
Basement	Partially Finished	Finished	Finished
Utilities	Space Pac Gas heat Public water	2 Central Air Systems Forced-Air Heat Public Water	Central Air Gas Forced Air Public Water
Other	2-Car Detached Garage Heated Floors, Walk-In Closet, Deck	Driveway Parking Deck/Patio, Walk-In Closet	1-Car Detached Garage Patio, Walk-In Closet, Custom Playground

723 Monticello Place
Evanston

810 Ingleside Place
Evanston

2741 Woodbine Avenue
Evanston

MATCHED PAIR NO. 2			
	2A – Proximate to a School	**2B – Nearby Sale**	**2C – Nearby Sale**
Address	715 Monticello Place Evanston	1318 Rosalie Street Evanston	2515 Sherman Avenue Evanston
Distance from a School (feet)	100	687	813
Sale Date	July 16, 2021	January 3, 2022	October 29, 2021
Sale Price	$880,000	$875,000	$865,000
Sale Price/Sq. Ft. (Above Grade)	$352.28	Not Available	Not Available
Year Built	1914	1923	1925
Building Size (Sq. Ft.)	2,498	Not Available	Not Available
Lot Size (Sq. Ft.)	6,141.96	7,501.03	4,151.27
Style	2 Stories (Stucco) 4 bedrooms, 2.1 bathrooms	2.5 Stories (Brick) 3 bedrooms, 2.1 bathrooms	2 Stories (Brick) 4 bedrooms, 2.2 bathrooms
Basement	Unfinished	Partially Finished	Finished
Utilities	Space Pac Gas, Radiators, Steam Baseboard Public Water	Space Pac Gas, Hot Water/Steam Public Water	Central Air Forced-Air Heat Public Water
	1-Car Detached Garage	1-Car Attached Garage	1-Car Attached Garage
Other	Updated Patio	Heated Floors, Deck, Walk-In Closets	Patio

715 Monticello Place
Evanston

1318 Rosalie Street
Evanston

2515 Sherman Avenue
Evanston

ADJUSTMENT GRID MATCHED PAIR NO. 1

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Interior Finish	Utilities	Other Amenities
1B	810 Ingleside Place Evanston	+	o	-	o	o	o	o	o	+
1C	2741 Woodbine Avenue Evanston	o	o	NA	-	o	+	o	o	o

\+ Positive adjustment based on comparable being inferior in comparison to property #1A
\- Negative adjustment based on comparable being superior in comparison to property #1A
o No adjustment necessary

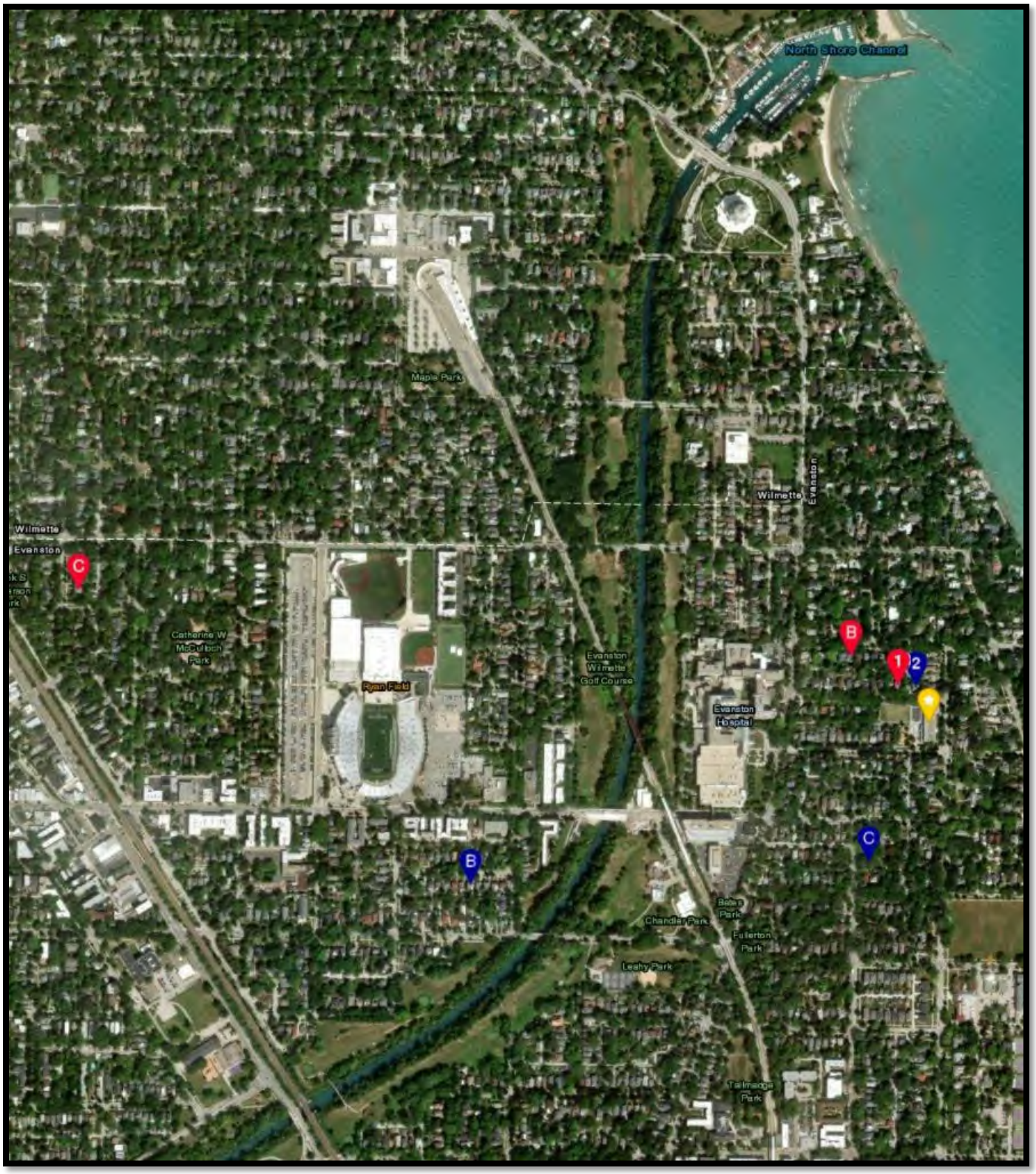
The above sales compared to 723 Monticello Place are similar, however, considering the adjustments noted in the above table, the difference in the sale price does not support the conclusion that proximity to a school had a negative impact on the value of the 723 Monticello Place property.

ADJUSTMENT GRID MATCHED PAIR NO. 2

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Interior Finish	Utilities	Other Amenities
2B	1318 Rosalie Street Evanston	-	o	NA	-	o	o	o	o	+
2C	2515 Sherman Avenue Evanston	o	o	NA	+	o	+	-	o	+

\+ Positive adjustment based on comparable being inferior in comparison to property #2A
\- Negative adjustment based on comparable being superior in comparison to property #2A
o No adjustment necessary

The above sales compared to 715 Monticello Place are similar, however, considering the adjustments noted in the above table, the difference in the sale price does not support the conclusion that proximity to a school had a negative impact on the value of the 715 Monticello Place property.



Orrington Elementary Matched Pairs No. 1 & 2 Location Map

Dewey Elementary School Analysis - Matched Pair No. 3

Dewey Elementary School is located at 1551 Wesley Avenue, Evanston, Illinois.

Matched Pair #3 considers the sale of a house located at 1316 Davis Street, Evanston, Illinois, sold in July 2022. This house is approximately 115 feet building to building from Dewey Elementary.

This sale is compared with one nearby comparable sale that sold in December 2021. The salient details of these properties are summarized in the table below.

