PUBLIC NOTICE

In accordance with the statutes of the State of Illinois and the ordinances of the City of Highland Park, the next regular meeting of the Plan & Design Commission of the City of Highland Park is scheduled to be held at the hour of 7:00 P.M. on Tuesday, April 21, 2026, at City Hall, 1707 St Johns Avenue, Highland Park, Illinois.

Individuals with questions or feedback about an agenda item may email Karl Burhop, Senior Planner, with the Community Development Department, at kburhop@cityhpil.com. All emails and comments submitted for the Commission will be made public.

The City, in compliance with the Americans with Disabilities Act, requests that persons with disabilities who require certain accommodations to allow them to observe or participate in this hearing, or who have questions about the accessibility of the meeting facilities, contact the City's ADA coordinator Emily Taub at etaub@cityhpil.com or 847.926.1005.

The City encourages individuals to sign-up for its eNews for important information from the City and its government partners. The City updates its web site daily and also posts on social media daily. To sign-up for the eNews, visit www.cityhpil.com.

At the meeting, it is anticipated that there will be a discussion of the following items:

City of Highland Park
Regular Meeting of the Plan and Design Commission
Highland Park City Hall, 1707 St Johns Avenue

April 21, 2026

7:00 P.M.
MEETING AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes

   a. Consideration of Plan and Design Commission Minutes

      i. Regular Meeting on April 7, 2026

IV. Scheduled Business

   a. Public Hearing #PUD-2025-00081 for a Special Use Permit in the Nature of a Preliminary and Final Planned Development with Modifications from City Code; and a Plat of Re-Subdivision, with Variances from City Code (147 Central Ave.)

   b. Public Hearing #PUD-2026-00083 & PUD-2026-00084 for a Zoning Map Amendment to Rezone from RM1A to RO, a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, and Design Review, with Modifications and Variations from City Code, for multi-story Multiple-Family Developments (1696-1704 McGovern St. and 793 Laurel Ave.)

V. Other Business

   a. Information Item: Administrative Design Review Update

   b. Next Meeting – May 5, 2026, A Regular Meeting at City Hall

   c. Case Briefing

VI. Business from the Public

VII. Adjournment

MINUTES OF A REGULAR MEETING
PLAN AND DESIGN COMMISSION
OF THE CITY OF HIGHLAND PARK, ILLINOIS

MEETING DATE: Tuesday, April 7, 2026

MEETING LOCATION: Council Chambers, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER
At 7:01 p.m., Chairperson Kerch called the meeting to order. Staff was asked to call the roll.

ROLL CALL
Commissioners Present: Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, & Moore

Commissioner Absent: Nanus

Councilmember Present: Ross

Student Council Present: Pielet

Staff declared that a quorum was present.

Guests Present: Ryan Razowsky/Corporate Identification Solutions

Staff Present: Fontane, Burhop, & Mistretta

Others Present: Marcus Martinez, Corporation Counsel/Elrod Friedman LLP
Gale Cerabona/Recorder

APPROVAL OF MINUTES
Regular Meeting of the Plan and Design Commission – February 17, 2026

Commissioner Fettner moved to approve the February 17, 2026, PDC regular meeting minutes. Commissioner Henry seconded the motion.

On a voice vote
Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, & Moore
Voting Nay: None

Chairperson Kerch declared that the motion passed unanimously.

SCHEDULED BUSINESS
1. PUD-2025-00081 for a Special Use Permit in the Nature of a Planned Development with Modifications from City Code; and a Plat of Re-Subdivision, with Variances from City Code (147 Central Avenue)

Commissioner Moore moved to continue this matter to the next PDC meeting on April 21, 2026. Commissioner Mantis seconded the motion.

On a voice vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, & Moore
Voting Nay: None

Director Fontane declared that the motion passed unanimously, there would be no new notice, and the next meeting would take place at City Hall in Highland Park, at 7 p.m.

2. DES-2026-00090 for Design Review & Sign Package Amendment with Variations from City Code (1411 Park Avenue W)

Planner Mistretta reviewed the proposal:

- Project Summary
  - corporate rebrand (Shell; Rmarts)
- Commission Consideration
- Sign Package Amendment
  - 3 new wall signs on convenience store
- Plat of Survey
  - 2 existing signs on south and north
  - 1 new illuminated sign on west wall
- Aerial of Neighborhood was shown
- Signs/Elevations were illustrated
- Sign Package
  - existing ground sign
- Renderings were displayed
- Standards for Sign Packages
- Approval Process & Recommendation

Some PDC comments are…..

- Commissioner Moore asked what the frontage is. Senior Planner Burhop said 136' along the south, and 200+' along Highway 41.
- Chairperson Kerch clarified 15% of façade signs. Planner Mistretta said these were calculated separately.

Petitioner, Ryan Razowsky of Corporate Identification Solutions, explained his family business. He stated the goal with the redesign is to stay competitive and serve the community. He noted the bathrooms will be significantly overhauled.

Commissioner Moore moved to approve the Design Review & Sign Package Amendment. Commissioner Ihnchak seconded the motion.

On a roll call vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, & Moore
Voting Nay: None

Staff declared that the motion passed unanimously.

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OTHER BUSINESS

1. Information Item: Administrative Design Review Update

There were no updates.

2. Next Regular Meeting – April 21, 2026

Chairperson Kerch advised he will be out of town for the next 2 meetings. Commissioner Moore stated she would be away as well.

3. Case Briefing

There was no Case Briefing.

BUSINESS FROM THE PUBLIC

There was no Business from the Public.

ADJOURNMENT

Commissioner Henry moved to adjourn at 7:22 p.m. Commissioner Fettner seconded the motion.

On a voice vote

Voting Yea Chairperson Kerch; Commissioners Fettner, Henry, Ihnchak, Mantis, & Moore
Voting Nay: None

Chairperson Kerch declared that the motion passed unanimously.

Respectfully Submitted,

Gale Cerabona
Recorder

MINUTES OF A REGULAR MEETING ON FEBRUARY 17, 2026, WERE APPROVED WITHOUT CORRECTIONS.

DRAFT

REQUEST FOR PLAN AND DESIGN COMMISSION ACTION

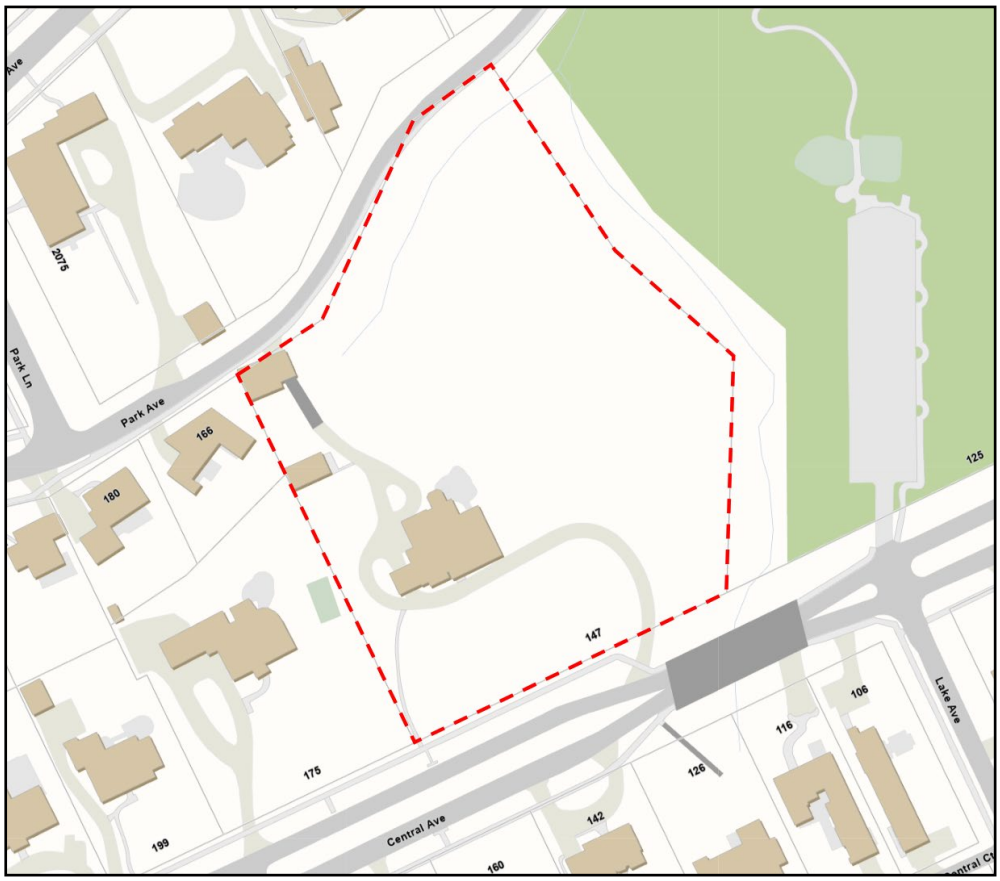
DATE REFERRED: For the April 21 , 2026 Plan and Design Commission ("*Commission*")

ORIGINATED BY: Community Development

SUBJECT: Consideration of a Planned Development and Plat of Subdivision with Variations for 147 Central Ave.

RECOMMENDATION:

Staff recommend the Commission consider the proposed Final Planned Development ("***PUD***") and Plat of Re-Subdivision with one requested subdivision variation. This application was previously before the Commission on January 6, 2026. Please follow the link for the previous staff report and review.



SUMMARY OF CONSIDERATION:

The property owner is the following:

- Atied Associates, LLC and Gale Rothner, as trustee, Greg Moyer authorized representative

The Petitioner:

- Greg Moyer

The Subject Property is the following:

- 147 Central Avenue

- The property is currently one buildable lot,
- Two buildable lots are proposed (two separate and independent legal lots of record).
- The Subdivision proposes to split the current property into two buildable lots.
- Requesting one variation to the Subdivision Code for lot shape per Sectoin 151.004(A)(1).

Historic Preservation Commission

This application went before the HPC on January 8, 2026 Regular Meeting, March 12, 2026 Regular Meeting, and April 15, 2026 Special Meeting where the HPC recommended denial. Included are the following HPC attachments:

- HPC Written Report and Findings
- 1.8.26 HPC Regular Meeting Minutes
- 3.12.26 HPC Regular Meeting Minutes
- DRAFT 4.15.26 HPC Special Meeting Minutes
- Public Comment Submitted to HPC 1.8.26
- Public Comment Submitted to HPC 2.12.26

Additional Materials

As requested by the Commission at the January 6 meeting, the applicant has submitted an exhibit detailing the minimum setback requirements for the zoning district to identify the buildable area as well as the show the hypothetical if the lot line cut straight across rather than as proposed. Please see **Attachment 1.**

Plat of Subdivision

The applicant is working on edits to the proposed subdivision and plans on providing these amendments by the April 21, 2026 Commission meeting.

Findings of Fact

The Commission directed staff to draft findings of fact recommending approval for the proposed PUD. Please find this draft as **Attachment 2**.

Public Comment

Please see **Attachment 3** for public comment submitted to the PDC for the January 6, 2026 meeting. Additionally, please note public comment is also included in the HPC materials.

Existing Tree Inventory

Heritage Trees in Highlighted Yellow

Tree #	DBH	Species	Condition	Comments
1	29	White Oak	5	large mushrooms alongthe trunk, large deadwood
2	21	Red Maple	2	
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33	9	Sugar Maple	4	30%deback
34	1/12/1900	Sugar Maple	2	
35	31	Silver maple	4	30%deback
36	25 at base	Silver Maple	2	
37	18	Norway maple	3	
38	22	Norway Spruce	2	
39	18	Norway Spruce	2	
40	9	Magnolia	1	
41	23	Norway Maple	2	
42	15	Norway Maple	2	
43	15	Norway Maple	1	
44	7	Horsechestnut	2	
45	12 at base	Magnolia	2	
46	11	Magnolia	4	
47	14, 18	Norway Maple	2	
48	24	Norway Maple	2	
49	9	Sugar Maple	2	
50	8	Sugar Maple	3	
51	14	Bowlder	4	
52	14	Sugar Maple	2	
53	7	Sugar Maple	2	
54	15	Sugar Maple	2	
55	11	Norway Maple	2	
56	13	Norway Maple	2	
57	7	Hophornbeam	2	
58	10	Norway Maple	2	
59	13	Norway Maple	2	
60	9	Norway Maple	2	
61	8	Norway Maple	2	
62	7	Norway Maple	2	
63	8	Norway Maple	2	
64	9	Sugar Maple	4	
65	10	Sugar Maple	4	
66	6	Sugar Maple	2	
67	9	Sugar Maple	2	
68	7	Sugar Maple	3	
69	7	Hophornbeam	2	
70	24	Sugar Maple	4	
71	10	Sugar Maple	2	
72	7	Sugar Maple	3	
73	15	Sugar Maple	2	
74	13	Norway Maple	2	
75	13	Basswood	2	
76	18	Red Oak	2	
77	25	Red Oak	1	
78	8	Basswood	3	
79	16	Red Oak	2	
80	10	Sugar Maple	2	
81	7	Sugar Maple	2	
82	10	Sugar Maple	2	
83	9	Sugar Maple	2	
84	30	N. Pin Oak	2	
85	14	Ash	5	dead
86	15	Ash	5	dead, possibly weeping conk
87	9, 10	Basswood	2	Large cavity on trunk
88	11	Basswood	3	
89	11	Basswood	3	
90	11	Basswood	3	
91	11	Basswood	3	
92	11	Basswood	3	
93	11	Basswood	3	
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114	11	Basswood	3	
115	11	Basswood	3	
116	11	Basswood	3	
117	11	Basswood	3	
118	11	Basswood	3	
119	12	Sugar Maple	3	
120	10	Norway Maple	2	
121	8	Red Oak	2	
122	17	Norway Maple	4	30%deback
123	8	Norway Maple	2	
124	11	Norway Maple	2	
125	23	White Oak	5	dead and hollow
126	7	Cornelian Cherry Dogwood	3	
127	15	Norway Maple	2	
128	20	Red Maple	2	
129	11	Sugar Maple	3	
130	21	Honey Locust	3	
131	33	Silver Maple	3	Tree Likely to be Removed
132	23	Honey Locust	2	Tree Likely to be Removed
133	24	Honey Locust	2	Tree Likely to be Removed
134	19	Norway Maple	2	Tree Likely to be Removed
135	16	Red Maple	1	Tree Likely to be Removed
136	24	N. Pin Oak	2	Tree Likely to be Removed
137	19	N. Pin Oak	3	Tree Likely to be Removed
138	25	Honey Locust	2	Tree Likely to be Removed
139	26	Honey Locust	2	Tree Likely to be Removed
140	13	Callery Pear	3	Tree Likely to be Removed
141	17	Sugar Maple	2	Tree Likely to be Removed Large cavity on main lead
142	15	Norway Maple	3	Tree Likely to be Removed Notiow cavity at root flare
143	20	Silver Maple	3	Tree Likely to be Removed Large cavities on branch
144	2	Hybrid Elm	2	east most parkway tree
145	2	American Hophornbeam	2	
146	4	Bald Cypress	1	
147	14	Sugar Maple	2	
148	10	Sugar Maple	2	
149	13	Sugar Maple	2	
150	9	Sugar Maple	2	
151	11	Sugar Maple	2	
152	11	Sugar Maple	2	
153	2	Honey Locust	2	
154	13	Sugar Maple	2	
155	13	Sugar Maple	2	
156	8	Sugar Maple	2	
157	11	Sugar Maple	2	
158	4	Freeman Maple	3	sparce, heavy lean, growth only on roadside of the tree

hypothetical lot if lot line was straight

View looking East Along Park Avenue

View looking West Along Central Avenue

North

0 20 40 80 160

Ravine Park Partners

SF Lotting Plan
147 Central
Highland Park, Illinois

Date: January 5, 2026

BSB DESIGN
BSBDESIGN.COM

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2026 BSB Design, Inc.

DRAFT FINDINGS OF FACT

Public Hearing #PUD-2025-00081 for a Special Use Permit in the Nature of a Preliminary and Final Planned Development with Modifications from City Code; and a Plat of Re-Subdivision, with Variances from City Code (147 Central Ave.)

Pursuant to Section 150.530(H)(3): The Plan and Design Commission shall not recommend approval of a proposed Planned Development and Preliminary Development Plan except upon making all findings of fact required pursuant to Section 150.1404 of this Chapter, and as follows:

a) That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article;

b) That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.510(D) of this Article; and

c) That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.

Findings of Fact consistent the requirements in Section 150.530(H)(3) are provided below:

Pursuant to Section 150.1404, the Plan & Design Commission or the City Council, as the case may be, shall not recommend or grant a special use permit be issued unless it shall make findings of fact based upon evidence presented at the hearing in any given case that:

(1) The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;

Finding**:** The Commission finds that the proposed Plat of Re-Subdivision will not be detrimental to or endanger the public health, safety, or general welfare. The project's land area complies with the Lake Front Density & Character Overlay Zone (LFOZ) subdivision requirements.

(2) The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with the special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the zoning district in which it is located;

Finding**:** The Commission finds that the planned development is within the density allowance and therefore the proposal is in harmony with the appropriate, orderly development of the zoning district in which it is located. The Commission finds the density acceptable since the project complies with the single family zoning density and LFOZ subdivision requirements.