MATCHED PAIR NO. 3		
	3A - Proximate to a School	**3B – Nearby Sale**
Address	1316 Davis Street Evanston	1334 Asbury Avenue Evanston
Distance from a School (feet)	115	987
Sale Date	July 26, 2022	December 10, 2021
Sale Price	$1,550,000	$1,500,000
Sale Price/Sq. Ft. (Above Grade)	$292.34	$298.27
Year Built	1886	1894
Building Size (Sq. Ft.)	5,302	5,029
Lot Size (Sq. Ft.)	16,125.91	12,545.28
Style	2.5 Stories (Vinyl) 3 bedrooms, 1 bath	2.5 Stories (Stucco) 3 bedrooms, 1 bath
Basement	Unfinished Basement	Unfinished Basement
Utilities	Space Pac Gas, Radiators Public Water	Central Air Gas, Radiators Public Water
Other	2-Car Detached Garage 10-Foot Ceilings, Patio	2-Car Detached Garage Heated Floors, Balcony, Patio

1316 Davis Street
Evanston

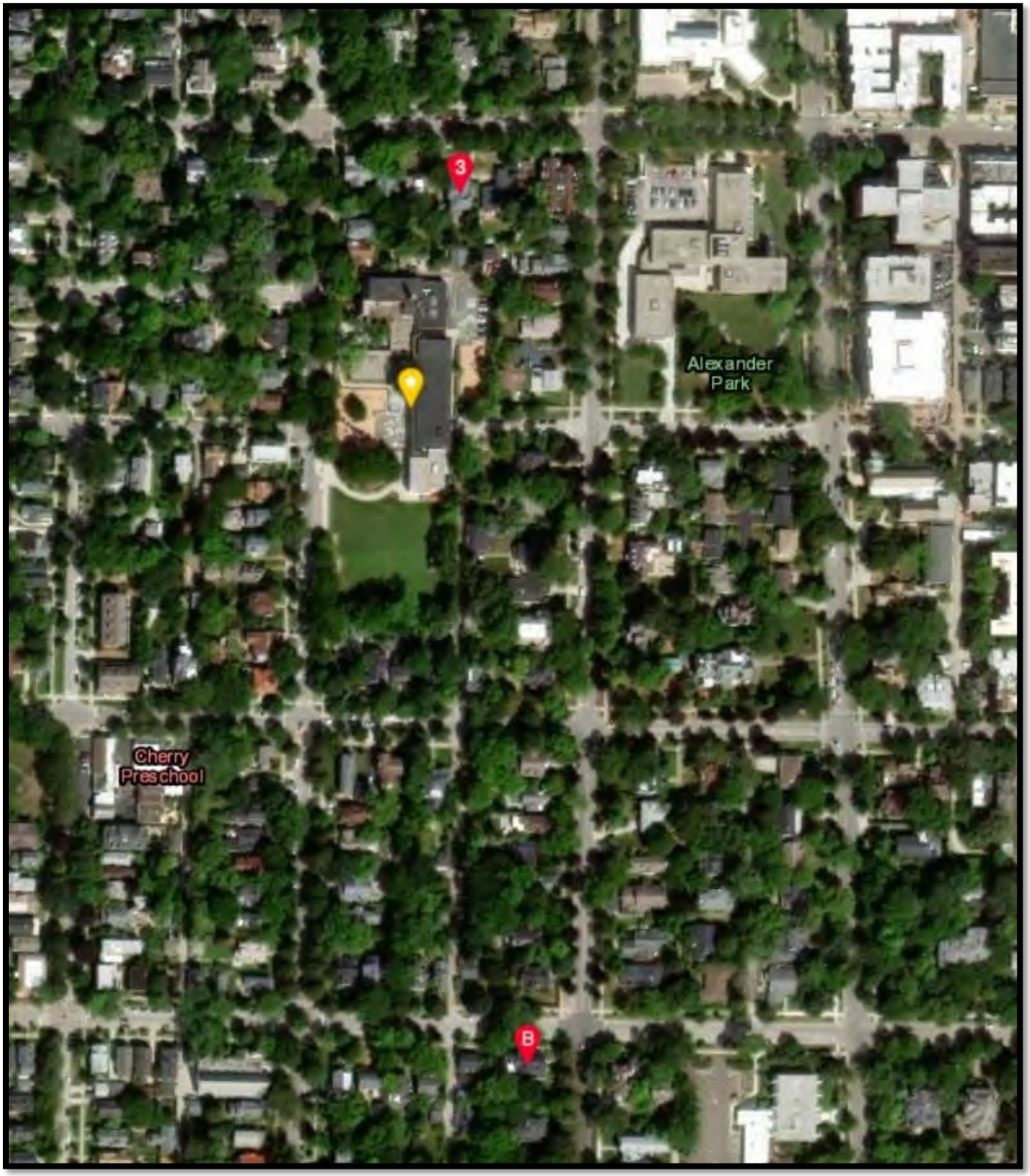
ADJUSTMENT GRID MATCHED PAIR NO. 3

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Interior Finish	Utilities	Other Amenities
2B	1334 Asbury Avenue Evanston	-	o	o	+	o	o	o	o	-

\+ Positive adjustment based on comparable being inferior in comparison to property #2A
\- Negative adjustment based on comparable being superior in comparison to property #2A
o No adjustment necessary

The above sale compared to 1316 Asbury is similar, however, considering the adjustments noted in the above table, the difference in the sale price does not support the conclusion that proximity to uses similar to modern distribution facilities had a negative impact on the value of the 1316 Asbury property.

1334 Asbury Avenue
Evanston



Dewey Elementary Matched Pair No. 3 Location Map

Evanston Township High School Analysis - Matched Pair No. 4

Evanston Township High School is located at 1600 Dodge Avenue, Evanston, Illinois.

Matched Pair #4 considers the sale of a house located at 1573 Dodge Avenue, Evanston, Illinois, sold in June 2022. This house is approximately 180 feet building to building from Evanston Township High School.

This sale is compared with one nearby comparable sale that sold in May 2021. The salient details of these properties are summarized in the table below.

MATCHED PAIR NO. 4

	4A - Proximate to a School	4B – Nearby Sale
Address	1573 Dodge Avenue Evanston	1329 Fowler Avenue Evanston
Distance from a School (feet)	180	976
Sale Date	June 9, 2022	May 28, 2021
Sale Price	$402,000	$365,000
Sale Price/Sq. Ft. (Above Grade)	Not Available	Not Available
Year Built	1957	1954
Building Size (Sq. Ft.)	Not Available	Not Available
Lot Size (Sq. Ft.)	5,005.04	6,791
Style	1 Story (Brick) 3 bedrooms, 2 bathrooms	1 Story (Vinyl) 3 bedrooms, 1.1 bathrooms
Basement	Crawl	Crawl
Utilities	Central Air Forced-Air Heat Public Water	Central Air Forced-Air Heat Public Water
Other	2-Car Detached Garage Patio	1-Car Detached Garage Porch

1573 Dodge Avenue
Evanston

ADJUSTMENT GRID MATCHED PAIR NO. 4

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Utilities	Interior Finish	Other Amenities
4B	1329 Fowler Avenue Evanston	+	o	NA	-	o	-	o	-	+

\+ Positive adjustment based on comparable being inferior in comparison to property #4A
\- Negative adjustment based on comparable being superior in comparison to property #4A
o No adjustment necessary

1329 Fowler Avenue
Evanston

Evanston High School Matched Pair No. 4 Location Map

Matched Pair Analysis Conclusions

Comparing the sale of properties proximate to schools to similar properties selling under similar market conditions without proximity to public schools, have not discovered any sales in which proximity to schools appears to have had a negative impact on property values. Comparatively, the distance to the proposed school from the nearby residential are similar distances from the matched pairs distance to schools in this report. Additionally, recent sales near educational use show further evidence of the lack of impact from it. Lastly, price points for the residential market of the subject area over the last two years amidst educational use in the subject area have continued to increase. Therefore, the conclusion is that there does not appear to have been any measurable negative impact on surrounding residential property values due to the proximity of schools, similar to the proposed project.

Conclusions

As a result of the market impact analysis undertaken, MaRous & Company concluded that there is no market data indicating the project will have a negative impact on residential property values in the surrounding area. Further, market data nearby the proposed project support the conclusion that the project will not have a negative impact on residential property values in the surrounding area. These conclusions are based on the following:

- The use will meet or exceed all the required development and operating standards.
- The proposed Fifth Ward public school would serve and benefit the residential use in the immediate nearby area with a new walkable state-of-the-art school.
- Controls are in place to ensure on-going compliance.
- The subject's zoning already allows for educational use.
- The public schools in the subject area have had no measurable negative impact on the residential market of the subject area.
- The proposed project will create numerous temporary construction and permanent jobs, and increase the demand for services in the immediate area during construction.
- Interviews with brokers active in Evanston revealed no negative perspective to buyers or sellers in the residential market due to the proposed school.
- An analysis of recent residential sales proximate to existing schools in the nearby area, which includes a residential sale as close as 100 feet to a school (building to building), did not support any finding that proximity to educational use had any impact on property values.

This report is based on market conditions existing as of April 6, 2023. This market impact study has been prepared specifically for the use of the client to gain information in relation to the development of the proposed modern distribution facility. Any other use or user of this report is considered to be unintended.

Respectfully submitted,

Michael S. MaRous, MAI, CRE
Illinois Certified General - #553.000141 (9/23 expiration)

Stephen A. Vizcarra
Associate Real Estate Trainee Appraiser - #557.006879 (9/23 expiration)

CERTIFICATE OF REPORT

We do hereby certify that:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, conclusions, and recommendations.
3. We have no present or prospective personal interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of the work under review or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal consulting assignment.
9. Our analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice.*
10. We have made a personal inspection of the subject of the work under review.
11. The reported analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Foundation.
12. The use of the report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, Michael S. MaRous, MAI, CRE, has completed the continuing education requirements for Designated Members of the Appraisal Institute.

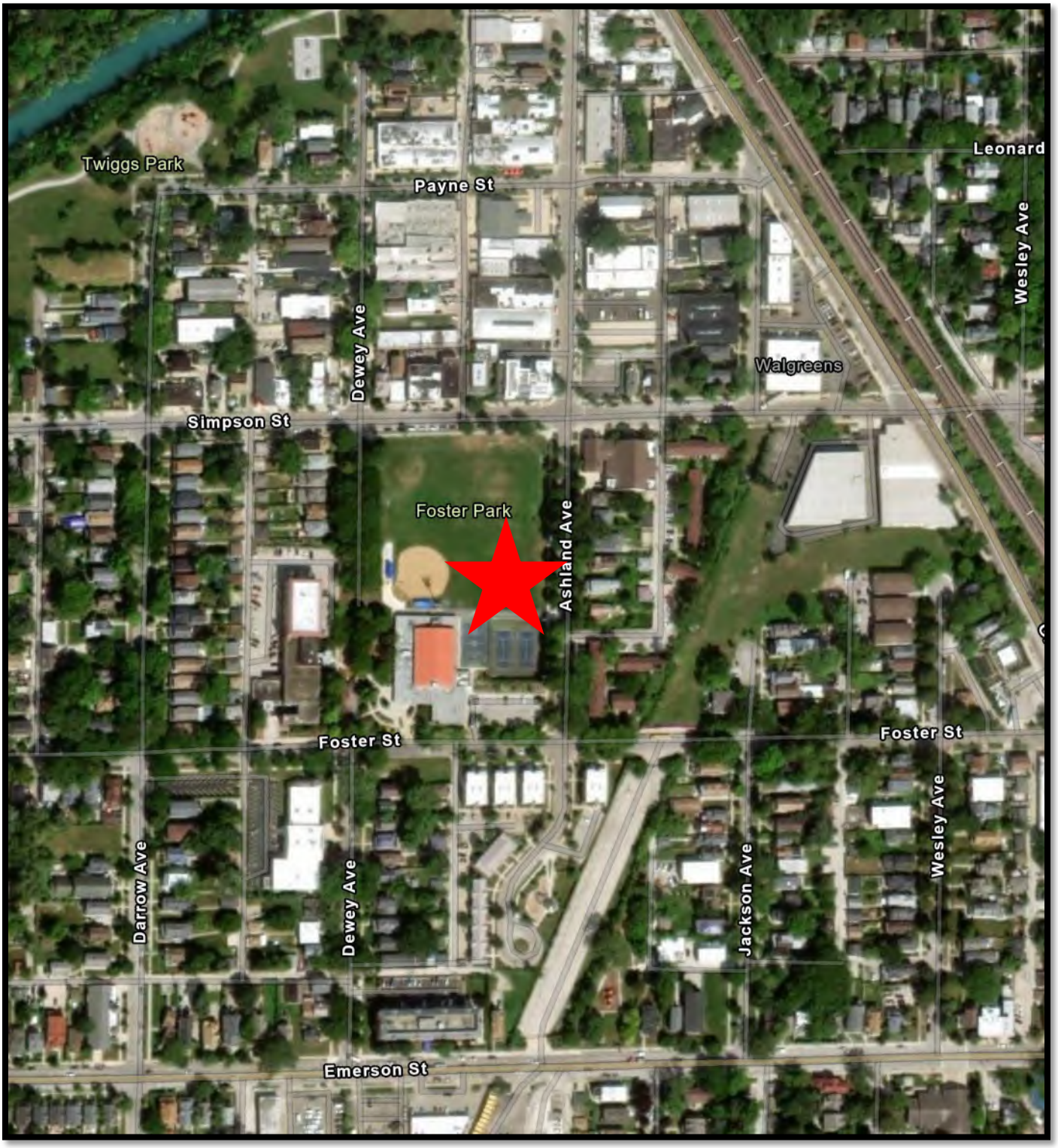
Respectfully submitted,

MaRous & Company

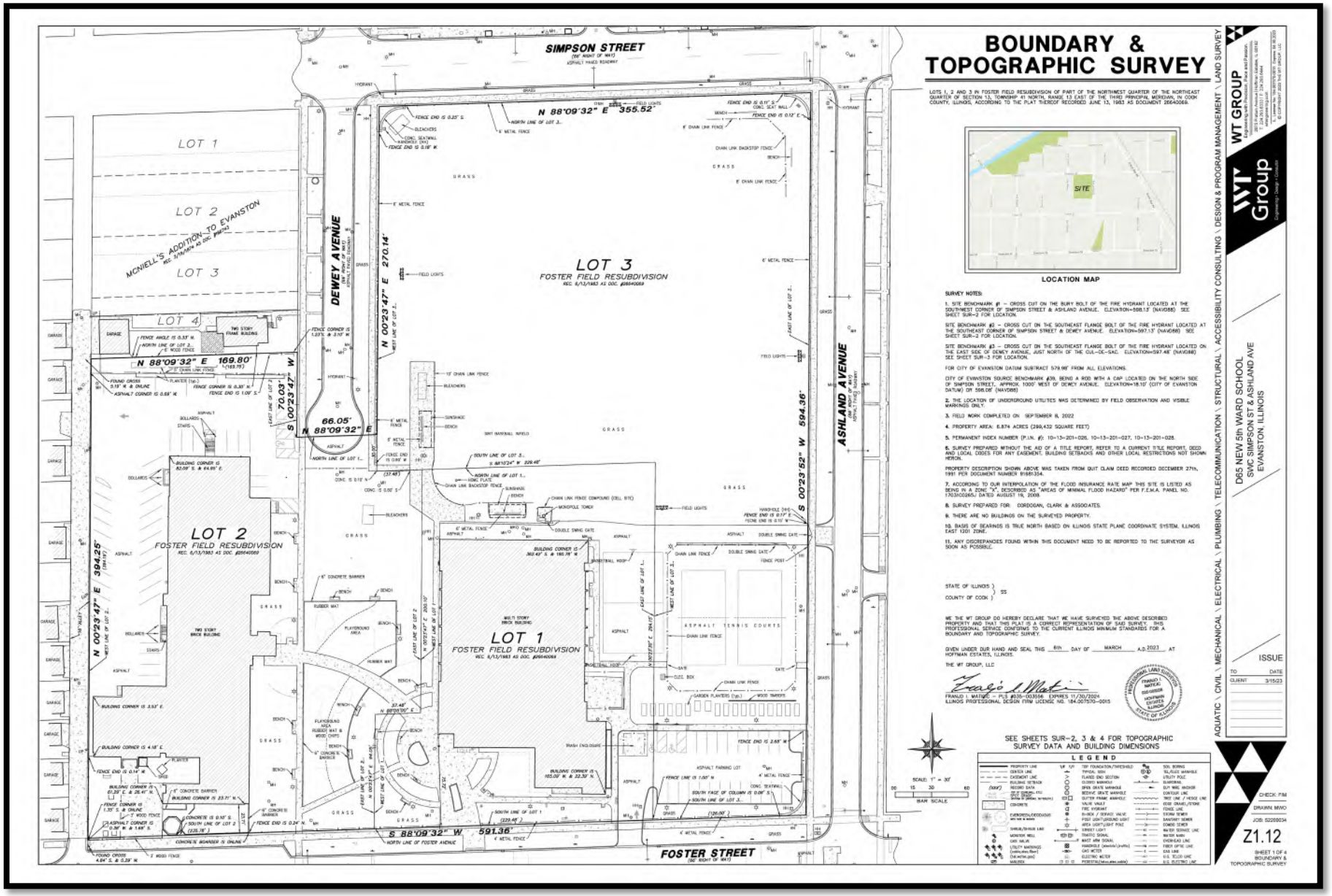
Michael S. MaRous, MAI, CRE
Illinois Certified General - #553.000141 (9/23 expiration)