(3) That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning

district, nor substantially diminish and impair the value of other property in the neighborhood;

Finding: The Design Commission finds that the planned development will not be injurious to properties in the immediate vicinity of the subject property. The property has been in a single family residential zoning district for many years, which permits single family uses. The Commission finds that the subdivision modifications requested are warranted given the size of the lot.

(4) The nature, location, and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the regulations of the zoning district within which they are located;

Finding**:** The Commission finds that the nature and size of the development will not impede or discourage the development or use of adjacent land. The single family land use is consistent with the R4 zoning district.

(5) Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided;

Finding: The Commission finds that adequate utilities, access roads, and drainage will be provided within the Plat of Subdivision.

(6) Parking areas of adequate size for the special use shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets;

Finding**:** The Commission finds that the planned Plat of Subdivision will have adequate land area to accommodate the single family use.

(7) The special use shall in all other respects conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified as provided in this Chapter;

Finding**:** The Plan & Design Commission finds that the planned Plat of Subdivision conforms with the Chapter 150 Zoning Code and is requesting modifications to Chapter 151 Subdivision Code:

- Section 151.004(A)(1) – Lot shapes. Proposed lots will have greater than four sides.

(8) There is reasonable assurance that the special use will be completed and maintained as and if authorized; and

Finding**:** The Commission finds reasonable assurance that the Planned Development will be built and maintained as authorized.

(9) The special use shall comply with all applicable requirements set forth in this Chapter.

Finding: The Commission finds that the proposed planned development meets the requirements of the Zoning Code with acceptable modifications.

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150.530(H)(3)(a): That the Planned Development conforms to the goals and objectives of the Master Plan, and to the standards and requirements of this Article, including, without limitation, Section 150.520 of this Article

Objectives of the Master Plan
Finding: The Commission finds the proposed development conforms to the goals and objectives of the Lakefront District Neighborhood Strategic Plan[1]. The project maintains larger lot sizes than required in the R4 and LFOZ.

Pursuant to Section 150.520 of the Code, the applicant for a Planned Development must demonstrate that the proposed Planned Development satisfies and incorporates, to the greatest extent practicable, the following site design standards:

(A) Protection of the Public Health, Safety, and Welfare. The uses and structures within the Planned Development shall be compatible with one another, in that they are designed, located, and proposed to be operated so that the public health, safety and welfare will be protected.

Finding**:** The Commission finds that the planned Plat of Subdivision is compliant with the single family density standards of the R4 Zoning District and LFOZ.

(B) Preservation of Environmentally Sensitive Areas.

(1) No development shall occur in any Environmentally Sensitive Area located on the subject property, except upon approval of a modification therefore, in accordance with Section 150.510(B) of this Article.

Finding**:** The Commission finds that the no portion of development is located in an Environmentally Sensitive Area. The property does have steep slope zone (ravine), but the applicant adequately buffers from these sensitive areas.

(2) Environmentally Sensitive Areas located on the subject property may be included as common open space within a Planned Development, upon either (a) identification of such areas on the plat of subdivision as a separate lot or lots, or (b) recordation by the applicant of a conservation easement or similar restriction that ensures the preservation of such areas, in perpetuity, from future development.

Finding**:** The Commission finds that there are Environmentally Sensitive Areas located on the subject property and the applicant is appropriately placing setbacks protecting these areas.

(C) Historic Resources. The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code.

Finding**:** The Commission finds the proposed Plat of Subdivision preserves the primary residential structure and outbuildings on the landmarked property.[2]

(D) Clustering New Development. The Planned Development shall preserve the structures, landscapes, scenic view sheds, and other natural and historic features of the subject property,

[1] Central District Plan (May 2001).
[2] The historic Cornelius Field House, Gardner's Cottage and Coach House.

through (i) clustering of lots or building pads, (ii) adaptive reuse of existing structures, and (iii) the protection of designated open space from development; provided, however, that clustering of development shall not be required upon a demonstration by the applicant, to the satisfaction of the Plan & Design Commission and the City Council, that there are no features on the subject property worthy of preservation, or that those features worthy of preservation will be more effectively preserved by not clustering development.

Finding**:** The Commission finds that the applicant is compliant with the zoning code setback requirements, providing enough space between houses and sensitive ravine areas.

(E) Location of Structures. All structures to be located within the Planned Development shall (1) be related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) have a visual relationship to existing nearby structures;

Finding: The Commission finds that the proposed Plat of Subdivision proposes no structures. The creation of a new lot is in harmony with the existing property within the vicinity.

(F) Environmental Quality and Responsible Design. The Planned Development shall be consistent with the City of Highland Park Environmental Policy and with the City of Highland Park Checklist for Environmentally Responsible Design and Construction. The applicant may demonstrate consistency with standards established for site design and building construction practices by referencing known sustainable development and green architecture rating systems.

Finding**:** The Commission finds that the planned development satisfies this standard.

(G) Preservation of Landscapes. The landscapes within the Planned Development shall be preserved in their natural states, insofar as practicable, by minimizing tree and soil removal. All proposed grade changes shall be consistent with the general appearance of neighboring developed areas.

Finding: The Commission finds that the planned development satisfies this standard.

(H) Schools, Parks, and Public Facilities. The Planned Development shall not impose an undue burden on parks, recreational areas, schools, or other public facilities that serve or are proposed to serve the Planned Development.

Finding: The Commission finds that no evidence was presented at the public hearings indicating a new single family home will impose an undue burden on parks, recreational areas, schools, or other public facilities.

(I) Relationship and Connection to Adjoining Land. The Planned Development shall not be designed as an enclave separate from adjacent properties, unless existing development patterns, natural features, and/or topographic conditions prevent vehicular or pedestrian access connections to adjacent properties. In order to achieve connectivity to adjoining land, all lots, streets, sidewalks and/or paths within a Planned Development shall be designed, to the extent practicable, to allow for the continuation of such existing or proposed features to adjoining areas. New streets, sidewalks, and/or paths located within a proposed Planned Development shall be constructed and installed to the boundaries of the proposed Planned Development if the City Council determines, in its sole discretion, that the proposed Planned Development adjoins land with the potential of being subdivided or re-subdivided.

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Finding: The Commission finds that the planned development will incorporate an additional single family home into the neighborhood, which is in harmony with all surrounding uses.

(J) **Setbacks from the Periphery of the Planned Development. The required front, rear, and side yards along the periphery of the Planned Development shall be of a size not less than the greater of (1) the minimum front, rear, and side yard requirements of the underlying Zoning District in which the Planned Development is located, and (2) the minimum front, rear, and side yard requirements of the adjacent Zoning District.**

Finding: The Commission finds the planned development meets the setback requirements.

(K) **Functional and Mechanical Features. Exposed storage areas, trash containers, recycling container space, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be (1) identified on the site plan required pursuant to Section 150.525(A)(9) of this Chapter, (2) incorporated into common areas of the development, (3) made as unobtrusive as possible, and (4) designed, landscaped, and screened in accordance with the requirements set forth in Article XXII of this Chapter and of Chapter 176 of the Code.**

Finding: The Commission finds this standard to be me as storage areas, trash containers, and related items will be located in the underground parking garage, with the exception to the HVAC mechanical units being located on the roof.

(L) **Distance Between Buildings. The minimum horizontal distance between any two new buildings to be located on the subject property, or between any new building and an existing building (including building appurtenances), shall be not less than 15 feet; provided, however, that this Section 150.520(L) shall not apply to buildings that (1) share a common wall, and (2) have individual entrances and exits.**

Finding: The Commission finds this standard is met as the any new proposed building will sit 20' away from the west property line, which is the closest existing building.

(M) **Surface Water Drainage. In accordance with the storm water management regulations set forth in Article XVIII of this Chapter, surface drainage systems serving the subject property shall be designed to prevent surface waters from adversely affecting neighboring properties or the public storm water drainage system. Surface water in all paved areas shall be collected at intervals so as to prevent obstruction of the flow of vehicular or pedestrian traffic. The design of the storm water management system shall enhance natural storm water storage areas such as high-quality aquatic resources and regulatory floodplains, and may incorporate natural storm water management techniques commonly referred to as low impact development techniques or best management practices**.

Finding: The Commission found that the planned development will be constructed in accordance with the storm water management regulations established in the Highland Park City Code.

(N) **Ingress to and egress from the Planned Development shall be designed to (1) promote safe vehicular movements, (2) minimize traffic congestion in the public streets outside the Planned Development, and (3) facilitate the free flow of vehicular and pedestrian traffic within the Planned Development.**

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Finding: The Commission finds the proposed access is acceptable. No evidence was provided that one new single family home will have a significant impact to the existing street network along Central. The newly created lot will not have frontage along Park Ave, therefore, keeping existing conditions the same.

(O) Streets, Alleys, and Public Ways. The streets, alleys, and other public and private traffic thoroughfares located within the Planned Development shall conform to the applicable requirements set forth in Section 151.004 of the Subdivision Ordinance, as may be modified upon the recommendation of the Director of Public Works and the approval by the City Council. The City Council may, in its sole discretion, require that streets located within the Planned Development be stubbed in order to provide for future connections to adjacent developments.

Finding: The Commission finds that the planned development will not impact traffic along Park Ave as the newly created lot does not front Park Ave and the addition of one single family home along Central Ave will not have a significant impact to local traffic.

(P) Common Ownership or Control.

(1) During Development. During the development process and until such time that the development is turned over to an owners' association or equivalent entity, all common areas within buildings, common open space, landscaping, exterior maintenance areas, and all other exterior aspects of the development located within the proposed Planned Development shall be on a tract or tracts of land under common ownership or control.

Finding: The Commission finds this standard is not applicable. The proposal to do subdivide the lot and sell it off for a new single family home.

(2) Upon Completion of Development. The owners' association or equivalent entity, upon its establishment, shall be responsible for all obligations set forth in (a) the ordinance approving the Planned Development, adopted pursuant to Section 150.540(C) of this Article, (b) any associated development agreement pertinent to the Planned Development, and (c) the declaration of covenants, or similar recorded document, establishing the owners' association or equivalent entity.

Finding**:** The Commission finds this standard is not applicable. The proposal to do subdivide the lot and sell it off for a new single family home.

150.530(H)(3)(b): That the proposed Planned Development contains no more residential dwelling units than permitted pursuant to the subdivision sketch plan submitted in accordance with Section 150.525(A)(8) of this Article, as may be adjusted pursuant to Section 150.520(D) of this Article;

Finding: The Commission finds that the proposed development does not contain more residential dwelling units than permitted by Code.

150.530(H)(3)(c): That the Planned Development provides a public benefit, if required pursuant to Section 150.515 of this Article.

Finding: The Plan & Design Commission finds that the planned development requires no modifications to the regulations of Chapter 150. Pursuant to Section 150.515, the development does not have to provide a public benefit.

Sec. 151.009. - Variations and Exceptions. Variations from these regulations shall not be granted as a right. However, the Plan Commission may recommend and the City Council may grant variations from the regulations contained in this Subdivision Code in specific cases which do not affect the general plan or the spirit of the Subdivision Code. Such recommendations shall be communicated to the City Council in writing.

Findings: See below for comments of Section 151 Subdivision Code variation findings.

RECOMMENDATION:

The Plan and Design Commission recommends the requested variations be granted by the City Council, with the following conditions of approval:

A. The Applicant must secure the necessary approvals from all public utility companies, provide easement statements, and locate all existing easements on the Final Plat, prior to recordation;

B. The Applicant must secure the signatures of the City Engineer and the County Clerk on the Final Plat, prior to its recordation;

C. The Final Plat must include all certificates, signatures, and seals as required by Section 151.005(A)(12) of the City Code;

D. The Final Plat must identify monuments for all corners of the proposed lots; and

E. The Final Plat must be tied into the state plane coordinate system.

REQUESTED VARIATIONS:

The Applicant has requested a variation to Section 151.004(A)(1), which states thus:

"*Lot shapes. Every lot shall have four sides. Exceptions may be approved when the applicant demonstrates that a four-sided lot is not feasible because of peculiar topographical conditions, abutting lots of record or abutting parcels, or pre-existing buildings not owned directly or indirectly by the applicant. A lot of other than four sides will not be approved if it appears that such lot has been so formed solely to comply with the minimum area, depth and width requirements of the Zoning Ordinance. As nearly as practicable, intersecting lot lines shall form right angles with each other.*

- The Applicant's proposal divides the property's land area more evenly, creating two lots with similar land area. Additionally, the property has ravine on it reducing the amount of buildable area.

DRAFT

FINDINGS OF FACT:
The Plan and Design Commission finds the requested variation in this specific case does not affect the general plan or the spirit of the Subdivision Code. The Plan and Design Commission documents the following facts of this specific case:

1. Approving the variation for more than 4-sides does not change the character or density of the neighborhood.

STANDARDS FOR A SUBDIVISION VARIATION AND EXCEPTION:
Sec. 151.009. - Variations and Exceptions.
"Variations from these regulations shall not be granted as a right. However, the Plan Commission may recommend and the City Council may grant variations from the regulations contained in this Subdivision Code in specific cases which do not affect the general plan or the spirit of the Subdivision Code. Such recommendations shall be communicated to the City Council in writing."

Sec. 151.002. – Intent and Purpose.
"These regulations are intended to serve the following purposes:"

A. *"To assist in the carrying out and implementation of the Master Plan of the City of Highland Park."*

B. *"To set forth rules and regulations for the division and consolidation of real property."*

C. *"To provide for the proper location and/or width of streets and alleys, buildable areas, open spaces, utilities and drainage easements, and public use facilities and areas."*

D. *"To protect neighborhood character and to provide quality neighborhoods by requiring minimum lot widths, depths, and areas."*

E. *"To provide minimum standards for public improvements and provision for modernizing infrastructure, including water, sanitary sewer lines, and drainage."*

F. *"To provide for and secure the actual construction of public improvements."*

G. *"To discourage residential "enclaves" which tend to divide neighborhoods and which restrict reasonable access to adjacent land which is likely to be subdivided or resubdivided in the future."*

DRAFT

January 6, 2025

City of Highland Park Plan and Design Commission,
Highland Park City Hall, 1707 St Johns Avenue

Re: Opposition to Proposed Subdivision of 147 Central Avenue

Dear Planning Commission/City Council Members:

I am writing to express strong opposition to the proposed subdivision of the historic property at 147 Central Ave., located directly across from my residence at 126 Central Ave. While I appreciate efforts to preserve the existing historic structure, the proposed subdivision raises serious concerns regarding historic character, environmental protection, and community impact.

Historic Preservation Concerns

The property's significance extends beyond the house itself to include its original lot size and landscape setting. Subdividing this parcel fundamentally alters the historic context that gives the property meaning. Preserving the building while destroying its historic spatial relationship to the surrounding landscape is preservation in name only.

Environmental Impact

The proposed development poses substantial environmental risks:

- **Tree Loss**: The removal of mature trees eliminates critical canopy cover, increases stormwater runoff, and diminishes habitat for wildlife
- **Ravine Stability**: Construction adjacent to a ravine creates erosion risks and threatens this sensitive natural feature
- **Park Adjacency**: Development at this scale compromises the buffer between residential areas and public parkland

The environmental character of this area, its mature trees and natural topography, is precisely what makes this neighborhood livable and ecologically valuable.

Inadequate Public Notice

Residents received minimal notice of this proposal, denying the community meaningful opportunity to respond to a development that significantly impacts our neighborhood's character.

Request for Action

I respectfully urge you to deny this subdivision application. If the Commission is inclined to approve any development, I request:

1. Restrictions on tree removal with mandatory replacement ratios
2. Strict setback requirements to protect the ravine
3. Height and mass limitations for any new construction
4. Extended public comment period given the inadequate initial notice

This area's historic and environmental character deserves protection, not compromise.

Sincerely,

Kelsey Gonzalez
126 Central Avenue
[redacted]

Wendy Binstock Rush
116 Central Ave.
Highland Park, IL 60035
[redacted]
January 6, 2026

Dear Members of the Plan and Design Commission,

I am writing to express my concerns regarding the proposed plan to split the lot located at 147 Central Ave. Highland Park, IL 60035 into two parcels for the construction of two houses. While I understand the need for housing development in our community, I believe this particular proposal poses several issues that warrant careful consideration.

1. Impact on Neighborhood Character
The proposed development threatens the character and aesthetics of our neighborhood. Our community is known for its spacious lots and green spaces, which contribute to the overall quality of life for residents. Introducing two houses on a single lot would significantly alter the visual landscape and could lead to further requests for similar developments, ultimately changing the neighborhood's character.
When I chose to live in this area, it was for the quaint, quiet charm that Highland Park is known for. It is important to retain the historical nature of our neighborhood. We have seen historic artifacts, like the bridge, torn down, and we must not let further developments erode our community's heritage. In fact, the existing house at 147 Central Ave has historical significance, reportedly built around 1870 by the second mayor of Highland Park. Even keeping the existing house, adding a second house on this lot changes the history of the neighborhood.

2. Infrastructure Strain
The existing infrastructure, including roads, utilities, and public services, could potentially be strained with the increased demand that additional households would create. This could lead to issues such as traffic, limited parking, and strain on local services, which could negatively affect the quality of life for current residents.

3. Environmental Concerns
The lot in question contains mature trees and natural habitats that could be disrupted by new construction. Preserving these areas is essential not only for local wildlife but also for maintaining the ecological balance in our community. The potential loss of green space could contribute to increased flooding and air quality issues, further impacting residents' health and well-being.