Stephen A. Vizcarra
Associate Real Estate Trainee Appraiser - #557.006879 (9/23 expiration)

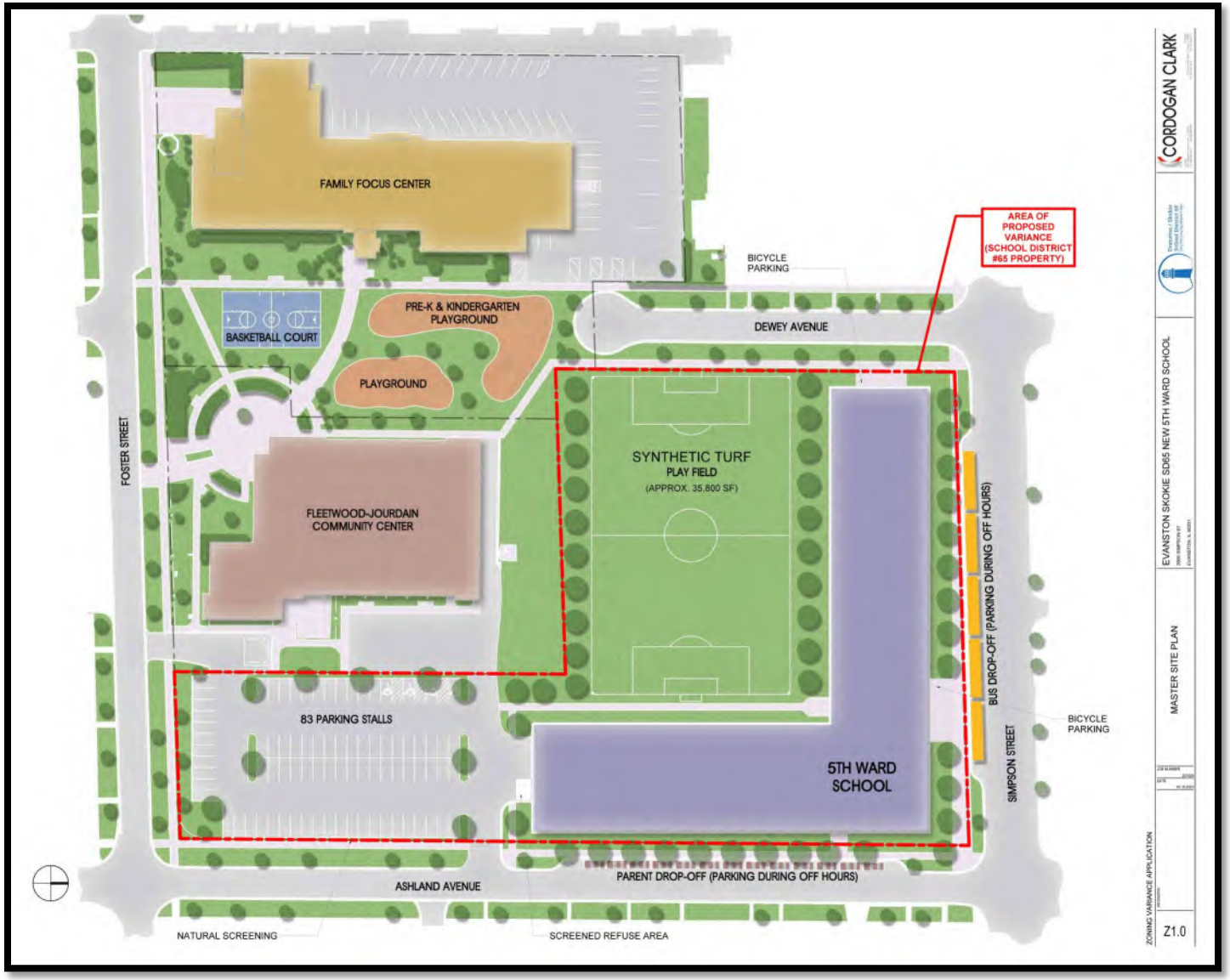
ADDENDA



Aerial Site View



Subject Property Lot 3 Survey

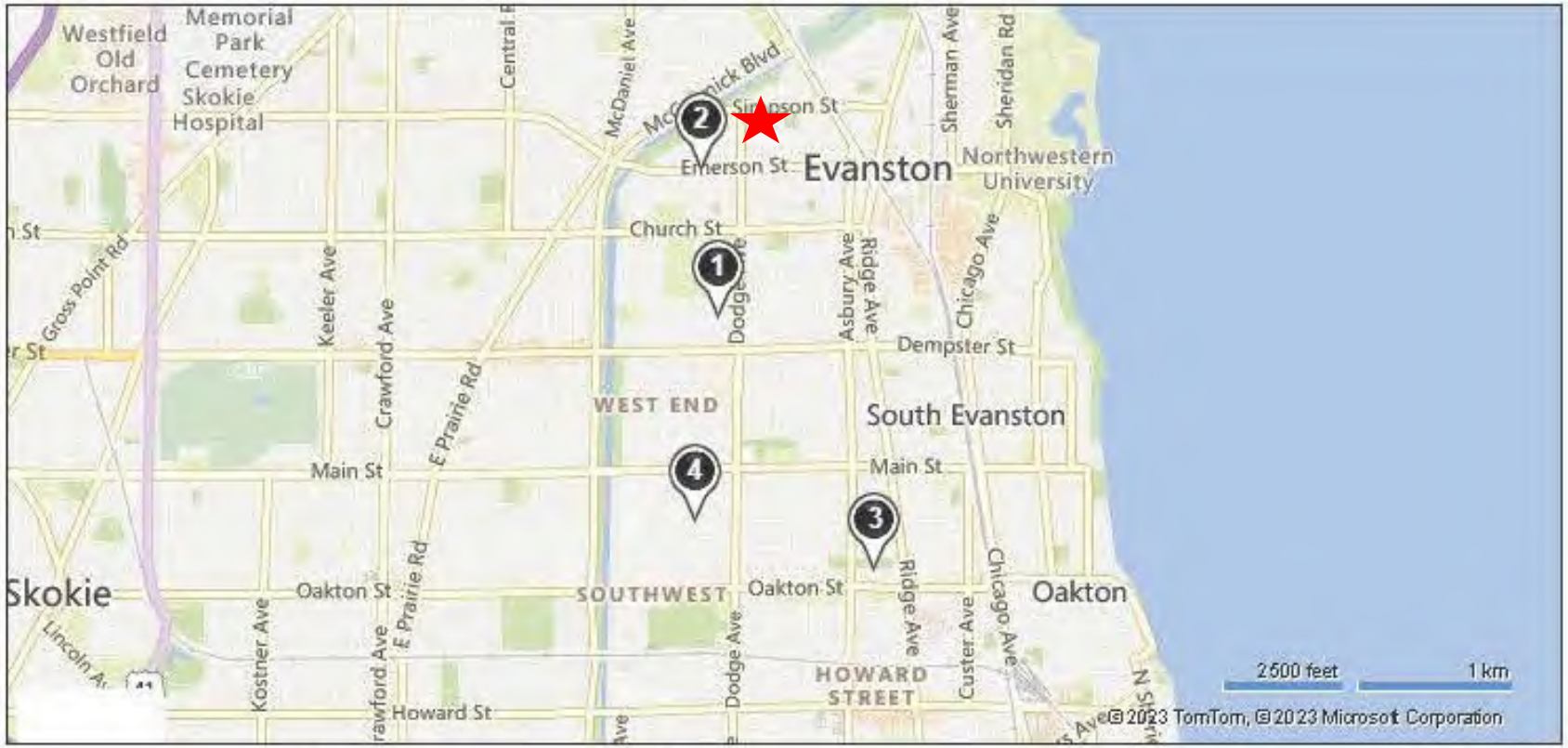


Proposed Subject Property Site Plan

Subject Property Proposed Elevations

	MLS #	Status	Address	Beds	# Full Baths	# Half Baths	Price
1	11150881	CLSD	2029 Ashland Ave	7	2	1	$155,000
2	11319697	CLSD	1933 Dodge Ave	3	1	0	$235,000
3	11477739	CLSD	1910 Dewey Ave	5	3	0	$285,000
4	11050287	CLSD	2028 Darrow Ave	4	2	0	$299,900
5	11640147	CLSD	2033 Ashland Ave	3	2	0	$398,900
6	11278038	CLSD	1932 Jackson Ave	3	2	0	$465,000
7	11444783	CLSD	2038 Dewey Ave	4	2	1	$515,000
8	11281154	CLSD	1914 Wesley Ave	3	2	1	$550,000
9	11648688	CLSD	1922 Wesley Ave	3	3	0	$579,000