4. Community Input and Transparency
I urge the council to consider the importance of community input in this matter. Many residents may not be aware of the proposed changes, and it is crucial to engage the community in discussions about potential developments that may affect their homes and lives.

In light of these concerns, I respectfully request that the council reconsider the proposal to split the lot into two parcels. I believe that it is vital to prioritize the interests of current residents and the preservation of our community's character and environment.

Thank you for your attention to this matter. I look forward to the opportunity for further discussion and am hopeful that the council will take these concerns into account.

Sincerely,

Wendy Binstock Rush
Trustee, Wendy Binstock Revocable Trust
[redacted]

City of Highland Park

Memorandum

Date: April 21, 2026

To: Plan and Design Commission

From: Historic Preservation Commission

Subject: 147 Central Avenue – Written Report to Plan and Design Commission

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Background.

On January 8, 2026, the Historic Preservation Commission ("HPC") considered the impact of the proposed Planned Development on the Historically Significant property located at 147 Central Avenue.

This matter is before the HPC because the Director of Community Development has determined that the property at 147 Central Avenue is a Historically Significant property, as it is a Local Landmark.

The HPC is required to provide a non-binding recommendation to the Plan and Design Commission per Sec. 150.530(E)(2) of Code.

Sec. 150.530(E)(2) of Code states the Historic Preservation Commission shall

> (a) Review the potential impact of the proposal on the historically significant property, and
>
> (b) Submit a written report of its findings to the Plan and Design Commission and the City Council.

The Historic Preservation Commission's report is an important part of the Plan and Design Commission's consideration of whether the Sec.150.520(C) Planned Development standard[1] is met as part of its PUD recommendation to City Council. The Applicant for a Planned Development must demonstrate that the proposed Planned Development satisfies and incorporates, to the greatest extent practicable, the design standards in Sec. 150.520.

Concurrent Landmark Removal Consideration.

The HPC concurrently considered a request to remove the landmark designation from Lot B in accordance with Sec. 24.025(H) of Code. At the March 12, 2026 Meeting the HPC made a determination of significance using the Landmark Criteria listed in Sec. 24.015 of Code. By unanimous vote, the HPC moved that Lot B satisfies Landmark Criteria 1, 3, 4, and 7, and has sufficient integrity of design.

[1] Sec. 150.520(C) *Historic Resources.* "The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code."

The Plan and Design Commission should consider if the HPC's determination of historic significance on March 12, 2026 aligns with the Historic Resources standard in Sec. 150.520(C).

The following is intended to be the required Report of the HPC with its findings and recommendations, per its deliberations[2] on the January 8, 2026 Regular Meeting, March 12, 2026 Regular Meeting and April 15, 2026 Special Meeting.

[2] The HPC was set to consider the item at the Feb. 12, 2026 meeting as well, but the applicant requested a continuation.

Findings.

At the Jan. 8, 2026 Regular Meeting, the HPC concluded:

> *"The subdivision of the lot would significantly impact the historical significance of the property at 147 Central Avenue based on the historic fence, columns that make-up the gate, relocation of the new driveway and its impact on the curb appeal, and the growing density of the lot."*

Specifically, the HPC finds that the wrought-iron fence and the gateposts are among the historic resources of the property, and that the Planned Development would negatively impact each of them as follows:

- Wrought-Iron Fence Element
    - The HPC finds that the wrought-iron fence is associated with a notable person (Cornelius Field), embodies the Victorian landscape style, is identifiable as the work of a notable builder (Cornelius Field), and embodies detailing that renders it visually significant. The wrought-iron fence is an established visual feature of the property. Furthermore, the wrought-iron fence retains sufficient integrity of location, design, materials, and workmanship.
    - The HPC finds that the Planned Development will disrupt the historic wrought-iron fence located along the front lot line. In order to create a new driveway the applicant will have to disrupt the continuity of the historic wrought-iron fence. The HPC is opposed to the destruction of the fence to make room for a new driveway and notes that a shared driveway could aid in preserving the historic fence.
- Gatepost Elements[3]
    - The HPC finds the gatepost elements (base and finials) are associated with a notable person (Cornelius Field), embody the Victorian landscape style, are identifiable as the work of a notable builder (Cornelius Field), and embody detailing that renders them visually significant. The gatepost elements are an established visual feature associated with the property. Furthermore, the gate elements retain sufficient integrity of location, design, materials, and workmanship.

[3] The gatepost is located in the public-right-of-way. The HPC discussed the gatepost because the PDC has the ability to consider off-site impacts.

- The HPC is concerned that the Planned Development will result in the loss of the gateposts. The gateposts contain important historic elements, and have a connection to the original property owner, Cornelius Field.
- At the Jan. 8, 2026 meeting an architect representing the property owner offered that the gatepost could be preserved, if that is the preference of the Commission. The HPC would like the applicant to pursue the option to preserve the historic gateposts.

- Driveway Element
  - The HPC finds the driveway element is associated with a notable person (Cornelius Field), embodies the Victorian landscape style, is identifiable as the work of a notable builder (Cornelius Field), and exhibits elements of design that render it visually significant. The driveway element is an established visual feature of the property. Furthermore, the driveway element retains sufficient integrity of original location.
  - The HPC finds that the placement of the current driveway is another element of this historic resource, and therefore is opposed to changing the driveway's placement. Requiring a shared driveway easement would preserve the driveway placement element of this property.
- Estate Setting Element
  - The HPC finds the estate setting is associated with a notable person (Cornelius Field), embodies the Victorian landscape style, and is identifiable as the work of a notable designer (Cornelius Field). The estate setting is an established visual feature of the property. Furthermore, the estate setting retains sufficient integrity of location and design.
  - The HPC finds that the open space on the property contributes to the estate setting of the Cornelius Field Property, and is integral part of this historic resource worth preserving. The proposed Planned Development will increase the density of the property and will fundamentally diminish the estate's setting.

Recommendation. [4]

- The HPC recommends denial of the proposed Planned Development on the basis that the proposed plan will irreversibly alter the property's historic site setting.
- The HPC further emphasizes that the open space on the property contributes to the estate setting of the Cornelius Field Property, and is an integral part of the historic resource. The HPC finds that allowing the construction of any structure on Lot B will create more density and detract from the property's historic significance.
- Although the HPC does not recommend approval, should the Planned Development be approved, the HPC further recommends the following conditions:
    1. That the Plan and Design Commission require an 80 ft. side yard setback on the west side of the proposed Lot B.
    2. That any new structure on the proposed Lot B not exceed the height of the Cornelius Field House.
    3. That the Plan and Design Commission require the preservation of the gateposts, the wrought-iron fence, the heritage trees, and use of the driveway in its existing location with no additional driveway as conditions of approval.
    4. Prohibit additional zoning relief related to Lot B.

Important Regulatory Note. Any construction on a newly created Lot B will be a Regulated Structure and require a Certificate of Appropriateness from the HPC per Sec. 24.030 of Code. [5]

Historic Preservation Commission Consideration.

Attachments 1-3 are the meeting minutes from the Jan. 8, 2026 HPC Regular Meeting, and March 12, 2026 Meeting, as well as the draft minutes from the **April 15, 2026 HPC Special Meeting**. ***Attachments 4-5*** are written public comment submitted to the HPC.

[4] The Commission unanimously agreed to recommend denial of the Planned Development. However, the specifics of the HPC's final recommendation were adopted by a 4-3 vote. Two dissenting Commissioners favored more restrictive yard setbacks as conditions, if the Planned Development be approved. The other dissenting Commissioner was adamantly against recommending any conditions of approval. The entire discussion is available in the attached DRAFT April 15, 2026 Meeting Minutes.

[5] COA applications for new construction are reviewed using "*Criteria for Certificate of Appropriateness for New Construction"* found in Sec. 24.030(C) of Code.

Attachments

1. 1.8.26 HPC Regular Meeting Minutes
2. 3.12.26 HPC Regular Meeting Minutes
3. DRAFT 4.15.26 HPC Special Meeting Minutes
4. Public Comment Submitted to HPC 1.8.26
5. Public Comment Submitted to HPC 2.12.26

MINUTES OF A REGULAR MEETING
HISTORIC PRESERVATION COMMISSION
OF THE CITY OF HIGHLAND PARK, ILLINOIS

MEETING DATE: Thursday, January 8, 2025

MEETING LOCATION: Council Chambers, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER

At 6:32 p.m., Acting Chair Greenbaum called the meeting to order. This Commission meeting takes place on-site. Staff was asked to call the roll.

ROLL CALL

Commissioners Present: Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman

Commissioners Absent: Chairperson Weeder

Councilmember Present: Blumberg

Student Council Absent: Koslow

Staff declared that a quorum was present.

Staff Present: Coleman & Markle

Guests Present: Scott Simpson, Partner/Scott Simpson Design + Build
Cal Bernstein, Attorney/Samuels & Bernstein
Greg Moyer, Founder/Moyer Properties
Julia Jonas, Resident/Historian

Others Present: Gale Cerabona, Recorder

APPROVAL OF MINUTES

Regular Meeting of the Historic Preservation Commission – December 11, 2025

Commissioner Gonka moved to approve the regular meeting minutes of December 11, 2025. Commissioner Pines seconded the motion.

On a voice vote
Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

SCHEDULED BUSINESS

1. Final Consideration of Landmark Designation Recommendation – 3135 Priscilla Avenue

Planner Markle offered a presentation:

- Landmark Designation Process
- Summary
  - H.W. Kadell House
  - built in 1941
  - architect is George Fred Keck of Keck and Keck
  - Contemporary style
- Existing Conditions were shown
- Previous Consideration
  - criteria 1, 4, 5, & 6
- Findings of Fact
  - integrity is met
- Additional Information
  - 30 Keck homes in Highland Park
  - 12 received a Significant rating
- Landmark Criteria were reviewed
  - passive solar, radiant heat
- Recommendation

Commissioner Gonka moved that the property at 3135 Priscilla Avenue satisfies Criteria #1, 4, 5, and 6 with sufficient integrity of design, and a recommendation that City Council adopts a Landmark Designation Ordinance. Commissioner Ehrlich seconded the motion.

On a roll call vote

Voting Yea: Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously.

2. Determination of Historic Significance – 1375 Sheridan Road

Planner Markle offered a presentation:

- Churchill House
- Significant Rating in Central East survey
- Colonial Revival style
- Built c. 1919
- Architect is Robert Seyfarth
- Property History was reviewed
- Architecture
  - alterations – roof replacement in 2022, possible rear addition
- Elevations were shown
- Landmark Criteria were illustrated
- Impact of Historic Findings
- Recommendation

Petitioner, Scott Simpson, Partner at Scott Simpson Design + Build, said the integrity of the structure is a concern as well as making this code compliant (leaky basement, foundation made of terracotta tubes); would be a major project to bring this back.

Some HPC comments are…..

- Commissioner Hartinger asked if:
  - this is as close to original as possible. Planner Markle said much of the exterior material is original. Mr. Simpson shared that the interior/bathrooms have been altered. Kitchen is from the 1950s.
  - the windows are original. Mr. Simpson said he is unsure. He noted the windows or doors don't operate.
- Commissioner Ehrlich said it is a classic site for the house. The architect is famous.
- Commissioner Gonka believes Criteria #3 applies.
- Commissioner Portman believes Criteria 1, 3, 4, 5, and 6 apply. He explained the owner, James Hart, is the son of Max Hart of Hart Schaffner Marx. A labor dispute resulted in the first labor union in America. Planner Markle stated the obituary of the father, Max Hart, was distributed. They noted additional material is available.

Commissioner Gonka moved that this house meets Criteria #1, 3, 4, 5, 6, and has sufficient integrity and design. Commissioner Ehrlich seconded the motion.

On a roll call vote
Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, & Portman
Voting Nay: Commissioner Pines

Staff declared that the motion passed 5-1.

3. <u>Recommendation to the Plan and Design Commission/PDC Regarding a Planned Unit Development/PUD – 147 Central Avenue</u>

Planner Markle gave a presentation:

- Commission Consideration Required
- Review of Historic Record
- Summary
  - Field property
  - Significant rating in the Central East Survey from 2020
  - Gothic Revival/Italianate style
  - built c. 1875
  - architect is Highland Park Building Company
  - proposing to subdivide into two parcels
- Site Context
- Site Plan (Lot 1 & Lot 2)
- Prior PDC Consideration – January 6, 2026
  - removing driveway on Lot 2, creating driveway on Lot 1
- Photos were shown
  - 123+ square-foot setback from street

Staff asked if anyone from the public wishes to speak. The following came forward:

- Kelsey Gonzalez stated she lives across the street and noted it is part of the National Historic District. Planner Markle said this is a local landmark. Ms. Gonzalez said this is not typical. This is the oldest house in Highland Park and lived in by the second Mayor. The estate is proposed to be destroyed to preserve the home. This should be highly considered. This house is on a tour route. She doesn't want a precedent set and hopes this is not delandmarked.

Senior Planner Coleman advised this case is not regarding delandmarking.

Commissioner Ehrlich disclosed that he lives within 400' of this house. He consulted Corporation Counsel and was advised he could participate in this matter.

Staff asked if anyone in the audience wishes to speak. The following came forward:

- Tom Corning:
  - asked if one lot would not be landmarked if these parcels are subdivided. Planner Markle said Lot 2 would not be landmarked any longer.
  - asked how many dwellings could be built. Senior Planner Coleman stated one, as it is a single-building lot.
  - appreciates the owner retaining the structures. He would like an Italianate structure to keep the historic character. Mr. Corning noted the driveway is problematic.
- Jim Fraerman stated he is a former Chair of the HPC and won awards for preservation. He advised the subdivision retains the historic structures on Lot 1. Lot 2 only has the gate that is historic. Mr. Fraerman has no objection. Regarding two driveways, that would impede onto a Heritage tree. Another tree is huge. The porte cochere is on the west side of the house. He hopes the view is not compromised for neighbors. Both parcels have significant restrictions (ravine, significant buffers).

  Commissioner Ehrlich said the fence along the front of the house is also historic. Mr. Fraerman stated he doesn't know the relative integrity of the Field House.

Some HPC comments are…..

- Commissioner Ehrlich has an issue with the second driveway, as it will compromise the slope. He noted the ravine is behind the house on a sloping angle; there may be more restrictions; There is a vacant house. The landmarking could be removed later; could destroy the value of the house. It's a unique National Historic area.

  Councilmember Blumberg said there are significant restrictions that are in no Commissions' purview. There is a Steep Slope Zone/SSZ. The structures are landmarked. He explained delandmarking. The HPC cannot consider what may be built on Lot 2. The matter before the HPC is a nonbinding recommendation to the PDC.

- Commissioner Gonka asked when this property was landmarked. Senior Planner Coleman said 1985.

  Councilmember Blumberg said there was a similar circumstance. He provided background on subdividing from the other case.

- Commissioner Ehrlich asked if the HPC should be considering anything regarding this being a National Historic District. He said the other case had a second street and alley access. Councilmember Blumberg expounded on that farm house. He noted, in the end, the lot was subdivided.

- Commissioner Portman asked if that was a Historic property or in a Historic District. Councilmember Blumberg stated it was a regulated structure. Planner Markle expound on 326 Central Avenue. They noted thorough documentation was found regarding the buildings of Lot 1 on this project.
- Acting Chair Greenbaum:
    - said it is a stately house. The property attached to it enhances it. If the subdivision is allowed, it will lose the charm.
    - asked if there are a lot of trees. Planner Markle said this has nothing to do with landmarked design.

Mr. Bernstein noted this is such a large lot, it triggered a PUD. The property at 326 Central Avenue did not go through this process. This is a unique situation. The COA should have come before the HPC to add a regulated fence. Planner Markle referenced a footnote and explained same. The fence and gate were added after the property was landmarked.

Commissioner Ehrlich advised the new fence was installed as a result of the bridge for safety reasons.

Mr. Bernstein shared what was landmarked. The Resolution approved that the house was landmarked in 1985. The house and other certain area/properties (Stupey Cabin) on the land were landmarked. Subsequent to 1985, two COAs were sought for a Coach House and a Guest House. He stated there is no evidence, since 1985, that the HPC or City Council extended landmarking to Lot 2. The house and landscape design at 405 Sheridan is landmarked.

More HPC comments are…..

- Commissioner Ehrlich said there are 3-4 structures on one side. When a house is landmarked, typically a lot is as well.

  Councilmember Blumberg stated, regarding the determination at Linden & Central Avenues, the landmark was specific to the structure. It only applies typically to the structure.

- Commissioner Gonka said some people come forward themselves to landmark a house (without an attorney). The repositioning of the driveway changes the curb appeal of the land. He wondered if a permit was issued for the fence. Senior Planner Coleman said it was part of the bridge repair, so a permit was issued.
- Commissioner Ehrlich said the other case may not have set a precedent for future matters.

  Mr. Bernstein noted this is in the R4 district which has strict zoning. He expounded on the overlay zone, etc. The two lots are almost 90,000 square feet; no lot is similar, so it won't create a precedent. They are complying, and this is consistent with the Master Plan. Mr. Bernstein stated a shared driveway is problematic. The site plan was illustrated, and the setback was discussed. He noted they considered having 3 lots on this property. The existing home has an $80,000 tax bill. This limits the home sale. Subdividing will create interest in marketing the home for sale; more attainable. They want to see it maintained.

- Commissioner Gonka said that would give a current concession to the owner.
- Commissioner Ehrlich said an argument could be made that the lot, as is, could be more saleable. Mr. Bernstein shared they are trying to make Highland Park better.