Subject Property Area Home Sales



	MLS #	Status	Address	Price
1	10411750	CLSD	1402 Brown Ave	$140,000
2	11140657	CLSD	2100 Emerson St	$165,000
3	10405598	CLSD	1120 South Blvd	$145,000
4	10677945	CLSD	2101 Cleveland St	$160,000

Single-Family Lot Sales

	MLS #	Status	Address	Price
1	11076812	CLSD	807 Monticello Pl	$685,000
2	11637668	CLSD	806 Clinton Pl	$850,000
3	11085955	CLSD	715 Monticello Pl	$880,000
4	11174624	CLSD	2609 Ridge Ave	$927,500
5	10918770	CLSD	832 Ingleside Pl	$980,000
6	11361001	CLSD	2619 Ridge Ave	$1,020,000
7	11684256	CLSD	723 Monticello Pl	$1,260,000
8	11103086	CLSD	810 Ingleside Pl	$1,270,000
9	11052271	CLSD	712 Ingleside Pl	$1,400,000

Orrington Elementary Home Values

	MLS #	Status	Address	Beds	# Full Baths	# Half Baths	Price
1	11380332	CLSD	1410 Lake St	2	1	1	$400,000
2	11266428	CLSD	1629 Florence Ave	5	2	0	$415,000
3	11338377	CLSD	1555 Ashland Ave	3	1	1	$485,000
4	11452712	CLSD	1502 Davis St	5	2	2	$750,000
5	11351874	CLSD	1504 Ashland Ave	4	3	1	$900,000
6	11382388	CLSD	1333 Greenwood St	4	2	2	$980,000
7	11342336	CLSD	1505 Ashland Ave	3	3	1	$1,248,000
8	11624926	CLSD	1432 Asbury Ave	6	4	1	$1,250,000
9	11386525	CLSD	1416 Asbury Ave	4	2	2	$1,255,000
10	11008812	CLSD	1622 Ridge Ave	5	4	1	$1,275,000
11	11655192	CLSD	1408 Ridge Ave	5	4	1	$1,285,000
12	11383382	CLSD	1330 Church St	5	3	0	$1,496,000
13	11358745	CLSD	1500 Asbury Ave	7	4	1	$1,500,000
14	11377803	CLSD	1316 Davis St	6	3	1	$1,550,000

Dewey Elementary Home Values

	MLS #	Status	Address	Beds	# Full Baths	# Half Baths	Price
1	11231020	CLSD	1712 Grey Ave	2	1	0	$151,500
2	11707419	CLSD	1401 Grey Ave	3	2	0	$203,000
3	11697108	CLSD	1746 Brown Ave	3	1	1	$210,000
4	11259380	CLSD	2211 Greenwood St	3	1	0	$229,000
5	11314379	CLSD	1509 Fowler Ave	2	1	0	$285,000
6	11682517	CLSD	1729 Brown Ave	3	1	0	$285,000
7	11197557	CLSD	1421 Dodge Ave	3	3	0	$298,000
8	11145387	CLSD	1525 Mcdaniel Ave	2	2	0	$315,000
9	11341362	CLSD	1720 Leland Ave	3	2	0	$345,000
10	11487516	CLSD	1532 Fowler Ave	2	1	1	$345,000
11	11464589	CLSD	1418 Brown Ave	3	2	1	$390,000
12	11387430	CLSD	1573 Dodge Ave	3	2	0	$402,000
13	11186221	CLSD	1428 Darrow Ave	3	2	0	$430,000
14	11291099	CLSD	1738 Darrow Ave	4	2	1	$440,000
15	11421992	CLSD	1632 Fowler Ave	4	2	1	$585,000

Evanston Township High School Home Values

QUALIFICATIONS

STEPHEN VIZCARRA

Stephen Vizcarra has been active in real estate appraisal since 2021 and employed at MaRous & Company since 2020. He is also a State of Illinois Associate Real Estate Trainee Appraiser, License Number 557.006879 (9/23). Mr. Vizcarra has assisted in a variety of types of appraisal projects such as estate planning, real estate tax appeal, market impact and acquisition.

Appraisal Experience

- Industrial Land
- Residential Land
- Commercial Land
- Farmland
- Market Impact Analysis
- Highest and Best Use Studies

Professional Designations and Affiliations

Illinois Associate Real Estate Trainee Appraiser, License Number 557.006879, expiration (9/23)

Education

Associates degree in Computer Information Systems, Harper Community College, graduated 2019

MICHAEL S. MAROUS
STATEMENT OF QUALIFICATIONS

Michael S. MaRous, MAI, CRE, is president and owner of MaRous and Company. He has appraised more than $15 billion worth of primarily investment-grade real estate in more than 25 states. In addition to providing documented appraisals, he has served as an expert witness in litigation proceedings for many law firms; financial institutions; corporations; builders and developers; architects; local, state, county, and federal governments and agencies; and school districts in the Chicago metropolitan area. His experience in partial interest, condemnation, damage impact, easement (including aerial and subsurface), marital dissolutions, bankruptcy proceedings, and other valuation issues is extensive. He has provided highest and best use, marketability, and feasibility studies for a variety of properties. Many of the largest redevelopment areas and public projects, including Interstate 355, the Chicago O'Hare International Airport expansion, the Chicago Midway International Airport expansion, and the McCormick Place expansion, are part of Mr. MaRous' experience. Mr. MaRous also has experience in regard to mediation and arbitration proceedings. Also, he has purchased and developed real estate for his own account.

APPRAISAL AND CONSULTATION EXPERIENCE

Industrial Properties

Business Parks	Manufacturing Facilities	Self-storage Facilities
Distribution Centers	Research Facilities	Warehouses

Commercial Properties

Auto Sales/Service Facilities	Gasoline Stations	Restaurants
Banquet Halls	Hotels and Motels	Shopping Centers
Big Box Stores	Office Buildings	Theaters

Special-Purpose Properties

Bowling Alleys	Nurseries	Tank Farms
Cemeteries	Riverboat Gambling Facilities	Underground Gas Aquifers
Farms	Schools	Utility Corridors
Golf Courses	Stadium Expansion Issues	Waste Transfer Facilities
Lumber Yards	Solar Farms	Wind Farms

Residential Properties

Apartment Complexes	Condominium Developments	Subdivision Developments
Condominium Conversions	Single-family Residences	Townhouse Developments

Vacant Land

Agricultural	Easements	Rights of Way
Alleys	Industrial	Streets
Commercial	Residential	Vacations

Clients

Corporations	Law Firms	Private Parties
Financial Institutions	Not-for-profit Associations	Public Entities

EDUCATION

B.S., Urban Land Economics, University of Illinois, Urbana-Champaign
Continuing education seminars and programs through the Appraisal Institute
and the American Society of Real Estate Counselors, and real estate brokerage classes

PUBLIC SERVICE

Mayor, City of Park Ridge, Illinois (2003-2005)
Alderman, City of Park Ridge, including Liaison to the Zoning Board of Appeals and Planning and Zoning and Chairman of the Finance and Public Safety Committees (1997-2005)

PROFESSIONAL AFFILIATIONS AND LICENSES

Appraisal Institute, MAI designation, Number 6159
Counselors of Real Estate, CRE designation
Illinois Certified General Real Estate Appraiser, License Number 553.000141 (9/23)
Indiana Certified General Real Estate Appraiser, License Number CG41600008 (6/24)
Wisconsin Certified General Real Estate Appraiser, License Number 1874-10 (12/23)
Minnesota Certified General Real Estate Appraiser, License Number 40330656 (8/24)
Iowa Certified General Real Estate Appraiser, License Number CG03468 (6/24)
South Dakota Certified General Real Estate Appraiser, License Number 1467CG (9/24)

Licensed Real Estate Broker (Illinois)

PROFESSIONAL ACTIVITIES

Mr. MaRous is past president of the Chicago Chapter of the Appraisal Institute. He is former chair and vice chair of the National Publications Committee and has sat on the board of The Appraisal Journal. In addition, he has served on and/or chaired more than 15 other committees of the Appraisal Institute, the Society of Real Estate Appraisers, and the American Institute of Real Estate Appraisers.