- Commissioner Portman commented the driveway is not the only thing that's important. He read the Ordinance in 1985 (4 houses, Stupey Cabin; subject properties). Mr. Bernstein reminded the PDC is seeking the HPC's advisory opinion. He noted code language in 1985 may have been used interchangeably.
- Acting Chair Greenbaum asked, and Planner Markle said the PDC should discuss the driveway.
- Commissioner Portman asked if the driveway could be shared. Mr. Bernstein said the existing driveway will serve Lot 1, and a new driveway will be built on Lot 2.

  Councilmember Blumberg remarked his function as a Liaison is to bring policy to the HPC.

- Commissioner Ehrlich believes they need to review the entire estate.

Mr. Greg Moyer, Founder with Moyer Properties, stated the owner doesn't live in the home. It's been on the market for a year. People love the property. It's not saleable. This is a reasonable way to market a house that is historic. One can barely see the other lot. It could sit there for another year.

Additional HPC comments are…..

- Commissioner Portman said this is a Historic Preservation Commission (created in 1985). When he walks east on Central Avenue, the house has unbelievable characteristics. What strikes him is the estate; preserving the entirety of the lot. He would vote no to subdivide based on the merits before the HPC.
- Commissioner Gonka said the entire property/PIN # was landmarked. Subdividing and moving the driveway changes that. The shape of the driveway and fence is historic.
- Commissioner Portman concurred and would like to preserve the property. He would like to see a shared driveway that splits off to both houses.
- Commissioner Pines is not bothered by the relocation of the driveway. If being more affordable makes it saleable, he is for it. An architectural effort needs to occur on the new house. He would like to see the lot line move further to the east.
- Commissioner Ehrlich thought initially the house would be too close to the lot line. He is unsure what would enhance this. It is more valuable as one large estate. A singular driveway is not as saleable. Commissioner Ehrlich is opposed to disturbing the driveway, etc. The other aspects need to be considered.
- Commissioner Hartinger believes there are good things and bad things on both sides.

Commissioner Gonka asked if a motion should be crafted that a subdivision would have a significant impact on the historic nature of the site. Mr. Bernstein read the Staff Report, and noted a Planning Report is the next step. Councilmember Blumberg asked that anyone who speaks gets recognized by the Chair. Senior Planner Coleman clarified what the motion should be.

Commissioner Gonka moved that the subdivision of the lot would significantly impact the historical significance of the property at 147 Central Avenue based on the historic fence, columns that make-up the gate, relocation of the new driveway and its impact of the curb appeal, and the growing density of the lot. Commissioner Ehrlich seconded the motion.

On a roll call vote

Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously.

4. Preliminary Consideration of Partial Landmark Designation Removal – 147 Central Avenue

Planner Markle offered a brief presentation:

- Partial Landmark Removal of Lot 2
- Summary of Application
- Site Plan, Photos were shown (no structures; driveway/gate)
- Prior Designation
- Recommendation

Ms. Julia Jonas, Historian, noted she was a docent at this house in 2016. She provided history (pineapple on gate post, owner was a gentleman farmer, had two bedrooms, circular driveway so horses could go forward). This Field House and 4-acre property was placed on the Chicago Watch List. The property slopes down with a view of the ravine. The house may have been built in 1870.

Mr. Bernstein explained this should be considered as if the subdivision occurred. Historic features are located on Lot 1, not on Lot 2. Criteria wouldn't apply to Lot 2; vacant lot.

Some HPC comments are…..

- Commissioner Ehrlich said the HPC could wait until it is known if the lots will be subdivided; it's a hypothetical. Planner Markle said Staff was advised by Corporation Counsel that it is appropriate to discuss both issues together. Mr. Bernstein said they were directed by Staff & Corporation Counsel to bring this forth as the process.
- Acting Chair Greenbaum said, due to keeping the lot as one estate, this is not worth the discussion. Senior Planner Coleman said an Application was submitted and must be reviewed for Lot 2.

  Councilmember Blumberg said, procedurally, decisions could occur. He noted the options are to delandmark Lot 2, not to delandmark Lot 2, or if there is no motion at all, the matter would fail. Planner Markle said this action ends with the HPC (and does not go to City Council) if the Commission does not recommend landmark removal.

Staff asked if there is anyone in the audience who wishes to speak on this matter. The following came forward:

- Kelsey Gonzalez asked why there are two motions. She doesn't understand the logic. If it was deemed this should not be subdivided, how can delandmarking occur? Ms. Gonzalez noted the Lakefront landmark would be destroyed.

Commissioner Pines moved to continue this matter to the next HPC meeting. Commissioner Portman seconded the motion.

On a roll call vote

Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously. A report will be drafted and the HPC's recommendation would be submitted to the PDC. The potential delandmarking issue will be discussed at the next HPC meeting.

Commissioner Gonka shared this is a back-door attempt to get a lot subdivided. It is grossly unfair to put these issues together.

Acting Chair Greenbaum said making a decision on a hypothetical is a slippery slope; back-door approach. She is having a hard time wrapping her head around this.

Councilmember Blumberg advised Corporation Counsel could attend the next HPC meeting.

5. Resolution Recommending Ways to Encourage Historic Preservation

Planner Markle asked for feedback on the report. Commissioner Portman likes the memo and asked what next steps are. Planner Markle replied if City Council asks for actions, this will come back to the HPC for embellishments.

Commissioner Hartinger moved to adopt Resolution #2026-001. Commissioner Gonka seconded the motion.

On a roll call vote
Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

DISCUSSION ITEMS

There were no Discussion Items.

BUSINESS FROM THE PUBLIC

There was no Business from the Public.

OTHER BUSINESS

1. Administrative Determination of Historic Significance – 1770 Heather Lane

Planner Markle advised there was a fire and demolition was requested.

2. Next Regular Meeting is Scheduled for February 12, 2026

It was noted the next regular HPC Meeting is scheduled for February 12, 2026.

STAFF REPORT

Planner Markle asked that the Organizational Disclosement Form be completed and submitted by January 16, 2026.

They noted a Code Amendment would be presented at the next HPC meeting due to an error.

ADJOURNMENT

Commissioner Pines moved to adjourn at 9:29 p.m. Commissioner Gonka seconded the motion.

On a voice vote
Voting Yea Acting Chair Greenbaum; Commissioners Ehrlich, Gonka, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

Respectfully Submitted,

Gale Cerabona
Recorder

MINUTES OF A REGULAR MEETING ON DECEMBER 11, 2025, WERE APPROVED WITHOUT CORRECTIONS.

MINUTES OF A REGULAR MEETING
HISTORIC PRESERVATION COMMISSION
OF THE CITY OF HIGHLAND PARK, ILLINOIS

MEETING DATE: Thursday, March 12, 2026

MEETING LOCATION: Council Chambers, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER

At 6:33 p.m., Chairperson Weeder called the meeting to order. This Commission meeting takes place on-site. Staff was asked to call the roll. She requested a 10-minute break so Commissioners may read handouts just presented.

Commissioner Gonka arrived at 6:38 p.m.

ROLL CALL

Commissioners Present: Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman

Councilmember Absent: Blumberg

Student Council Present: Cooper Baum

Student Council Absent: Gabi Goldstein, Amelia Koslow

Staff declared that a quorum was present.

Staff Present: Fontane, Coleman, & Markle

Guests Present: Ken & Marcia Kotula/Petitioner, Owners
Kim Schliesmann/Petitioner, Owner
Thomas Hiller and Peijian Sun/ Petitioner, Owner
Cal Bernstein, Attorney/Samuels & Bernstein

Others Present: Gale Cerabona, Recorder

APPROVAL OF MINUTES

Regular Meeting of the Historic Preservation Commission – February 12, 2026

Commissioner Pines moved to approve the regular meeting minutes of February 12, 2026. Commissioner Greenbaum seconded the motion.

On a voice vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

Planner Markle advised that copies of public letters are available (specifically two letters from Mr. Cal Bernstein, Attorney with Samuels & Bernstein, for the case at 147 Central Avenue).

SCHEDULED BUSINESS

Commissioner Ehrlich suggested the last three items be moved up on the agenda. Chairperson Weeder concurred, and the order was rearranged.

1. Final Consideration of Landmark Nomination – 818 Hill Street

Planner Markle offered a presentation:

- Not Surveyed
- Tudor style with Swedish Folk elements
- Builder & Architect is Harry Bengston
- Landmark Designation Process
- Elevations were shown
- Previous Consideration (from the February 12, 2026, HPC meeting)
- Findings of Fact
- Landmark Criteria
- Recommendation

Commissioner Portman moved to recommend a Landmark Nomination to City Council. Commissioner Ehrlich seconded the motion.

On a roll call vote

Voting Yea: Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously.

2. Preliminary Consideration of Landmark Nomination – 670 De Tamble Avenue

Planner Markle offered a presentation:

- Landmark Designation Process
- Arthur Vetter House
- Tudor style
- Built in 1928
- Builder is Arthur Vetter
- Contributing Structure in the 2006 Bob O'Link survey
- Elevations were shown
- Notable Architectural Features
- Tudor-style Characteristics
- Arthur & Mabel Vetter
- Daniel Vetter
- Chain of Title
- Alteration History (before & after photos were shown)
- 2003-2004 Preservation Award Winner

- Landmark Criteria
- Recommendation

Mr. Ken Kotula, Petitioner, stated the house is nearing 100 years of age. He explained the revisions. The implanted stone and brick work (and stucco) fit more into a Cotswold-hybrid cottage. The neighbor, Lisa Temkin, brought a letter (from after their fire occurred in 2008; previously addressed as 556) which was distributed. The Kotula's love the house and raised their family there. The house was built October 28, 1928. Mr. Kotula noted this house deserves a landmark nomination. It has been repaired and enhanced.

Some HPC comments are:

- Commissioner Ehrlich would like a picture taken of the letter, so it is in the record.
- Commissioner Portman appreciates the owners honoring the house.
- Chairperson Weeder said this house is charming, well-composed, detailed and worthy of Criteria 1, 3, 4, & 6.
- Commissioner Portman:
    - referenced the differences. Commissioners stated the dormer & French doors were added. He noted a typo.
    - stated the owners, son & father Arthur & Daniel, are significant. The house won the Preservation award. He asked, and Planner Marke said Bob O'Link has historic homes in that survey area.

Chairperson Weeder asked if anyone in the audience wishes to speak. There was no one.

Commissioner Greenbaum moved that this meets Criteria 1, 3, 4, & 6; has sufficient integrity of design; and is recommended for a Preliminary Consideration of Landmark Nomination. Commissioner Ehrlich seconded the motion.

On a roll call vote

Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously.

3. <u>Preliminary Consideration of Landmark Nomination – 273 Sheridan Road</u>

Planner Markle offered a presentation:

- Landmark Designation Process
- Marshall Johnson House
- Significant rating in the 2003 Braeside survey
- French Eclectic style
- Built in 1935
- Architect & Builder are unknown
- Marshall Johnson
    - Notable landscape architect
    - Trained and worked under Jen Jensen
    - Jen Jensen's son-in-law
- Elevations were shown

- Aerial view was illustrated
- Notable Architectural Features
- French-Eclectic style Characteristics
- Chain of Title
- Alteration History
- Landmark Criteria
- Recommendation

Chairperson Weeder asked if anyone from the public wishes to speak. The following came forward:

- Lisa Temkin gave a brief history.

Ms. Kim Schliesmann, Petitioner, advised they are the third owner and were taken by this house. The outside will remain the same. An architectural, Belmont-style, shingle roof is slated to exactly match. The inside is amazing. There is a piece of stained glass (3x4 from the World's Fair) mounted in the inside. The paving stones might have been a gathering circle. Perhaps students could recreate the yard (via a program). They wish to protect this house. There is no water damage and is in remarkable shape.

Commissioner Portman shared the University of Illinois has local extension offices.

Chairperson Weeder asked if anyone in the audience wishes to speak. The following came forward:

- Mary Seyfarth stated Marshall Johnson is the designer of the Rose Garden.

Commissioner Portman asked, and Planner Markle said, regarding Criteria 7, the HPC may want to consider this as a significant corner lot.

Commissioner Greenbaum moved that Criteria 1, 3, 4, 5, 6, & 7 are met. This house has sufficient integrity, and the HPC wishes to adopt a Preliminary Landmark Nomination. Commissioner Ehrlich seconded the motion.

On a roll call vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

4. Review of Written Report to the Plan and Design Commission regarding Planned Development – 147 Central Avenue

Planner Markle offered a brief presentation:

- HPC is required to give a recommendation to the PDC
- Prior HPC Consideration on January 8, 2026
    - a report was summarized by Staff
- Recommendation

Senior Planner Coleman read the first part of the memo on Page 10. Planner Markle said the report goes into more detail.

Chairperson Weeder said this is an unusual situation, as the attorney wrote a letter that the HPC is not competent to discuss/vote. Discussion took place on the two agenda items relating to this matter.

Commissioner Ehrlich said the HPC is being asked to address something based on the facts on the ground at the time of the ruling (as they presently exist). The historic designation was made as one property. The property line exists where it was designated. It is not currently subdivided. This is Monticello in Highland Park. He has seen nothing that gives the HPC the power to do this. The HPC should do nothing on this. A COA is needed. Commissioner Ehrlich can't believe he is being threatened with a constitutional amendment. The HPC will make a recommendation/motion that the designation remains, and the HPC or City Council don't have the authority to change that. He is upset he was never given the design commission document. What is relevant is an attorney made a comment that a $2,500 public benefit/donation would be given.

Director Fontane said there are two applications before the HPC. Part of the PDC's purview is to decide several things. The HPC is being consulted. He expounded on the process.

Some HPC comments are…..

- Commissioner Portman is not in favor of agreeing to the second point in the drafted written recommendation.
- Commissioner Gonka said building on the lot affects the landmark designation.

  Director Fontane reminded the size of this property triggers a Planned Development. The Planned Development process does not remove a landmark designation.

- Commissioner Ehrlich expressed that Corporation Counsel hasn't said the HPC cannot operate without facts on the ground. He feels a joint meeting should take place with the PDC.

  Senior Planner Coleman explained the PDC process and request for input from the HPC.

- Chairperson Weeder believes the bullet points on drafted written recommendation are well considered. She'd like it to be more specific (on restrictive yard setbacks….). Director Fontane explained same. Chairperson Weeder would like to have more time to study this.

  Director Fontane said this is not a conversation between two Commissions. It is a request to obtain the HPC's vantage point.

- Commissioner Portman would like to add on the second part of the written recommendation……allowing any structure to be built on Lot B will create more density on the existing estate. Planner Markle said this is noted and read same.
- Commissioner Ehrlich concurred.
- Commissioner Gonka would like to add information on the COA even if it's redundant.

Commissioner Gonka moved to continue this matter to add more research as per this discussion tonight. Commissioner Ehrlich seconded the motion. Commissioner Gonka amended the motion that this be continued to a date in April. Commissioner Ehrlich accepted the amendment.

On a roll call vote

Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

5. Continuation of Partial Landmark Removal – 147 Central Avenue

Planner Markle offered a presentation:

- Prior HPC Consideration
- Summary of Application
- Photos were shown
- Prior Designation
- Recommendation

Mr. Bernstein, Attorney with Samuels & Bernstein, shared the PDC has discussed nothing further at this time, as it awaits input from the HPC. It was noted subdivision relief is being requested; is a through lot.

Chairperson Weeder asked if anyone from the public wishes to speak. The following came forward:

- Kelsey Gonzalez referred to her extensive comments. She would like the HPC to have its own language on the previous matter. Ms. Gonzalez stated….what is binding is this item (landmark removal). She read excerpts from her letter. The HPC is here to protect Highland Park residences. Other entities went through an extensive review. It is ridiculous that the City wouldn't protect this, as it's a public treasure. If this occurs, Highland Park's preservation program preserves nothing.

  Commissioner Gonka expressed that while the whole process is confusing the items discussed are relevant. Planner Markle explained the footnote. Corporation Counsel drafted the Resolution. Director Fontane said what's in the packet is a draft.

- Tom Corning defers to Ms. Gonzalez, as she is more invested and closer to the property. He concurs with Ms. Gonzalez. Calling this Monticello is an appropriate measure. The Central Street Bridge is large, trees were removed. Mr. Corning likes that input from the PDC and HPC is being sought. He thanked the HPC. Mr. Corning would like to see the landmark removal item be thrown away. He is sensitive that this is a burden. Mr. Corning would like to see serious FAR, bulk restrictions, etc., be put in place. There is not an Appearance Review Commission for any property. It is important, architecturally, that neighbors don't see a black box. It is a prime property. To make this a palatable venture, he would like to see comments, restrictions, and conditions applied.

  Director Fontane expounded on the process.

Some HPC comments are…..

- Commissioner Gonka said the gate is not on the property. A little bit of a fence is. It was stated this meets Criteria 3 & 7.
- Commissioner Ehrlich believes this should be continued, dovetailed with the previous agenda item.
- Commissioner Gonka said there isn't anyone from the public who wants to see this subdivided. The Commission is knowledgeable about the Criteria and can consider the Criteria. There is no question that the lot meets at least two Criteria. Commissioner Greenbaum concurred.
- Commissioner Gonka said the Commisison is confident in their ability to assess a Landmarked parcel.

- Commissioner Portman believes Criteria 4 is met.
- Commissioner Ehrlich believes Criteria 2 is met.
- Commissioner Greenbaum believes Criteria 1 is met. Commissioners Pines and Ehrlich concurred.
- Commissioner Pines doesn't believe Criteria 2 applies. More information is needed.

Commissioner Gonka moved to find that Lot B located at 147 Central Avenue does satisfy Landmark Criteria 1, 3, 4, & 7, does have sufficient integrity of design, and recommends City Council not adopt a Landmark Removal ordinance.
Commissioner Greenbaum seconded the motion.

On a roll call vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

DISCUSSION ITEMS

1. 2026 Preservation Month Events

Planner Markle advised that Staff recommends a Walking Tour/Open House of The Highlands. Senior Planner Coleman said this would be confirmed tomorrow with City Management. Commissioner Pines asked, and Senior Planner Coleman replied this would be in place of the Bicycle Tour. Commissioner Ehrlich would like to invite Jean Sogin due to her vast knowledge. Everyone agreed this would be a great event.

Student Council Baum departed the meeting at 9:34 p.m.

Planner Markle advised the event for the Preservation Awards would be at the Willets House on May 7, 2026, at 6:30 p.m. The deadline for nominations is April 1, 2026.

BUSINESS FROM THE PUBLIC

There was no Business from the Public.

OTHER BUSINESS

1. Next Regular Meeting is Scheduled for April 15, 2026

It was noted the next regular HPC Meeting is scheduled for April 15, 2026.

STAFF REPORT

There was no Staff Report.

ADJOURNMENT

Commissioner Gonka moved to adjourn at 9:41 p.m. Commissioner Hartinger seconded the motion.

On a voice vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

Respectfully Submitted,
Gale Cerabona, Recorder

MINUTES OF A REGULAR MEETING ON FEBRUARY 12, 2026, WERE APPROVED WITHOUT CORRECTIONS.

MINUTES OF A SPECIAL MEETING
HISTORIC PRESERVATION COMMISSION
OF THE CITY OF HIGHLAND PARK, ILLINOIS

MEETING DATE: Wednesday, April 15, 2026

MEETING LOCATION: Council Chambers, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER
At 6:35 p.m., Chairperson Weeder called the meeting to order. This Commission meeting takes place on-site. Staff was asked to call the roll.

ROLL CALL
Commissioners Present: Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman

Councilmember Present: Blumberg

Student Council Absent: Cooper Baum

Student Council Present: Gabi Goldstein

Staff declared that a quorum was present.

Staff Present: Coleman & Markle

Guests Present: Cal Bernstein, Attorney/Samuels & Bernstein

Others Present: Gale Cerabona, Recorder

APPROVAL OF MINUTES
Chairperson Weeder stated she received a request to move the Approval of Minutes until later in the meeting and will carry out that request.

SCHEDULED BUSINESS
1. <u>147 Central Avenue – Review of Written Report to the Plan & Design Commission regarding Planned Development</u>
Planner Markle offered a presentation:

- Commission Consideration Required
- Prior HPC Consideration – January 8, 2026
- Recommendation

Mr. Cal Bernstein, Attorney, thanked the HPC for having a Special Meeting, so this matter can move forward.

Chairperson Weeder asked if anyone in the audience wishes to speak. There was no one.

Planner Markle shared information on nearby properties and illustrated a graph of same.

DRAFT

Some HPC comments are…..

- Commissioner Pines:
  - asked if these are actual or zoning setbacks. Planner Markle said this is existing streetscape information.
  - expressed, regarding the Cornelius House, a 45' setback from the lot line to the house.
  - discussed the massing, scale, and proportionality.
  - said Lot 2 could potentially be 12' from the lot line; this could be very negative if something was built.
  - stated the HPC would like to see this property preserved and not disappear.
- Chairperson Weeder:
  - referenced the house at 175 Central Avenue; a huge difference in side yards (from the proposed property at 147 Central Avenue). Planner Markle verified the table indicates the site plan attachment.
  - said she would mirror the existing to the lot line. Planner Markle said that would be 68'.
- Commissioner Hartinger asked, and Planner Markle noted the restrictions/requirements (for new construction).
- Commissioner Greenbaum identified a wraparound porch on the east side. Her concern is, when it was designed, it was intended to see the east view.

  Councilmember Blumberg said, when one engages on what the owners can see, that speaks to the interior. This exceeds the purview of the HPC. He is referring to the distances between the houses. It's an air and light issue; a Plan & Design issue.

- Commissioner Ehrlich believes the entire property should be preserved. The HPC's role should not be to give guidance to the PDC. He cares about people walking past this house and noticing the oldest and most majestic house in Highland Park. Anyone wishing to change that should present to the HPC. The draft written recommendation doesn't reflect his viewpoint. The property has changed (since the bridge). Perhaps the easement, setbacks have changed.

  Senior Planner Coleman noted the Draft Report recommends denial, etc.

  Commissioner Ehrlich said there could be hypotheticals.

- Commissioner Portman said he felt all along that the HPC's recommendation should stand on its own. He would like to see no provisions after the fact.
- Commissioner Hartinger said the HPC can't control what the PDC does. He discussed if the lots become separated.
- Commissioner Portman said it was determined that it is still a protected property. Increasing the front setback is important.

  Senior Planner Coleman needs to review COAs. He noted there are 14 standards for construction. The COA standards don't regulate setbacks.

- Chairperson Weeder said, if the HPC takes Commissioner Ehrlich's stand, the HPC is taking the perfect over the practical. She recommends the side yard be increased between 147 & 175 Central Avenue from 12' to 45-50', and reminded this is a nonbinding recommendation.

DRAFT

- Commissioner Pines asked if the recommendation should be skimmed.

  Councilmember Blumberg suggested keeping the recommendations within the purview of what the PDC is requesting. He expounded.

- Commissioner Greenbaum reiterated, when it was designed, the view was meant to be there. To make this more practical, and because taxes are outrageous, she feels a setback should be assigned, so this estate could have a lake view. Though the HPC is against separating the lots, she wonders if recommendations should be given. Senior Planner Coleman said this is the HPC's opportunity.
- Commissioner Hartinger asked if there have been situations where if a lot is split, the HPC gave recommendations on what to look for. Senior Planner Coleman stated there haven't been instances.

  Councilmember Blumberg said, if the lot is subdivided, that requires the Petitioner to come back. The new lot is not automatically de-landmarked. He expounded.

- Chairperson Weeder asked about de-landmarking. Planner Markle found the HPC did not recommend landmark removal. If split, Lot B would still be landmarked.
- Commissioner Ehrlich:
  - asked if a COA was granted without a plan. He stated it is not the HPC's place to give guidance. It could be given when a COA is presented to the HPC. Planner Markle reminded the PDC wants the HPC's guidance and direction.
  - said, if a COA is to be given, a plan must be submitted. He doesn't want to mislead anyone by suggesting various numbers of feet.

  Councilmember Blumberg said the HPC is not being asked to say anything about a COA. He reminded the HPC is being asked to give a recommendation with any restrictions, suggestions. Councilmember Blumberg said, if this property is not subdivided, someone could present a plan on the un-subdivided area. Limitations could be placed on the lot.

- Chairperson Weeder mentioned the crux of the issue is noted at the end of the Staff Report. She expounded on parameters.
- Commissioner Pines concurred.

Commissioner Gonka arrived at 7:41 p.m.

- Commissioner Ehrlich would like the HPC to review the 14 criteria and noted, this matter could be continued.
- Commissioner Pines said the restrictions are not as grave as Commissioner Ehrlich is making them out to be.
- Commissioner Hartinger said the Staff Report covers 98% of the HPC's view. Setback issues could be added.
- Commissioner Portman concurred with the exception of the specification from the HPC. It was stated Staff intended to include the second 3-page nonbinding recommendation.
- Chairperson Weeder named the specific areas to address and suggested moving the discussion toward that. It's about the experience of the public viewing this.

Chairperson Weeder asked if anyone in the audience wishes to speak. There was no one.

Senior Planner Coleman summarized the additional 50' is a new point to add.

More HPC comments are…..

- Commissioner Gonka asked:
  - about the process. Planner Markle explained same.
  - what the HPC is actually saying regarding 50' in addition to 12'. Planner Markle explained same.
- Commissioner Pines said Lot 2 is approximately 90,000 sq. ft.; over 2 acres. The amount that's buildable is likely 25,000-30,000 sq. ft.; a robust footprint. The site plan has to be handled artfully.

Councilmember Blumberg suggested the two other agenda items be given attention at this time, as the public may wish to speak on those.

2. 670 De Tamble Avenue – Final Consideration of Landmark Nomination

Planner Markle offered a presentation:

- Summary
- Arthur Vetter House
- Tudor style
- Built in 1928
- Landmark Designation Process
- Previous Consideration
- Findings of Fact
- Landmark Criteria
- Recommendation

Commissioner Greenbaum moved that this meets Criteria 1, 3, 4, & 6; has sufficient integrity of design; and recommends City Council adopt a Landmark Designation Ordinance. Commissioner Gonka seconded the motion.

On a roll call vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

3. 273 Sheridan Road – Final Consideration of Landmark Nomination

Planner Markle offered a presentation:

- Previous Consideration
- Marshall Johnson House
- Significant rating in the 2003 Braeside survey
- French Eclectic style
- Built in 1935
- Findings of Fact
- Landmark Criteria
- Additional Information

- architect is William Betts who designed 18 homes in Highland Park
- elevations of those homes were shown

- Recommendation

Commissioner Greenbaum moved that Criteria 1, 3, 4, 5, 6, & 7 are met. This house has sufficient integrity of design. The HPC wishes to adopt a Landmark Designation recommendation and the drafted Findings of Fact and Planning Report with new information about Marshall Johnson & William Betts added. Commissioner Gonka seconded the motion.

On a roll call vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

Back to…..

1. <u>147 Central Avenue – Review of Written Report to the Plan & Design Commission regarding Planned Development</u>

Chairperson Weeder reminded the HPC was discussing setbacks and reducing bulk.

Commissioner Ehrlich asked, and Planner Markle said the site plan was the only thing submitted. They stated the PDC is waiting for the HPC.

Mr. Bernstein said, as far as he knows, nothing's been designed for this property. He noted the potential buyer for Lot B has retained James Fraerman, Principal at Fraerman Associates Architecture, who is well versed on the HPC's view and the 14 standards. Fraerman has served on HPC in the past.

Final HPC comments…..

- Commissioner Pines summarized that setback and height information be added to the Staff Report.
- Commissioner Gonka maintained that 80' is not enough and said whatever is built shouldn't be taller than the existing house; side setback should be 100' from the proposed lot line.
- Commissioner Greenbaum maintains that a more restrictive front yard setback would maintain the Lot 1's view.
- Commissioner Ehrlich maintains that the HPC should not include conditions of approval in written report.
- Commissioner Pines believes that is excessive; 80' would meet the same objective.

Commissioner Pines moved to approve the written report presented by Staff with the changes:

- to increase the west side-yard setback to 80' for Lot 2
- require that the height of a new structure not exceed that of the Cornelius Field home

Commissioner Portman seconded the motion.

On a roll call vote
Voting Yea Chairperson Weeder; Commissioners Hartinger, Pines, & Portman

DRAFT

Voting Nay: Commissioners Ehrlich, Gonka, & Greenbaum

Planner Markle declared that the motion passed 4-3. Planner Markle advised they will attend the PDC meeting.

Mr. Bernstein reminded HPC Commissioners cannot discuss this at the PDC meeting due to the Open Meetings Act.

Councilmember Blumberg said speaking separately is contrary to what the HPC, as a whole, has put forth.

Back to…..

APPROVAL OF MINUTES

Regular Meeting of the Historic Preservation Commission – March 12, 2026

Commissioner Gonka expressed that the HPC did an incredible job on the motions at the last meeting. Chairperson Weeder thanked Gale Cerabona, Recorder; Planner Markle, and Senior Planner Coleman for the incredible job they've been doing.

Commissioner Gonka moved to approve the regular meeting minutes of March 12, 2026. Commissioner Greenbaum seconded the motion.

On a voice vote

Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman

Voting Nay: None

Staff declared that the motion passed unanimously.

DISCUSSION ITEMS

1. 2026 Preservation Awards

Planner Markle reminded the event for the Preservation Awards is at the Willits House on May 7, 2026, at 6:30 p.m. They noted sparkling water is being provided. Snacks are welcome. Nominations are posted. Judges made a decision on the winners. Chairperson Weeder offered to bring snacks.

BUSINESS FROM THE PUBLIC

There was no Business from the Public.

OTHER BUSINESS

1. Next Regular Meeting is Scheduled for May 14, 2026

It was noted the next regular HPC Meeting is scheduled for May 14, 2026.

STAFF REPORT

There was no Staff Report.

ADJOURNMENT

Commissioner Greenbaum moved to adjourn at 8:34 p.m. Commissioner Portman seconded the motion.

DRAFT

On a voice vote
Voting Yea Chairperson Weeder; Commissioners Ehrlich, Gonka, Greenbaum, Hartinger, Pines, & Portman
Voting Nay: None

Staff declared that the motion passed unanimously.

Respectfully Submitted,

Gale Cerabona
Recorder

MINUTES OF A REGULAR MEETING ON MARCH 12, 2026, WERE APPROVED WITHOUT CORRECTIONS.

DRAFT

WRITTEN TESTIMONY TO
HISTORIC PRESERVATION COMMISSION

January 8, 2026

Case No. PUD-2025-00081 - 147 Central Avenue

Commissioners and Council Members, My name is Kelsey Gonzalez, a resident of Highland Park. **I'm writing to oppose the de-landmarking of Lot 2 and, more fundamentally, to oppose the underlying subdivision that necessitates it.**

But first, I must address a procedural matter that threatens the legitimacy of tonight's meeting.

THE NOTICE PROBLEM

I live within 250 feet of 147 Central Avenue. I received **NO certified mail** of public hearing regarding this request. Perhaps it was sent; I don't know because I never received it. I know that two of my neighbors did.

The only posted notice the general public got was a fence sign somewhere around the middle of December that gave a name and phone number to call with no hearing date specified. There was no notice posted prominently in City of Highland Park communications and none on the website that I could find until after December 30. It seems a notice was published in the newspaper, which one, I'm not clear. I, like most of the public, do not keep up with small newspaper notices, much less those published in the Breeze-Courier in downstate Illinois, which is where notice of the Central Avenue Bridge project was published.

This is **Highland Park's oldest house**. A **40-year landmarked property**. A **National Register contributing property**. And the public got a fence sign during the busy holiday season.

Let me be clear about what you are being asked to approve:

THE PROPERTY:

- Built 1875 by Cornelius Field, Highland Park's second mayor
- **The oldest residence in Highland Park**
- Locally landmarked since 1985; over 40 years of protection
- **Contributing property to National Register-listed historic district**
- 4.10 acres intact on original lot since the 1870s

• In a national recognized historic area the Historic Preservation Plan describes as properties that ***were never subdivided.***

THE REQUEST:

The applicant wants to:

1. Subdivide this 4-acre estate into two 2-acre lots
2. De-landmark the newly created Lot 2
3. Allow for the potential to build up to a 15,000- square foot house on the de-landmarked lot
4. Destroy the historic estate character forever

THE JUSTIFICATION:

The property has been apparently vacant 5 years (a point I question given that I live across the street) and marketed for 1 year without success. Therefore, the applicant claims, subdivision is necessary to ***preserve*** the landmark.

Let that sink in: A landmarked estate that has been intact for 150 years must be subdivided to be *preserved.*

WHY THIS IS WRONG

1. NATIONAL REGISTER STATUS WAS OMITTED

The application makes **NO mention** that 147 Central is a contributing property to a National Register-listed historic district.

In May 2019, the Federal Highway Administration prepared Section 106 documentation for the Central Avenue Bridge replacement. That document **explicitly states** that Highland Park committed to ***avoid adverse effects to this historic Linden-Bell-Park Avenues district, including the contributing property at 147 Central Avenue;***

The federal government determined this property worthy of protection from adverse effects caused by a bridge replacement *across the street*. Now Highland Park proposes to approve subdivision that causes **far more severe** adverse effects.

2. LANDMARK DESIGNATION SHOULD PROTECT LOT CONFIGURATION

When Highland Park landmarked this property in 1985, what was being protected? Just the building? Or the building ***in its historic estate setting***?

Modern preservation standards are clear: historic properties include their spatial relationships, landscape settings, and lot configurations. You cannot preserve a Victorian estate by keeping the house and destroying the estate.

I believe the real reason the applicant is requesting two driveways is because it **allows for de-landmarking the historic posts and driveway** that are part of the estate and currently protected, therefore facilitating the subdivision request.

3. THE PRESERVATION THROUGH SUBDIVISION ARGUMENT IS ABSURD

The applicant argues subdivision is necessary to make the property marketable. But:

• Approximately one year of marketing is **brief** for a unique estate property
• Marketing difficulty is **not economic hardship**
• Preservation easements, extended marketing, alternative uses, real estate tax amendments…**none appear to have been explored**

If marketing difficulty justifies subdivision, then **every landmark** facing a slow market becomes a subdivision candidate. Landmark designation becomes meaningless.

4. THE DE-LANDMARKING REQUEST IS CIRCULAR LOGIC

The applicant says:
• Subdivide the landmark
• The new lot has no historic structures
• Therefore, de-landmark it
• Allow build of a huge house on it without needed preservation review
• The **lakefront landmark** setting is destroyed

This HPC is being asked to approve the ***consequence*** of subdivision while another body approves the subdivision itself. Neither body evaluates the **combined impact**.