Mr. MaRous served as chair of the Midwest Chapter of the Counselors of Real Estate in 2006 and 2007 and has served on the National CRE Board since 2011. He sat on the Midwest Chapter Board of Directors, the Editorial Board of Real Estate Issues, and on various other committees.

Mr. MaRous also is past president of the Illinois Coalition of Appraisal Professionals. He also has been involved with many other professional associations, including the Real Estate Counseling Group of America, the Northwest Suburban Real Estate Board, the National Association of Real Estate Boards, and the Northern Illinois Commercial Association of Realtors.

PUBLICATIONS AND PROFESSIONAL RECOGNITION

Mr. MaRous has spoken at more than 20 programs and seminars related to real estate appraisal and valuation.

Author

"Low-income Housing in Our Backyards," *The Appraisal Journal*, January 1996
"The Appraisal Institute Moves Forward," *Illinois Real Estate Magazine*, December 1993
"Chicago Chapter, Appraisal Institute," *Northern Illinois Real Estate Magazine*, February 1993
"Independent Appraisals Can Help Protect Your Financial Base," *Illinois School Board Journal*, November-December 1990
"What Real Estate Appraisals Can Do for School Districts,"
School Business Affairs, October 1990

Awards

Appraisal Institute - George L. Schmutz Memorial Award, 2001
Chicago Chapter of the Appraisal Institute – Heritage Award,
2000
Chicago Chapter of the Appraisal Institute - Herman O. Walther, 1987 (Distinguished Chapter Member)

Reviewer or Citation in the Following Books

Rural Property Valuation, 2017
Real Estate Damages, 1999, 2008, and 2016
Golf Property Analysis and Valuation, 2016
Dictionary of Real Estate Appraisal, Fourth Edition, 2002 and Sixth Edition, 2015
Market Analysis for Real Estate, 2005 and 2014
Appraisal of Real Estate, Twelfth Edition, 2001, Thirteenth Edition, 2008, Fourteenth Edition, 2013
Shopping Center Appraisal and Analysis, 2009
Subdivision Valuation, 2008
Valuation of Apartment Properties, 2007
Valuation of Billboards, 2006
Appraising Industrial Properties, 2005
Valuation of Market Studies for Affordable Housing, 2005
Valuing Undivided Interest in Real Property: Partnerships and Cotenancies, 2004
Analysis and Valuation of Golf Courses and Country Clubs, 2003
Valuing Contaminated Properties: An Appraisal Institute Anthology, 2002
Hotels and Motels: Valuation and Market Studies, 2001
Land Valuation: Adjustment Procedures and Assignments, 2001
Appraisal of Rural Property, Second Edition, 2000
Capitalization Theory and Techniques, Study Guide, Second Edition, 2000
Guide to Appraisal Valuation Modeling Land, 2000
Appraising Residential Properties, Third Edition, 1999
Business of Show Business: The Valuation of Movie Theaters, 1999
GIS in Real Estate: Integrating, Analyzing and Presenting Locational Information, 1998
Market Analysis for Valuation Appraisals, 1995

REPRESENTATIVE WORK OF MICHAEL S. MAROUS

Headquarters/Corporate Office Facilities in Illinois

Fortune 500 corporation facility, 200,000 sq. ft., Libertyville
Corporate headquarters, 300,000 sq. ft. and 500,000 sq. ft., Chicago
Fortune 500 corporation facility, 450,000 sq. ft., Northfield
Major airline headquarters, 1,100,000 million sq. ft. on 47 acres, Elk Grove Village
Former communications facility, 1,400,000 million sq. ft. on 62 acres, Skokie and Niles
Corporate Headquarters, 1,500,000+ sq. ft., Lake County
Former Sears Headquarters Redevelopment Project, Chicago

Office Buildings in Chicago

401 South LaSalle Street, 140,000 sq. ft.
134 North LaSalle Street, 260,000 sq. ft.
333 North Michigan Avenue, 260,000 sq. ft.
171 West Randolph Street, 360,000 sq. ft.
20 West Kinzie Street, 405,000 sq. ft.
55 East Washington Street, 500,000 sq. ft.
10 South LaSalle Street, 870,000 sq. ft.
222 West Adams Street, 1,000,000 sq. ft.
141 West Jackson Boulevard, 1,065,000 sq. ft.
333 South Wabash Avenue, 1,125,000 sq. ft.
155 North Wacker Drive, 1,406,000 sq. ft.
70 West Madison Street, 1,430,000 sq. ft.
111 South Wacker Drive, 1,454,000 sq. ft.
175 West Jackson Boulevard, 1,450,000 sq. ft.
227 West Monroe Street, 1,800,000 sq. ft.
10 South Dearborn Street, 1,900,000 sq. ft.

Hotels in Chicago

One West Wacker Drive (Renaissance Chicago Hotel)
10 East Grand Avenue (Hilton Garden Inn)
106 East Superior Street (Peninsula Hotel)
120 East Delaware Place (Four Seasons)
140 East Walton Place (The Drake Hotel)
160 East Pearson Street (Ritz Carlton)
301 East North Water Street (Sheraton Hotel)
320 North Dearborn Street (Westin Chicago River North)
401 North Wabash Avenue (Trump Tower)
505 North Michigan Avenue (Hotel InterContinental)
676 North Michigan Avenue (Omni Chicago Hotel)
800 North Michigan Avenue (The Park Hyatt)

Large Industrial Properties in Illinois

Large industrial complexes, 400,000 sq. ft., 87th Street and Greenwood Avenue, Chicago
Distribution warehouse, 580,000 sq. ft. on 62 acres, Champaign
Publishing house, 700,000 sq. ft. on 195 acres, U.S. Route 45, Mattoon
AM Chicago International, 700,000± sq. ft. on 41 acres, 1800 West Central Road, Mount Prospect
Nestlé distribution center, 860,000 sq. ft. on 153 acres, DeKalb
U.S. Government Services Administration distribution facility, 860,000 sq. ft., 76th Street and Kostner Avenue, Chicago Fortune 500 company distribution center, 1,000,000 sq. ft., Elk Grove Village
Caterpillar Distribution Facility, 2,231,000 sq. ft., Morton
Self-storage facilities, various Chicago metropolitan locations

Airport Related Properties

Mr. MaRous has performed valuations on more than 100 parcels in and around Chicago O'Hare International Airport, Chicago Midway International Airport, Palwaukee Municipal Airport, Chicago Aurora Airport, DuPage Airport, and Lambert-St. Louis International Airport

Vacant Land in Illinois

15 acres, office, Northbrook
20 acres, residential, Glenview
25 acres, Hinsdale
55 acres, mixed-use, Darien
68 acres, Roosevelt Road and the Chicago River
75 acres, I-88 at I-355, Downers Grove
100± acres, various uses, Lake County
100 acres, Western Springs
140 acres, Flossmoor
142 acres, residential, Lake County
160 acres, residential, Cary
200 acres, mixed-use, Bartlett
250 acres, Island Lake
450 acres, residential, Wauconda
475± acres, various uses, Lake County
650 acres, Hawthorne Woods
650 acres, Waukegan/Libertyville
800 acres, Woodridge
900 acres, Matteson
1,000± acres, Batavia area
2,000± acres, Northern Lake County
5,000 acres, southwest suburban Chicago area
Landfill expansion, Lake County

Retail Facilities

20 Community shopping centers, various Chicago metropolitan locations
Big box uses, various Chicago metropolitan locations and the Midwest
Gasoline Stations, various Chicago metropolitan locations
More than 50 single-tenant retail facilities larger than 80,000 sq. ft., various Midwest metropolitan locations

Residential Projects

Federal Square townhouse development project, 118 units, $15,000,000+ sq. ft. project, Dearborn Place, Chicago
Marketability and feasibility study, 219 East Lake Shore Drive, Chicago
Riverview II, Chicago; Old Town East and West, Chicago; Museum Park Lofts II, Museum Park Tower 4, University Commons, Two River Place, River Place on the Park, Chicago;
Timber Trails, Western Springs, Illinois

Market Impact Studies

Land-fill projects in various locations
Quarry expansions in Boone and Kendall counties
Commercial development and/or parking lots in various communities
Zoning changes in various communities
Waste transfer stations in various communities

Business and Industrial Parks

Chevy Chase Business Park, 30 acres, Buffalo Grove
Carol Point Business Center, 300-acre industrial park, Carol Stream, $125,000,000+ project
Internationale Centre, approximately 1,000 acre-multiuse business park, Woodridge

Properties in Other States

330,000 sq. ft., Newport Beach, California
Former government depot/warehouse and distribution center, 2,500,000 sq. ft. on 100+ acres, Ohio
Shopping Center, St. Louis, Missouri, Office Building, Clayton, Missouri
Condominium Development, South Dakota, South Dakota
Hormel Foods, various Midwest locations
Wisconsin Properties including Lowes, Menards, Milwaukee Zoo, CVS Pharmacy's in Milwaukee, Dairyland Racetrack, Major Industrial Property in Manawa, Class A Office Buildings and Vacant Land

Energy Related Projects

Oakwood Hills Energy Center, McHenry County, Illinois
Lackawanna Power Plant, Lackawanna County, Pennsylvania
Commonwealth Edison, high tension lines

Wind Projects

Illinois

Alta Farms Wind Project II, Dewitt County
Bennington Wind Project, Marshall County
Goose Creek Wind, Piatt County
Harvest Ridge Wind Farm, Douglas County
Lincoln Land Wind Farm, Morgan County
Midland Wind Farm, Henry County
McLean County Wind Farm, McLean County
Otter Creek Wind Farm, LaSalle County
Pleasant Ridge Wind Farm, Livingston County
Radford's Run Wind Farm, Macon County
Shady Oaks II, Lee County
Twin Groves Wind Farm, McLean County
Walnut Ridge Wind Farm, Bureau County

Indiana

Roaming Bison Wind Farm, Montgomery County
Tippecanoe County Wind Farm, Tippecanoe County

Iowa

Great Pathfinder Wind Project, *Boone & Hamilton County*
Ida Grove II Wind Farm, *Ida County*

Kansas

Neosho Ridge Wind Farm, Neosho County
Jayhawk Wind, Bourbon County & Crawford County

New York

Alle-Catt Wind, Allegany County, Cattaraugus County, & Wyoming County
Orangeville Wind Farm, Wyoming County

Ohio

Seneca Wind, Seneca County
Republic Wind, Seneca County & Sandusky County

South Dakota

Deuel Harvest Wind Farm, Deuel County
Dakota Range Wind Project I-III, Codington County, Grant County, & Roberts County
Crocker Wind Farm, Clark County
Crowned Ridge Wind II, Deuel County
Prevailing Wind Park, Bon Homme County, Charles Mix County, & Hutchinson County
Sweet Land Wind Farm, Hand County
Triple H Wind Farm, Hyde County
Tatanka Ridge Wind Project, Deuel County

Solar Projects

Illinois

Hickory Point Solar Energy Center, Christian County

Indiana

Lone Oak Solar Farm, Madison County

Maryland

Dorchester County Solar Farm, Dorchester County

Wisconsin

Badger Hollow Solar Farm, Iowa County
Darien Solar Energy Center, Rock County & Walworth County
Grant County Solar, Grant County
Paris Solar Energy Center, Kenosha County

South Dakota

Brookhaven Solar Energy Production Facility, Brookings County

Western Regions of the United States of America

Southwest Region – Arizona, Colorado, Nevada, New Mexico, & Utah
Northwest Region – Idaho and Oregon
Southern Great Plains Region – Texas
Northern Great Plains Region – General Research

REPRESENTATIVE CLIENT LISTING OF MICHAEL S. MAROUS

Law Firms

Alschuler, Simantz & Hem LLC Ancel, Glink, Diamond, Bush, DiClanni & Krafthefer
Arnstein & Lehr LLP
Berger, Newmark & Fenchel P.C.
Berger Schatz
Botti Law Firm, P.C.
Carmody MacDonald P.C.
Carr Law Firm
Crane, Heyman, Simon, Welch & Clar
Daley & Georges, Ltd.
Day, Robert & Morrison, P.C. Dentons US LLP
DiMonte & Lizak LLC
DLA Piper
Dreyer, Foote, Streit, Furgason & Slocum, P.A.
Drinker, Biddle & Reath LLP Figliulo & Silverman, P.C.
Elrod Friedman LLP
Foran, O'Toole & Burke LLC Franczek Radelet P.C.
Fredrikson & Byron, P.A.
Freeborn & Peters LLP
Gould & Ratner LLP
Greenberg Traurig LLP
Helm & Wagner
Robert Hill Law, Ltd.
Hinshaw & Culbertson LLP
Holland & Knight LLP
Ice Miller LLP
Jenner & Block
Katz & Stefani, LLC
Kinnally, Flaherty, Krentz, Loran, Hodge & Mazur PC
Kirkland & Ellis LLP
Klein, Thorpe & Jenkins, Ltd.
Law Office of Bryan P. Lynch, P.C.
McDermott, Will & Emery
Mayer Brown
Michael Best & Friedrich LLP
Morrison & Morrison, Ltd.
Bryan E. Mraz & Associates
Neal, Gerber & Eisenberg, LLP
Neal & Leroy LLC
O'Donnell Haddad LLC
Prendergast & DelPrincipe
Rathje & Woodward, LLC
Righeimer, Martin & Cinquino, P.C.
Robbins, Salomon & Patt, Ltd.
Rosenfeld Hafron Shapiro & Farmer
Rosenthal, Murphey, Coblentz & Donahue Rubin & Associates, P.C.
Ryan and Ryan, P.C.
Reed Smith LLP
Sarnoff & Baccash
Scariano, Himes & Petrarca, Chtd.
Schiff Hardin LLP
Schiller, DuCanto & Fleck LLP
Schirott, Luetkehans & Garner, LLC
Schuyler, Roche & Crisham, P.C.
Sidley Austin LLP
Storino, Ramello & Durkin
Thomas M. Tully & Associates
Thompson Coburn, LLP
Tuttle, Vedral & Collins, P.C.
Vedder Price
von Briesen & Roper, SC
Winston & Strawn LLP
Worsek & Vihon LLP

Financial Institutions

AmericaUnited Bank Trust
BMO Harris Bank
Charter One
Citibank
Cole Taylor Bank
First Bank of Highland Park
First Financial Northwest Bank
First Midwest Bank
First State Financial
Glenview State Bank
Itasca Bank & Trust Co.
Lake Forest Bank & Trust Co.
MB Financial Bank
Midwest Bank
Northern Trust
Northview Bank & Trust
The Private Bank
Wintrust

Corporations

Advocate Health Care System
Alliance Property Consultants
American Stores Company
Archdiocese of Chicago
Arthur J. Rogers and Company
Avangrid Renewables, LLC
BHE Renewables
BP Amoco Oil Company
Christopher B. Burke Engineering, Ltd. Cambridge Homes
Canadian National Railroad
Capital Realty Services, Inc.
Chicago Cubs
Children's Memorial Hospital
Chrysler Realty Corporation
Citgo Petroleum Corporation
CorLands
CVS
Edward R. James Partners, LLC
Enterprise Development Corporation
Enterprise Leasing Company
Exxon Mobil Corporation
Hamilton Partners
Hollister Corporation
Imperial Realty Company
Invenergy LLC
Kimco Realty Corporation
Kinder Morgan, Inc.
Lakewood Homes
Lowe's Companies, Inc.
Loyola University Health System
Marathon Oil Corporation
Meijer, Inc.
Menards
Mesirow Stein Real Estate, Inc.
Paradigm Tax Group
Prime Group Realty Trust
Public Storage Corporation
RREEF Corporation
Shell Oil Company
Union Pacific Railroad Company
United Airlines, Inc.