THE PRECEDENT

Highland Park has **76 local landmarks** and **163 National Register contributing properties**.

If you approve this subdivision and de-landmarking, you establish that:

• Landmark designation protects buildings but not settings
• National Register status is meaningless
• Marketing difficulty justifies circumventing preservation

• Lot configurations receive no protection

Every landmark on a large lot becomes a subdivision candidate. The estate-scale character Highland Park claims to value will be **systematically dismantled** through incremental decisions, each seeming reasonable decision made in isolation.

THE PATTERN

Two years ago, Highland Park demolished the Central Avenue Bridge. **Same street. Same ravine. Same National Register district.**

That bridge was allowed to be demolished based on incorrect documentation listing it as built in 1935 instead of what the City's own council meeting minutes record as 1907-1908. Dozens of trees were felled. Community opposition was documented but ignored. A two-lane highway compliant bridge with minimal historic features was built a block away from the edge of a bluff. **This HPC approved it.**

Now, several years later, we're here about 147 Central Avenue. **Another inadequately documented case. Another minimization of significance. Another claim that there is no alternative.**

Where does Highland Park draw the line?

WHAT I AM ASKING

1. RECOMMEND DENIAL of the de-landmarking request

2. OPPOSE THE UNDERLYING SUBDIVISION that necessitates de-landmarking

4. REQUIRE THE APPLICANT TO EXPLORE ALTERNATIVES including preservation easements, extended marketing, adaptive use, tax amendments, etc. before irreversibly subdividing the oldest estate in Highland Park

CLOSING

This is not routine. This is Highland Park's oldest property. A 40-year landmark. A National Register contributing property within a nationally recognized historic district; on its original 4-acre lot since 1875.

If this significant lakefront property can be subdivided with presumable maximum protections, maximum significance, and maximum documentation already

recorded, then Highland Park's preservation program is revealed as hollow rhetoric.

The Central Avenue Bridge could not be saved. But 147 Central Avenue can be.

I urge you: Stop the pattern here. Recommend denial. Protect what remains of Highland Park's historic integrity.

Thank you.

Kelsey Gonzalez
126 Central Avenue
773-896-6163
kelseygonzalez@icloud.com

WRITTEN PUBLIC TESTIMONY

HIGHLAND PARK HISTORIC PRESERVATION COMMISSION

Regular Meeting, February 12, 2026

Re: Continuation of Partial Landmark Designation Removal, 147 Central Avenue

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Submitted by: Kelsey Gonzalez
Address: 126 Central Avenue, Highland Park, Illinois 60035
Status: Neighboring Property Owner; Interested Party
Date: February 12, 2026

I. INTRODUCTION

Chair Greenbaum, Commissioners, and Staff:

I submit this written testimony regarding the continuation of partial landmark designation removal for 147 Central Avenue (Case No. PUD-2025-00081). As a neighboring property owner at 126 Central Avenue, I have a direct and substantial interest in the integrity of this Commission's process and the preservation of the Central East area's historic character.

On January 8, 2026, this Commission voted unanimously, 6-0, that the proposed subdivision "would significantly impact the historical significance of the property at 147 Central Avenue based on the historic fence, columns that make-up the gate, relocation of the new driveway and its impact on the curb appeal, and the growing density of the lot." That finding was correct, well-supported, and has not been undermined by anything that has changed since January 8.

What has changed is the framing. The updated agenda packet, modified less than 48 hours before tonight's hearing, contains a staff footnote that attempts to exclude the very features this Commission relied upon in its unanimous finding. It also contains a pre-drafted resolution, requested by the applicant's attorney, that reaches conclusions this Commission has not yet made. I respectfully urge the Commission to reject both.

II. STAFF'S "TEMPORAL EXCLUSION" FOOTNOTE IS LEGALLY AND FACTUALLY WRONG

The central issue in the updated packet is Footnote 1, which appears in both the written report to the Plan and Design Commission and the continuation memo for tonight's hearing. Footnote 1 states:

> *"Staff does not consider the structures listed as part of the 1988 Landscape Survey alone, historically significant (relative to the original 1985 landmark ordinance) because this survey work was completed years after the property was designated a Local Landmark."*

This footnote creates a novel legal theory: that features documented after an ordinance's adoption date cannot be considered part of the landmark. It is wrong for five independent reasons.

A. The 1985 Ordinance Landmarked the Entire Property

Ordinance No. 34-85, adopted August 26, 1985, designates "Cornelius Field House, 147 Central Avenue, PIN: 16-23-210-002." That PIN encompasses the full 4.10-acre parcel, not merely the main residence. HPC Resolution No. 2-85 found the property met Landmark Criteria 1, 3, 4, and 6. Criterion 4 explicitly addresses ***landscape style***. Criterion 6 protects "overall embodiment of elements of design, detailing, materials or craftsmanship." These criteria plainly encompass gateposts, wrought-iron fencing, and a historic carriageway driveway, all features that have existed on this property since the 1870s. The 1988 Landscape Survey did not create their significance; it documented features already present at the time of designation.

B. Highland Park's Own Conduct Confirms the Broader Scope

Staff's own memo acknowledges that the HPC reviewed the coach house in 1986 (one year after landmark designation) and the gardener's cottage and landscape in 2011. These are structures and features located across the wider property, not merely in the footprint of the main house. For forty years, the City exercised regulatory jurisdiction over outbuildings, landscapes, and site features at 147 Central Avenue. It is inconsistent, and legally untenable, to now claim that features documented three years post-ordinance are not part of the landmark when the City has treated the entire property as a Regulated Historic Structure for four decades.

C. Staff's Own January 8 Memo Contradicts This Footnote

The January 8, 2026 staff report, written by the same staff who authored tonight's memo, concluded:

> ***"After review, Staff concludes that the property at 147 Central Avenue is a Regulated Historic Structure in its entirety."***

Staff cannot simultaneously conclude the property is a Regulated Historic Structure "in its entirety" and then insert a footnote excluding features that fall on Lot B because they were documented in 1988. These positions are mutually exclusive. The Commission should rely on the conclusion reached after full review of the historic record (the "in its entirety" finding), not a footnote that contradicts it.

D. Staff's Own Research Proves These Features Are Significant

The very same memo containing Footnote 1 devotes three pages to documenting the significance of the gateposts and wrought-iron fence. Staff researched the Smithsonian Institution's publications on pineapple finials. Staff consulted local historian and author Julia Johnas, who confirmed the gateposts "indicated the location of the carriageway entrance" and that "the pineapple design reflected Field's New England antecedents." Staff photographed and documented wrought-iron remnants at the base of the gateposts, confirming their historicity. Staff concluded these features "point to the historic significance of the gatepost and finials" and that "the wrought-iron remnants further indicate the gatepost's historicity."

Staff then inserted a footnote disclaiming the significance of the same features it just spent three pages proving are significant. The Commission should trust the substance of staff's research, not a footnote that contradicts it.

E. The Footnote Inverts Preservation Law

Under nationally accepted preservation standards, including the National Park Service criteria referenced in Highland Park's own code, integrity is evaluated based on how a property conveys its significance at the time of review, not based on which features happened to be cataloged on the date an ordinance was adopted. The seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) are assessed when a decision is being made. A survey conducted in 1988 is evidence of what existed; the survey did not bring these features into being. The gateposts were placed by Cornelius Field in the 1870s. They existed in 1985. They exist today. A 1988 survey documenting them does not diminish their significance. It confirms it.

III. THE PUBLIC RIGHT-OF-WAY ARGUMENT FAILS ON ITS OWN TERMS

The applicant may present a plat of survey or similar documentation tonight to argue that the gateposts and wrought-iron fence are located within the public right-of-way rather than on the private property. Even accepting this factual claim for the sake of argument, the conclusion the applicant draws from it does not follow. The ROW argument actually cuts against de-landmarking, not in favor of it.

First, location within the public ROW does not sever the features' association with the landmark property. Chapter 24 of the Highland Park Code defines a "Regulated Structure" as "any property, structure, area, object, or landscape of significance." Landmark Criterion 8 protects features constituting "an established or familiar visual feature." The gateposts are the defining visual feature of this estate's entrance, visible from Central Avenue, documented in the 2020 Landmark Summary Sheet, and relied upon by this Commission in its January 8 finding. Their significance to the landmark property is a function of historical association and visual character, not of which side of a property line they happen to sit on. Features located just beyond a property boundary that are integral to the landmark's character and setting remain relevant to the landmark analysis. The Secretary of the Interior's Standards make clear

that "setting" is one of the seven aspects of historic integrity, and setting by definition extends beyond the footprint of a building or the boundary of a parcel.

Second, if the features are in the public ROW, the City owns them. It would be extraordinary for the City to argue that features it owns, associated with a landmark it designated, researched and documented by its own staff as historically significant, are irrelevant to the landmark determination. Public ownership should afford these features greater protection, not less. The City cannot disclaim interest in features it holds in trust for the public.

Third, the ROW argument, if accepted, would create a perverse loophole. Any landmark with character-defining features located partly or wholly in the public ROW (fences, walls, gateposts, landscape plantings, historic sidewalks) could have those features declared irrelevant to the landmark analysis. This would strip significance from the very elements that often define a historic property's relationship to its street and neighborhood.

Fourth, regardless of where the gateposts sit relative to the property line, the fact remains that the estate setting, the driveway, and the wooded landscape on proposed Lot B are on the private property. Even if the Commission were to conclude that the gateposts and fence are outside the landmark boundary (which I do not concede), the estate setting and historic driveway are not in the ROW. Those features alone are sufficient to satisfy landmark criteria and deny de-landmarking.

IV. THE PRE-DRAFTED RESOLUTION SHOULD BE SET ASIDE

The agenda packet includes Draft Resolution No. 2026-XX recommending removal of landmark designation from Lot B. Footnote 3 of the staff memo states: "The applicant requested a resolution be drafted in anticipation of the Commission's consideration of this matter."

This resolution was drafted at the request of the applicant's attorney before this Commission has deliberated. It contains the finding that "the standards for landmark designation are not satisfied by Lot B," a conclusion this Commission has not reached. Section Two of the resolution states: "The Commission finds that, upon Resubdivision of the Property: (i) Lot B will not be improved with any structures of historical significance; and (ii) the standards for landmark designation are not satisfied by Lot B."

These are findings for the Commission to make after deliberation, not conclusions to be presented pre-packaged for a vote. The presence of this resolution in the packet before deliberation creates the appearance that the outcome has been predetermined. I respectfully ask the Commission to set aside this pre-drafted resolution and, if it determines a resolution is warranted after full deliberation, to direct staff to draft one reflecting the Commission's own conclusions.

V. THE APPLICANT'S ATTORNEY'S FRAMING APPEARS TO HAVE BEEN ADOPTED BY STAFF

The Commission should be aware that the analytical framework in Footnote 1 mirrors arguments advanced by the applicant's attorney, Calvin Bernstein, at the January 8 hearing. The meeting minutes record Mr. Bernstein stating that "the fence and gate were added after the property was landmarked." Staff's Footnote 1 adopts the identical argument: that features from the 1988 survey are not significant "because this survey work was completed years after the property was designated."

Similarly, Mr. Bernstein stated at the January hearing that "there is no evidence since 1985 that HPC or City Council extended landmarking to Lot 2." This narrow reading, that the landmark covers only what was explicitly named in 1985, ignores forty years of HPC jurisdiction over the full property and is contradicted by staff's own "in its entirety" conclusion. Yet this framing now appears in staff's analysis.

Combined with the pre-drafted resolution requested by the applicant's attorney and the Corporation Counsel memo solicited after the January hearing to overcome Commissioner objections, a troubling pattern emerges: the applicant's legal strategy strongly appears to have been operationalized through staff materials presented as neutral analysis. This Commission has the independence and the duty to evaluate the evidence on its own terms.

VI. THE LEGAL STANDARD HAS NOT BEEN MET

Section 24.025(H)(2) of the Highland Park Code provides:

> *"Under no circumstances shall the City Council remove the Landmark designation for any property, structure, area, object, or landscape of significance unless it finds that the reasons for which the landmark designation was once appropriate are no longer present."*

The reasons for which the landmark designation was once appropriate have not disappeared. The property's status as Highland Park's oldest residence, built by the town's second mayor and director of the Highland Park Building Company, meeting Criteria 1, 3, 4, and 6, remains present today in every feature of this property, including the features on proposed Lot B: the gateposts placed by Cornelius Field, the wrought-iron fence embodying Victorian landscape style, the historic carriageway driveway, and the estate setting that defines the property's character.

The applicant is not demonstrating that the reasons for designation "are no longer present." The applicant is proposing to create a new lot line and then arguing that the reasons do not apply to the newly created eastern parcel. But you cannot manufacture the conditions for de-landmarking by subdividing a landmarked property and then claiming the new lot lacks significance. The lot lacks significance only because the applicant drew a line through the middle of a landmark. That is circumvention, not compliance with the statutory standard.

VII. THIS COMMISSION'S JANUARY 8 FINDINGS REMAIN VALID

Five weeks ago, this Commission found unanimously that the subdivision would "significantly impact the historical significance" of 147 Central Avenue. The written report to the Plan and Design Commission, included in tonight's packet, memorializes those findings in detail:

- **The wrought-iron fence** is associated with Cornelius Field, embodies Victorian landscape style, retains sufficient integrity, and the Planned Development "will disrupt the continuity of the historic wrought-iron fence."
- **The gateposts** "contain important historic elements, and have a connection to the original property owner, Cornelius Field." The Planned Development "will result in the loss of the gateposts located on the proposed Lot B."
- **The driveway placement** is "another element of this historic resource," and the Commission is "opposed to changing the driveway's placement."
- **The estate setting** "contributes to the estate setting of the Cornelius Field Property, and is integral part of this historic resource worth preserving." The subdivision "will fundamentally diminish the estate's setting."

These findings directly describe features on proposed Lot B. They satisfy multiple landmark criteria. They demonstrate sufficient integrity. Nothing about the property has changed since January 8. The gateposts still stand. The fence still runs. The driveway still curves. The estate setting still exists. If these features supported a unanimous finding of significant historical impact five weeks ago, they support denial of de-landmarking tonight.

VIII. NATIONAL REGISTER CONTRIBUTING PROPERTY STATUS CANNOT BE IGNORED

147 Central Avenue has contradicting status as an actual contributing property to the National Register-listed Linden Park Place-Belle Avenue Historic District. Commissioners should be aware that in May 2019, the Federal Highway Administration's Section 106 documentation, along with memorandum from the Illinois State Historic Preservation Office, for the Central Avenue Bridge replacement explicitly identified this property as requiring protection:

> *"Future coordination and consultation among IDOT, FHWA and the Illinois State Historic Preservation Officer (SHPO) will develop design and construction commitments to avoid adverse effects to this historic district, including the contributing property at 147 Central Avenue."*

The federal government required Highland Park to avoid adverse effects to this property when a bridge was replaced across the street. Yet the applicant's own materials make no mention of this status, and staff's analysis does not evaluate whether de-landmarking a portion of a National Register contributing property is consistent with Highland Park's

preservation obligations. This omission is significant and should not be ratified by this Commission.

IX. THE PRECEDENT IS DEVASTATING

Highland Park has 76 local landmarks and 163 contributing properties in five National Register historic districts. If this Commission recommends de-landmarking a newly created lot carved from Highland Park's oldest landmarked estate, the following precedent is established: any owner of a landmarked property on a large lot can subdivide, de-landmark the new parcel, and develop without preservation review. Landmark designation becomes protection for building facades only, not for the lot configurations, spatial relationships, and landscape settings that give landmark structures their historic meaning.

X. REQUESTED ACTION

I respectfully request that the Historic Preservation Commission:

1. **Set aside the pre-drafted Resolution No. 2026-XX,** which was requested by the applicant's attorney and contains findings this Commission has not made.
2. **Reject Footnote 1's temporal exclusion theory,** which contradicts staff's own "in its entirety" finding, contradicts staff's own research documenting the significance of the gateposts and fence, and inverts accepted preservation standards.
3. **Find that proposed Lot B satisfies Landmark Criteria** based on the gateposts, wrought-iron fence, historic driveway placement, and estate setting, the same features this Commission identified on January 8.
4. **Decline to recommend landmark removal from Lot B,** finding that the reasons for which landmark designation was once appropriate are still present.
5. **Reaffirm its January 8 finding** that the subdivision would "significantly impact the historical significance" of this property, and formally communicate this finding and opposition to the Plan and Design Commission and City Council.

XI. CONCLUSION

This Commission exists to protect Highland Park's historic resources. You are being asked tonight to recommend stripping landmark protection from half of Highland Park's oldest residential estate, a property that has been intact since 1875, landmarked for forty years, and identified by the federal government as requiring protection from adverse effects.

The gateposts with their pineapple finials still mark the entrance Cornelius Field designed. The wrought-iron fence still defines the property's frontage. The driveway still traces the path of carriages from 150 years ago. The estate setting still evokes what Highland Park was when its second mayor built this house for his family.

Nothing about why this property was landmarked has changed. The only thing that has changed is that someone wants to draw a line through the middle of it.

If this property, with maximum protections, maximum significance, and maximum historical importance, can have its landmark stripped through subdivision, then Highland Park's preservation program protects nothing. Where does Highland Park draw the line, if not here?