Public Entities

Illinois Local Governments and Agencies

Village of Arlington Heights
Village of Barrington
Village of Bartlett
Village of Bellwood
Village of Brookfield
Village of Burr Ridge
City of Canton
Village of Cary
City of Chicago
Village of Deer Park
City of Des Plaines
Des Plaines Park District
Downers Grove Park District
City of Elgin
Elk Grove Village
City of Elmhurst
Village of Elmwood Park
City of Evanston
Village of Forest Park
Village of Franklin Park
Village of Glenview
Glenview Park District
Village of Harwood Heights
City of Highland Park
Village of Hinsdale
Village of Inverness
Village of Kenilworth
Village of Kildeer
Village of Lake Zurich
Leyden Township
Village of Lincolnshire
Village of Lincolnwood
Village of Morton Grove
Village of Mount Prospect
Village of North Aurora
Village of Northbrook
City of North Chicago
Village of Northfield
Northfield Township
Village of Oak Brook
Village of Orland Park
City of Palos Hills
City of Peoria
City of Prospect Heights
City of Rolling Meadows
Village of Rosemont
City of St. Charles
Village of Schaumburg
Village of Schiller Park
Village of Skokie
Village of South Barrington
Village of Streamwood
Metropolitan Water Reclamation District of Greater Chicago
City of Waukegan
Village of Wheeling
Village of Wilmette
Village of Willowbrook
Village of Winnetka
Village of Woodridge

County Governments and Agencies

Boone County State's Attorney's Office
Forest Preserve of Cook County
Cook County State's Attorney's Office
DuPage County Board of Review
Forest Preserve District of DuPage County
Kane County
Kendall County Board of Review
Lake County
Lake County Forest Preserve District
Lake County State's Attorney's Office
Morton Township
Peoria County

State and Federal Government Agencies

Federal Deposit Insurance Corporation
U.S. General Services Administration
Illinois Housing Development Authority
Illinois State Toll Highway Authority
Internal Revenue Service
The U.S. Postal Service

Schools

Argo Community High School District No. 217
Arlington Heights District No. 25 Township High School District No. 214, Arlington Heights
Barrington Community Unit District No. 220
Chicago Board of Education
Chicago Ridge District No. 127½
College of Lake County
Community Consolidated School District No. 15
Community Consolidated School District No. 146
Community School District No. 200 Consolidated High School District No. 230
Darien District No. 61
DePaul University
Elk Grove Community Consolidated District No. 59
Elmhurst Community Unit School District No. 205
Glen Ellyn School District No. 41
Glenbard High School District No. 87
Indian Springs School District No. 109
LaGrange School District No. 105
Lake Forest Academy
Leyden Community High School District No. 212
Loyola University
Lyons Township High School District No. 204
Maine Township High School District No. 207
Niles Elementary District No. 71
North Shore District No. 112, Highland Park
Northwestern University
Orland Park School District No. 135
Palatine High School District #211
Rhodes School District No. 84-1/2
Riverside-Brookfield High School District No. 208
Rosalind Franklin University
Roselle School District No. 12
Schaumburg Community Consolidated District No. 54
Sunset Ridge School District No. 29
Township High School District No. 211
Township High School District No. 214
Triton College
University of Illinois
Wheeling Community Consolidated District No. 21
Wilmette District No. 39

23ZMJV-0022

Public Comments

Objection To Fifth Ward School

our objection to 5th ward school consist of 2 parts.

1) Matter of strong opinion & 2 matter of code violations.

1) Matter of Strong opinions

Land Use Commission define its mission as

Land Use Commission

3/30/23, 1:58 PM Land Use Commission | City of Evansto

Ensuring the public health, safety, comfort, morals, convenience, general welfare, and the objectives and policies of the Comprehensive General Plan.

A. Morals: Double Clutch bar is located across Soul Food w/out door sitting facilities for warmer weather, attractive to students during lunch hours, also across site going to be Fifth Ward school. As a matter a fact you can read its sign very well when you stand on Corner of Ashland & Simpson streets where going to be popular standing place for students, because there is only parking lot in between. Its windows are large, many neons on walls advertise alcoholic beverages so does huge TV screen, parents may drop & pick children but can't guard them entire time, also not every body come to school by car, many walk & pass by bar, people drinking by windows, I personally had bad experience w/ one of them taking his tounge out, older graders understand, female ones especially shouldn't absolutely see same thing like this.

B. Public Health: The project will block light few times more than it already is in our living spaces, with this Chicagoland weather how often we have sun, I suffer from lack of Vitamin D my doctor said, now it gets even worse, aren't we living around field human being, is this health Land use Commission ensure.

C. General Welfare: Looking at Evanston map there is not open space around us for long distance, I had had experience w/ North Shore Channel too, smell of sewer from channal made me to leave & most of us are aware of murder last year there, field is pleasant place, lighted, safe for all buildings around it look to it, I see late night that people play, walk their dogs, old ladies very comfortable ... we escaped Chicago for lack of open space & now this. I have looked for 20 years at this view, there are people who are haen with it, do you know what will happen to us psychologically, is this fair & welfare.

D. Comfort: Equipment noise from Community Center has been real badgering & we all have been patient about, equipment noise will be multiple since school is much bigger building, add to it noise of school itself, car doors open close evenings weekends from Community Center activities have been real patience practice, now

83 parking space for school and every day added, where is Land Use Commission promise of comfort.

E. Convenience: On March 22nd, 2023 there was article by E-town sunrise (youth-led climate action organization). Most notably was their view on turf field which is more than half the entire lot minus concrete parking area (not pleasant as well). This article in Evanston Round Table mention " In order to meet the green building standard the school would also need to eliminate the inclusion of turf field. Turf is a chemical hazard, a disruptor to local ecosytems, and does not provide the necessary drainage provided by natural grass fields. As both a human and environmental health hazard, the inclusion of a turf field would be a large misstep in the creation of the exterior of the Fifth Ward School."

outdoor quality of air continues to decline w/ rise of climate change." According to a report by UN environment program, 40-50 percent of total flow of raw materials in the global economy is used in the manufacturing of building products and components, adding significant amounts and energy and green house gas emissions to the life cycle impact of buildings. In an effort to avoid contributing to sky-high construction emmissions, the Fifth ward School must

be built using sustainable materials."

My personal views have always been if one can't do things good & right one better not do it especially when not urgency.

F. Safety: Ashland Ave. is 26'-6" ± w/ parking allowed only on east side, I am witness how 2 cars have hard time passing by each other. I personally go to parking lane wait for opposite car to pass not to have accident, assigning just segment of Ashland as parents drop off should continues to Foster street otherwise another present misery we have continues and that is cars delivering food, guests of property owners w/ short stay, dog walkers, Lyft... just park w/ flash light on @ field side & illegally (easier travel north to south on Ashland). this bad habit will increase with school project, the segment for parents drop off / parking won't be enough, they do this too. There is encouragement to use bike which is good thing, its lane should continues & should be at both sides otherwise how can riders who come can go back. Right now I see many bikers going back & forth through middle of Ashland adding to safety concern, width of bike path w/ separation line from parking lane is 7', so does width of parking lane, eliminating existing west side parkway at 13' won't solve problem, Evanston ordinance 7-3-2-2 specify side walks not

less than 5 1/3 any where, what is now, I witness present students brush against each other & right all the times (I afraid of variation). To accomodate all above especially w/ new traffic load & existing narrow driving lanes, it should be property line set back on west side, Ashland will look too ugly if loosing into both park way, very non residential, out of character of area & non friendly, dry ...

2) Matter of Code Violations

Proposal violates Evanston zoning ordinance 6-15-9-6 (floor area ratio) & 6-15-9-7 (building height), way beyond what should be, for open space zone as field located. Reducing it little during process won't solve problem otherwise why we have all these rules & regulations, There was reasons They put them in place at first. We bought our properties things being like this & this is not fair to us. IMAGINE GODZILLA IN FRONT OF YOUR HOUSE FOR EVER. Telling people go live somewhere else if you don't like these is what dictators do, What we all immigrants gone Through. America is land of immigrants.

Jalal Banaei

Property owner

2025 Ashland A., Evanston

You might think this picture taken at night, no it is morning of school days at 7:30 a.m.; edge of bar property little more than 100 feet from edge of school w/ liquor neon ad

I am standing in field by Simpson ST. looking north taking this picture, this is what students will see from their windows even better from upper levels or out in front of school. Double Clutch Bar went through lot of processes to get permit, spent lots of money to build according to new rules, is one of very rare places around to eat, even community gathering (new chief of police had to have her coffee / listening to 5th ward residents there), sometimes parties in street in front dancing & drinking.... New school can be much thicker strip along Dewey Ave. to be widen (may even continues) w/ field east of it & parking same place, or thicker strip instead of new parking & to be part of it w/ Ashland widen, both idea will see church instead of bar, but in my opinion the best idea is to

renovate w/ enlargement or demolish Fleetwood - Jourdain Community Center which needs too much work & school here, we around can't handel both buildings, Too much load concentrated, this idea look at church on Foster ST. Too to be widen also w/ parking same place. It will solve F.A.R. problem as well, field stay some size & place as is now for foot ball, baseball soccer w/ all residents of Evanston to enjoy. Fleetwood - Jourdain Community Center to be build in new appropriate location or school do.