Respectfully submitted,

Kelsey Gonzalez
126 Central Avenue
Highland Park, Illinois 60035
February 12, 2026

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cc: Plan and Design Commission
City Council of the City of Highland Park
Karl Burhop, Senior Planner
Official Record, Case No. PUD-2025-00081

MEMORANDUM – PLAN & DESIGN COMMISSION

TO: Plan and Design Commission ("***Commission***")

FROM: Community Development Department

DATE: for the April 21, 2026 Commission Meeting

RE: **Public Hearing #PUD-2026-00083 & PUD-2026-00084 for a Zoning Map Amendment to Rezone from RM1A to RO, a Special Use Permit in the Nature of a Concurrent Preliminary and Final Planned Development, and Design Review, with Modifications and Variations from City Code, for multi-story Multiple-Family Developments (1696-1704 McGovern St. and 793 Laurel Ave.)**

PROJECT SUMMARY:

The petitioner Structa LLC, PO Box 499, Glencoe, IL 60022, on behalf of the owner 1696 McGovern LLC, 1946 W. Lawrence Ave., Chicago, IL 60640 (collectively the "***Applicant***") have submitted two applications for redevelopment located at the corner of McGovern St. and Laurel Ave. The project is divided by a public alley and each building sits on a separate legal lot of record. The Applicant proposes two multiple family residential uses, one 20-unit multi-family building located at 1696-1704 McGovern St. (the "East Parcel") and the other multi-family building located on 793 Laurel Ave. being 14-units (the "West Parcel"); both, collectively the "Property".

This request includes the following:

1. Zoning Map Amendment – the Commission makes recommendation to City Council
2. Preliminary and Final Planned Development ("PUD") Review – the Commission makes recommendation to City Council. This includes the following:
    a. The proposed public benefit.
    b. Variations for setbacks and maximum lot coverage, and the Open Space requirement.
3. Design Review – the Commission is the authority and makes approval.
    a. This includes certain landscaping and lighting variation requests – see the subsection on next page for variation summary.

The Applicant's Narrative Statement is included as **Attachment 1 & 2**. The architectural plans are included as **Attachment 3 & 4**. The Applicant also included a landscape plan, lighting package, engineering, building materials, traffic study, and market and impact study included in **Attachments 5-16**.

RELIEF SUMMARY & PUBLIC BENEFIT PROPOSED:

This is a summary only and additional context and further analysis is provided in the report.

- Rezoning both properties from RM1A to RO. Please note the relief summary uses RO setback requirements and for more information on the differences between RM1A and RO please review the zoning analysis section below.

1696 McGovern St.; all the following relief also triggers public benefit, per Sec. 150.515(B)(1).

- Rear Yard Setback requirement is 25' and the applicant is proposing a 10' setback from the northern property line, which is a total encroachment of 15' into the northern rear yard requirement. The applicant is proposing 10' to match the side yard requirement of the RO zoning district.
- Maximum Height increased from 51' and 4 stories to 70.25' and 6 stories: a relief request of 19.25' and 2 stories; or a magnitude relief request of 37.7% on the height and 50% on story relief.
    - **Applicant to confirm building conforms to the 15' step back for each additional story.**
- Maximum Lot Coverage requirement increased from 33.3% to 50.6%: a magnitude relief request of 51.9%.
- Rear Yard Coverage: Per Section 150.707(D)(1) only 30% of the rear yard can be covered by uses. **Applicant to confirm coverage.**

793 Laurel Ave.; all the following relief also triggers public benefit, per Sec. 150.515(B)(1).

- Maximum Height increased from 51' and 4 stories to 64.75' and 5 stories: a relief request of 14.75' and 1 story; or a magnitude relief request of 26.9% on the height and 25% on story relief.
- Maximum Lot Coverage requirement increased from 33.3% to 52.47%: a magnitude relief request of 57.7%.
- Multiple Family Use Minimum Lot Area requirement decreased from 21,780 SF to 18,915 SF; a magnitude relief request of 13.1%.
- Rear Yard Coverage: Per Section 150.707(D)(1) only 30% of the rear yard can be covered by uses. **Applicant to confirm coverage.**

Additionally a modification to consider the two separate lots one single zoning lot is also requested (see later in report for analysis).

Public Benefit Proposed.
In the Applicant's Public Benefit Summary (**Attachment 1**),

- Burying existing overhead utility services and large electrical transformers.

PUBLIC COMMENTS:
No public comment has been received.

EXISTING CONDITIONS:
The subject property is currently improved by a vacant church building, classroom wing, and vacant church residence across the alley, which has been held under common ownership. For the project to proceed the structures would be demolished, please note, the Historic Preservation Commission does not review residential demolitions within the RM1A zoning district or non-residential structures within residential districts.

- **The two multiple family buildings are located each on a separate zoning lot and are split by a public alley. The applicant is requesting a PUD modification for the project to be considered one zoning lot. This will allow the Applicant to utilize the West Parcel for multiple-family land use; as otherwise, the West Parcel is substandard with respect to Sec. 150.704 the R0 minimum lot size. The West Parcel is about 87% the 21,780 min. lot area and 90% or greater is required to utilize the property for multiple-family.**
    - **The two properties are separated by a public alleyway about 20' in width.**
    - **The two properties are currently under common ownership and have been under common ownership since at least 2002 (per County Assessor Records search on April 17, 2026).**

- **The two properties have functioned together historically as the Galilee United Methodist Church and parking as church parking only (per Google Streetview image from Sept. 2016).**
- **The City does not want to vacate and therefore relinquish control of the public alley due to life safety purposes.**
- **If this modification is granted and the two properties are to be utilized as one zoning lot then the approval, if any, must encompass both properties.**

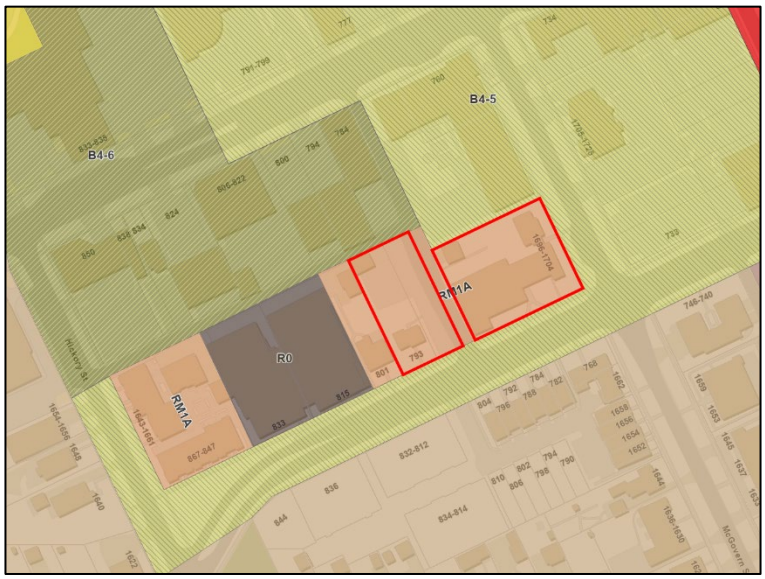
BUILDING & SITE DESIGN:

The proposed project is two multi-family residential structures separated by a 20' alley. In total, 34 residential units are being proposed: 20 units located on 1696 McGovern St. and 14 units located on 793 Laurel Ave. The building will include amenities such as fitness room, wellness center, common terrace, bike parking, and package room. Residents will have available parking on the lowest level with guest parking accessed via the alley.

ZONING ANALYSIS:

The Property is zoned RM1A Medium to High Density and the applicant is requesting to rezone the property to RO High Density Residential/Office. Both zoning districts are higher density multi-family districts with a few key differences:

- Minimum Lot Area Per Unit: RM1A requires 1,980 SF of lot area per unit; RO requires 871 SF of lot area per unit
- Maximum Height: RM1A requires 40' maximum of three stories; RO requires 51' maximum of four stories
- Minimum Rear Yard: RM1A requires 10' or 20', if adjacent to a residential district; RO requires 25' or 20% of Lot Depth (Whichever is less)



The rest of this zoning review will follow the RO zoning district requirements.

Land Use.

Per Section 150.490, Table (A), the land use Multiple Family Dwelling is a "P" (permitted") land use within the RO zoning district.

Planned Development.

Per Section 150.505, the Applicant is proceeding by a Planned Development ("***PUD***"). The PUD is triggered by Sec. 150.505(A)(6), "Any new principal building in the RO zoning district that exceeds the maximum height limitation set forth in Section 150.704(A) of this Chapter."

Setbacks.

Per Section 150.704(A), the development must meet the following RO setbacks and Per Section 150.2325. – Neighborhood Frontage Regulations:

1696 McGovern St.

- South & East (Front): 25' min. setback per the RO / 5' to 25' for the Neighborhood Frontage
  - 10' proposed along the East and South– complies with the min. and max. Article 23 frontage requirements
- West (Rear): 25' min. setback required
  - 10' proposed – **encroaches 15'**
  - **Applicant to confirm 30% rear yard coverage calculation**
- North (Rear): 25' min. setback required
  - 45' is proposed – complies, allowed to use half of the 20' alley for the setback measurement. Building sits 35' from property line.

793 Laurel Ave.

- South (Front): 25' min. setback per the RO / 5' to 25' for the Neighborhood Frontage
  - 5' proposed along the East, 7'11" proposed along the South – complies with the min. and max. Article 23 frontage requirements
- West & East (Side): 10' min. setback required
  - 10' proposed along the West and 5' along the East – **encroaches 5' along eastern side yard**
- North (Rear): 25' min. setback required
  - 36' is proposed – complies, allowed to use half of the 20' alley for the setback measurement. Building sits 26' from property line.

Article 23 Review.
Both properties are compliant with the Neighborhood Frontage Regulations set in Section 150.2325

- Build-to-Zone – 5' to 25' and 65% of frontage
- Parking Setback (open air surface parking) – 30' setback from front property line
- Transparency – exceeds 20% requirement for both residential building and upper story
- Pedestrian Access – 1696 McGovern St has access from both McGovern and Laurel; 793 Laurel Ave has access from Laurel

Article V Review.
Per Section 150.520

- (K) – **Applicant to confirm 15' upper-story step-back of 15 feet from the front property lines for each additional story. Applicant requested 5 stores, but because of the average grade must request 6.**
- (M) – **Applicant to confirm 15' from building to building between 793 Laurel and 801 Laurel**

Bike & Pedestrian.
Applicant notes internal bike storage within their narrative letter and denotes 14 interior spaces for 793 Laurel; 20 interior spaces for 1696 McGovern.

The project has primary pedestrian entrances along both Laurel and McGovern, allowing pedestrians from the site to access the sidewalk grid.

Lot Dimensions.

1696 McGovern St

- The minimum lot area required for Multi-Family Use is 21,780 sq. ft. The submitted survey indicates the dimensions of this development's lot is approx. 179.55' x 149.85' which area totals 26,982 sq. ft.

793 Laurel Ave

- The minimum lot area required for Multi-Family Use is 21,780 sq. ft. The submitted survey indicates the dimensions of this development's lot is approx. 189.67' x 99.76' which area totals 18,915 sq. ft. **This property is undersized for the Multi-Family Use, therefore the applicant is requesting to consider this project one zoning lot.**

Subdivision Review.
Proposed development does not require a new Plat of Subdivision. Each lot is a separate legal lot of record.

Density & Inclusionary Housing.
The density allowance for conforming lot sizes is one multiple-family unit per 871 sq. ft. of lot.

- Applicant is requesting to consider this one zoning lot for a total lot area of 45,897 sq. ft. That allows as a base density without any market rate bonuses based on providing on site inclusionary units, 53 units and 34 total are proposed. The following is zoning analysis of each separate parcel.
    - The property at 1696 McGovern St is approximately 26,982 sq. ft. in area. That allows as a base density, without any market rate bonuses based on providing onsite inclusionary units, 31 units. The applicant is proposing 20 units on site.
    - The property at 793 Laurel Ave is approximately 18,915 sq. ft. in area. That allows as a base density, without any market rate bonuses based on providing onsite inclusionary units, 21 units. The applicant is proposing 14 units on site. Again, this lot is undersized for multi-family use, but the Applicant is requesting a modification that the two properties be considered one zoning lot.

Inclusionary Housing Review
Applicant is to supply this information at a future meeting. The Housing Commission will review their inclusionary housing plan when submitted. Per inclusionary housing requirements, 1696 McGovern St requires 4 affordable units and 793 Laurel Ave requires 2 affordable units and a payment in-lieu of 0.8.

Height.
The maximum allowed height in the RO for principal structure is 51 feet and maximum four stories.

1696 McGovern St

- **Height from average grade is 70.25' and 6 stories.** The lower level parking garage is 50% above average grade, which makes it considered an additional story.
- The site has considerable grade change with elevations points of 694.3-692.4 along McGovern St and 678.0-677.4 along the public alley.

796 Laurel Ave

- **Height from average grade is 64.75' and 5 stories.**

Max. Lot Coverage.
Maximum lot coverage in the RO district is 33.3% for the principal structure and accessory structures. The open space requirement is 20%.

1696 McGovern St

- Lot Coverage proposed is 50.6%, so **zoning relief is requested.**

- Open Space proposed is 24%

793 Laurel Ave
- Lot Coverage proposed is 52.47%, so **zoning relief is requested.**
- Open Space proposed is 20.93%

Accessory Structures.
Both sites have generators located within their required rear yard. **Applicant to provide screening and noise documentation to conform to Section 150.607. – Noise.**

Visibility Clearance.
Per Section 150.808(H) no fence, wall, landscaping, sign, vehicle, or other visual obstructions located above a height of three feet, measured from the established street grade, is permitted within the triangular area formed by a straight line drawn between points on the property lines at a distance of 25 feet in each direction from the intersection of any street or alley. **Applicant to confirm compliance at the intersection of McGovern and Laurel.**

Off-Street Parking & Loading.
The parking requirement for "Multiple Family Dwellings in the RO, B4-4, B4-5, B4-6, B4-BG, and B5 Zoning Districts" per Section 150.851 are as follows: The greater of 1.4 parking spaces per dwelling unit or the amount calculated using the following per dwelling unit parking rates. Dwelling units of:

- 0 to 999 sq. ft. = 1 space
- 1,000—1,699 sq. ft. = 1.5 spaces
- 1,700 sq. ft. or larger = 2 spaces

For guest parking, Market Rate Units in the following quantities: 0.1 spaces per dwelling unit if 10 or more; 0.2 spaces per dwelling unit if less than 10 units

1696 McGovern St. 17 units are 1,700 sq. ft. or larger and 3 units are midsized therefore, the off-street parking requirement is as follows:

- Unit Parking: 20 unit condo building = 38 spaces
- Guest Parking: 20 market rate units = 4 guest spaces
- Total Parking Requirement: 42 off-street parking spaces
- Provided: 4 guest spaces along west lot line + 40 in the lower level garage: total of 44 off-street parking spaces (complies)
- Property sits within 1,320 feet of the Highland Park Metra Station qualifying the property for a 15% reduction in the parking requirement. This reduction results in a new total requirement of 36 parking spaces.

793 Laurel Ave. 12 units are 1,700 sq. ft. or larger and 2 units are midsized therefore, the off-street parking requirement is as follows:

- Unit Parking: 14 unit condo building = 27 spaces
- Guest Parking: 14 market rate units = 3 guest spaces
- Total Parking Requirement: 30 off-street parking spaces
- Provided: 0 guest spaces + 27 in the underground garage: total of 27 off-street parking spaces
- Applicant is proposing to share the alley guest spaces between the buildings, this request still requires relief to the total amount of guest parking offered.

- Property sits within 1,320 feet of the Highland Park Metra Station qualifying the property for a 15% reduction in the parking requirement. This reduction results in a new total requirement of 25 parking spaces.

Loading requirement, per Section 150.851: "*None required for first 25 dwelling units; thereafter one loading space for every 100 dwelling units per building*."

- Each project is less than 25 dwelling units – none required.

Applicant must supply parking space dimensions to determine if they comply with the 8.5' min. width and the 17.9' projection requirement, along with drive aisle widths, etc., per Article 8 of the Zoning Code. There are ADA space provided (meets the Zoning Code requirement), though the space is not doubled in width, it is an extra 4.5' wide. The ADA State requirements must be met.

SIGNAGE.

No signage provided. Applicant should provide dimensions and sign information. No internal illumination is allowed in this residential zoning district.

DESIGN REVIEW – CHAPTER 176:

As a new residential development, this project is subject to the provisions in Chapter 176 of the City Code, "Design Review." Per Sec. 150.530(H)(2), " (a) Review the exterior design features of the proposed Planned Development, as set forth in the Preliminary Development Plan, and (2) transmit to the City Council its preliminary comments regarding the extent to which all exterior design features of the proposed Planned Development satisfy the design review standards set forth in Chapter 176 of the Code." These will include the following:

(A) *Site Plan.*

(1) The site shall be planned to (a) provide a desirable transition from the streetscape, (b) meet the parking design requirements of Article VIII of Chapter 150 of this Code, and (c) meet the landscape planting and screening requirements of Article XXII of Chapter 150 of this Code.

(2) Buildings shall be oriented so that the principal entry is visible and accessible from the primary street frontage.

(3) Building configurations that tend to catch and accumulate debris, leaves, dirt, trash and rubbish shall be avoided.

(4) Service yards, storage yards, exterior work areas, and utility meters shall either be (i) screened from view from public rights-of-way with dense planting or other materials harmonious with the building, or (ii) otherwise be located so as not to be visible from any public rights-of-way.

STAFF COMMENTS:

1. **Foundation Review. The project proposes varied landscape that 'rings' the development, either at the foundation or at the foundation of the patios or lawn panels.**
    a. **Applicant does have openings at certain locations, and openings are allowed per Sec. 150.2225.**
        i. **Need relief along the northern foundation for 1969 McGovern Ave.**
        ii. **Need relief along the northern and western foundation for 793 Laurel Ave.**
2. **Quantity Review.**
    a. **8 different species are provided for trees. 15 different species are provided for shrubs. No one species is over 50%. Compliant.**
    b. **Install heights are 48", 36", 24", 18", and 6' for shrubs and 8' or 3" for trees.**

i. **Arborvitae must be planted at a height of 8' per requirement.**

c. **Landscaping requirements per Article 22 are in addition to any Chapter 94 tree replacement requirements – see further for Forestry's comments.**

i. **Applicant proposing 3 parkway trees for 793 Laurel Ave.**

ii. **Applicant proposing 10 parkway trees for 1696 McGovern St.**

April 21 PDC - 793 Laurel Ave.			
type	Chapter 150 Zoning Code	Proposed	Relief
shade or ornamental trees	15	0	15
evergreen trees	8	2	6
total trees	23	2	21
shrubs	113	65	48

April 21 PDC 1696-1704 McGovern Ave.			
type	Chapter 150 Zoning Code	Proposed	Relief
shade or ornamental trees	17	0	17
evergreen trees	6	5	1
total trees	23	5	18
shrubs	132	241	-109

(B) *Site Treatment.*

(1) Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced, subject to the requirements set forth in Article XVIII of Chapter 150 of this Code.

(2) Grades of walks, parking spaces, terraces, and other paved areas shall provide a safe and stable surface for walking.

(3) Sidewalks, plazas, and pedestrian pathways shall be distinguished from Vehicular Use Areas through the use of materials, such as curbs, pavers, and brick or brushed or scored concrete, in order to ensure pedestrian safety and comfort.

(4) Newly installed utility services and service revisions necessitated by a modification to an Exterior Design Feature shall be place underground.

(C) *Building Design.*

(1) Building mass, scale, and lines, including roof forms, shall be designed to be harmonious with the design of adjacent buildings.

(2) Buildings shall be designed to avoid monotony with respect to roof line, windows, location and size of principal entry, location and orientation of garage entries, and cladding material and color.

(3) Building materials shall be durable and conducive to easy maintenance and upkeep.

(4) Mechanical or other utility equipment.

(a) Mechanical and utility equipment located on the roof or exterior of a building shall either be: (i) screened from view from public rights-of-way with materials harmonious to the building; or (ii) located as to not be visible from public rights-of-way or residential zoning districts.

(b) Ground-mounted mechanical or utility equipment shall comply with the screening requirements set forth in Article XXII of Chapter 150 of this Code.

(5) Building additions and modifications shall maintain safe access and pathways, and allow for the functional use of spaces between buildings.

STAFF COMMENTS:

1. **Building Materials. Applicant to provide further details**
2. **Mechanical Equipment. Located on roof, please provide a response to whether the equipment will be visible as well as provide details on noise.**
3. **Refuse Container Screening. Applicant to locate garage in the covered parking area. Please see Section 150.2245.**

(D) *Lighting.*

(1) Lighting fixtures shall be of a scale and finish, and shall be mounted at a height, that are appropriate to the building design and lighting function.

(2) Light sources shall be shielded from view from public rights-of-way and residential districts.

(3) Light poles located within a Vehicular Use Area shall be located between parking spaces.

(4) Lighting levels and light fixture design shall meet the standards of Article VI of Chapter 150 of this Code.

STAFF COMMENTS:

1. **Applicant should revise or request relief for foot-candle measurements along east and west property lines for both 793 Laurel and 1696 McGovern**
2. **Applicant should highlight on the exterior lighting specification sheets that 3000K CCT is being used and also indicate the BUG rating, as appropriate. No uplight is allowed.**

(F) *Fences.* Fences shall be constructed to meet the requirements of Article XXII of Chapter 150 of this Code and of Chapter 173 of this Code.

NEIGHBORHOOD CONTEXT:

- North: B4-6 & B4-5, commercial uses.
- West: RM1A, residential uses.
- South: RM1, residential uses.
- East: B4-5, commercial uses.

APPROVAL PROCESS:

The following rezoning, zoning, and design review applications are necessary for the Applicant to complete their project, as well as building permit/s and other permit/s as necessary:

(1) Planned Development (Preliminary and Final), (2) Design Review, (3) Re-Zoning, and (4) Inclusionary Zoning application.

The standards of approval that apply are as follows:

- Preliminary PUD: Sec. 150.520 and Sec. 150.525(H).
- Design Review. Sec. 176.205.

This is a preliminary PUD. Upon City final consideration of this request the Applicant may move forward to final PUD, if appropriate, per Sec. 150.535. The Applicant must submit the final PUD within six months of approval (if approval occurs) by the City Council, per Sec. 150.535(D).

CITY DEPARTMENT COMMENTS:

City Forestry: see **Attachment 17**

City Engineering and PW Utilities – see **Attachment 18**

- Third-Party is still reviewing the submitted Traffic Study

The Police Department: still reviewing

Fire Department:

- "Regarding the 793 Laurel proposed development: It was discussed that a setback would be provided by the alley on the north side of the building to assist the fire department with access using a ladder truck. Putting a retaining wall and ramp adjacent to the alley negates the benefit. Area is needed for outriggers on the ladder truck. The same applies to any turning apparatus from one alley to another. Note on the traffic study that a ladder truck was forced to use the parking lot opposite the development to make the turn. That requires perfection from the driver and results in a future burden on the parking lot property owner. Being a 5 story building, ground ladders cannot access upper floors. Ladder truck access is critical.
- Regarding the 1696 McGovern proposed development: With the equivalent of a 7 story building on the west side of the building and the shared alley, the comments for 793 Laurel also apply to this development.

Building Division: see **Attachment 19**

PUBLIC UTILITIES:

AT&T:

- After thoroughly reviewing the proposal, AT&T is comfortable with relocating the existing easement, as long as the developer reaches out to our AT&T customer work order group at 888-901-2779 to initiate a billable project. This is an essential step to facilitate the movement of AT&T facilities from the current easement location to the proposed new easement. Please note that AT&T cannot sign off on the easement relocation until that billable project is set up and the relocation has been completed.
- To ensure everything goes smoothly, we'll also require a joint meeting between the developer, AT&T, and ComEd to coordinate all efforts efficiently. If you or the developer have any questions, or need further assistance, please don't hesitate to reach out.

ComEd:

- For the relocation of existing facilities, including conversions from overhead to underground, the landowner must contact the ComEd New Business Department at 866 639 3532. All relocation work must be completed prior to vacating any utility easements currently occupied by facilities. Once the relocation is complete and Engineering has confirmed that no facilities remain within the easement to be vacated, Engineering must provide approval for Real Estate to execute the Plat of Vacation.

RECOMMENDATION:

The Department of Community Development recommends that the Plan & Design Commission open the public hearing, consider the request, and continue or direct findings of fact, as appropriate.

Laurel McGovern Condominiums
1696 McGovern Street
Zoning Map Amendment / Planned Development / Design Review Applications
Project Narrative

March 17, 2026

Current Conditions

The Subject Property has an address range of 1696-1704 McGovern Street and commonly known as 1696 McGovern (the "Property"). The Property is currently owned by 1696 McGovern LLC ("Owner") and Owner has authorized the contract purchaser of the Property, Structa LLC ("Applicant") to submit applications for: Zoning Map Amendment, Planned Development, Design Review, and Inclusionary Housing to the City of Highland Park seeking approval for Applicant to redevelop the Property as set forth below.

The Property currently contains a vacant church building and classroom wing and consists of approximately 26,892 square feet of land on the northwest corner of McGovern Street and Laurel Avenue. The former church occupied the Property and the adjacent property at 793 Laurel for many years, having a total site area of 45,807 square feet. Although historically there was common ownership and a unified use of both properties for many years, the properties are separated by a north-south public alley, and the City has determined that each property is a separate Zoning Lot and should proceed with independent applications for Project approval. Notwithstanding the separate applications, this Project was designed and programmed to be synergistic with the 793 Laurel project.

The Property is located in a transit-served location, approximately 1,320 feet from the Highland Park Metra Station, and in close proximity to several bus routes and stops, as detailed in the traffic impact study, and fronts dedicated bicycle lanes along Laurel Avenue. The Property is located within the boundaries of Downtown Highland Park, immediately adjacent to the Central Business District, and is governed by the Downtown Form and Design Regulations to help maintain and enhance the transit-oriented, walkable character of downtown Highland Park.

The primary constraint of the Property is a steeply sloped hill, with grade elevation change of over 17 vertical feet from East to West and 21 vertical feet overall. The steepest portion of the slope occurs in the Western half of the Property and makes siting a building on this parcel extremely challenging.

Proposed Project

The Applicant proposes to redevelop the Property with a new 20-unit multifamily, residential condominium building with an underground garage containing 40 automobile parking spaces. There are also two exterior guest parking spaces. The five-story building will feature significant upper-level step-backs on floors four and five to minimize visual impact. The building will also contain high-quality amenities including a fitness and wellness center, resident lounge, secure access-controlled package and grocery delivery facility and private, secure bicycle storage room for at least 20 bicycles (the "Project"). The Project is planned and designed in conjunction with the property at 793 Laurel,

which is the subject of separate applications with the City for development approval. There are some shared features between these buildings, including a shared use of the common open space between the buildings, adjacent to the public alley, for loading and guest parking, as well as a park-like opening that benefits the residents of both buildings and the public realm as well. The Project proposes relocation of the existing drop-off lane on McGovern and restoring the landscaped parkway. This allows for the City to extend the existing on street parking on McGovern with more publicly available parking spaces if it desires. The new drop-off area will be located adjacent to the alley in close proximity to entrances of both buildings and will be improved to meet accessibility standards. The Applicant intends to comply with the Inclusionary Housing provisions of the Highland Park Zoning Ordinance.

Zoning Relief and Analysis

The Property is currently zoned RM1A and the Applicant requests a Zoning Map Amendment to the RO Zoning District. The Project also requires a Planned Development with Design Review, and in accordance with the Highland Park Zoning Code (the "Code"), Applicant is pursuing modifications to the RO zoning district regulations. The following is an analysis of all of the requested zoning relief:

Modifications to zoning district regulations per Planned Development provisions of the Code

1. **Height:**

   The maximum, non-planned development height in the RO district is 51 feet and 4 stories as measured from average grade. The Applicant is proposing a 5th floor and based upon average grade of this significantly sloping Property, the building height to the 5th floor parapet is 63 feet, and 70'-3" above average grade to the highest point on the roof. Due to the severity of the slope, mainly on the Western half of the site, average grade is not sufficient alone to determine the building's placement and height. The use of additional setbacks and step-backs in the building's design minimize the visual impact of the upper stories of the building as viewed from street level, providing an appropriate context for the building in its proposed form and location. The Code, in Section 150.520 (K) allows for additional height in a planned development provided the building is designed to reduce the apparent overall bulk of the building by providing:

   a. "An upper-story step-back of 15 feet shall be provided along the front property line for each additional story of building height."

      This would require a single step-back of 15 feet for the 5th floor. However, Applicant is materially exceeding this requirement by providing two step-backs. The fourth-floor step-back is 10 feet, and the fifth-floor step-back is an additional 10 feet, for a total combined step-back of 20 feet.

   b. "To avoid overly regimented building, the forms of the façade of the building adjacent to a front lot line should be designed to provide variation in modulation, finish materials, and fenestration in order to create attractive buildings."

The high-quality architecture of the building incorporates variation in modulation, finish materials, and fenestration to create visually dynamic facades, which avoids the appearance of mass.

c. "Upper-story step-backs should incorporate decks and/or balconies."

The upper-story step-backs incorporate private terraces and decks for all units.

d. "Landscaping should be incorporated within the upper-story step-backs to help soften building forms, either in planters, outdoor plazas, balconies, or other similar features."

The spaces are designed to accommodate planters or other landscaping features as selected by the homeowners to soften building forms and contribute to the visual quality of the upper-stories.

e. "Upper-story step-backs may be reduced, but not eliminated, if an equal amount of public open space is provided at ground level of the Planned Development."

Rather than trading step-back reduction for an equal amount of public open space on the ground level, the Applicant is providing both; again, exceeding the requirements.

f. "Building design shall incorporate integrating usable floor space within architectural roof forms and using other design techniques, as depicted in Figure 150-5-1 of this Article."

This requirement is thoughtfully adhered to and exceeds the expectations as shown in figure 150-5-1, as set forth in c. and d. above.

The combination of the topographic grade change and the generous step-backs means that the visual impact of the fifth story from street level is minimal. The fourth and fifth floors taper the building mass, following the natural slope of the topography, so that the building reads as contextually appropriate rather than as exceeding a height limit. The proposed building is designed to transition appropriately in height from the taller McGovern House to the North, gradually down to the lower-scale townhomes and multifamily buildings along Laurel Avenue to the South and West.

2. **Lot Coverage**

The maximum, non-planned development lot coverage in the RO district is 33%, and Applicant is proposing lot coverage of approximately 50%.

Design and Program Revisions Reducing Coverage:

The current 50% lot coverage represents a substantial reduction from the 59% coverage in the original pre-application submission, achieved through extensive design revisions in response to Plan and Design Commission feedback. The development team, working closely with staff guidance, achieved this reduction by increasing building setbacks,

particularly along the Laurel Avenue frontage, from 10 feet to 40 feet on the west side, and significantly expanding common open space to exceed Code requirements.

This modification request is consistent with comparable multi-family projects withing the Downtown area of Highland Park, including the adjacent properties at 815 and 833 Laurel. As shown on the area context images in the presentation materials, there are multiple buildings in the immediate area that exceed the code prescribed lot coverage ratio and are also in the 50% range.

3. **Setbacks**

Property Conditions

The Property is a Corner Lot, as defined in the Code. The Front Yards are therefore both Laurel and McGovern. There is a public alley on the west side of the Property, which is a Rear Yard. Additionally, the Property is abutting McGovern House Apartments to the north, which is also a Corner Lot, and therefore the north lot line is also considered a Rear Yard. Finally, the Project is also governed by the Downtown Form and Design Standards of the Code, and it is classified and subject to the Neighborhood Frontage Regulations.

Compliance

The Project is fully compliant with the Neighborhood Frontage Regulations, and exceeds the minimum setback requirements on both frontages, with 10-foot setbacks. The building significantly exceeds minimum setbacks on the west, Rear Yard, with a 45-foot setback. As set forth in the lot coverage discussion above, working closely with staff input since the pre-application meeting, the Project has now increased the north setback to 10 feet, where, as a Rear Yard, 25 feet is required. Therefore, Applicant seeks a modification to this one setback. The 10-foot setback provides adequate separation from McGovern House, the next-door neighbor to the north, and allows room to increase the existing landscape buffer between the buildings. This is the same setback that was approved for McGovern House, also a corner lot with its adjacent property line also classified as a Rear Yard.

Mitigating Design Measures

The Applicant has incorporated significant design measures that offset and mitigate the impact of the requested variances:

Reduced density. The Project proposes approximately 50% fewer units than would be permitted under RO District density standards, demonstrating that the variance requests do not result in overdevelopment of the site.

Generous step-backs. Upper-story step-backs well in excess of the ordinance minimum requirements, substantially reducing visual bulk and ensuring the additional building height does not create an overbearing presence at street level.

Open space. Common open space areas increased through design revisions exceeding common open space minimum requirements and providing extensive landscaped areas that benefit both residents and the public.

Responsive design process. Project review in this matter began with a Sketch meeting with City planning staff in May of 2025, followed by the pre-application meeting in October of 2025, a follow-up staff presentation in January 2026, and now the current submission. As a result of these multiple reviews, interim meetings, and various discussions, the Applicant reduced total building gross square footage by 16% (from 92,000 to 77,400 SF), reduced lot coverage by 15% (from 59% to 50%), reduced the unit count on the East Building from 21 to 20, and increased setbacks on multiple frontages - all in direct response to Plan & Development Commission, City Staff and City Department feedback.

Public Benefits

In furtherance of this planned development with zoning modifications, the Applicant proposes a significant public benefit by eliminating the large electric transformers, poles and overhead utility lines located in the public alleys adjacent to the site and burying the utility services in a new easement area to be created in conjunction with the City and ComEd (and including any other affected utility providers) on the east side of the north-south alley at a cost to the Applicant of approximately $350,000. Additionally, the grade-level building setbacks from the alley allow for extensive landscaping to enhance both the public, common open space, and private areas as well as providing solar screening for the units.

The Project team met with various City departments, including Public Works, Engineering and Fire Department, in a comprehensive review of utilities and site conditions relating to the proposed development. Based upon all of the feedback and suggestions discussed, this Public Benefit was well received, and the site plan modified in response. The combination of the transformer removal, burying the utility service and increased setbacks from the alley to accommodate the full width of fire-fighting equipment, all serve to improve the functionality and safety of both alleys for all Public Works, Public Safety, Fire Department, Commercial and Residential traffic and associated uses running east-west from Hickory Street and north-south from Central to Laurel, and also significantly improves the aesthetic appearance of the alleys for all adjacent property owners.

Design/Program Inspiration

Laurel McGovern Condominiums is designed as a bridge between its surrounding context, transitioning from the two, newer, RO zoned buildings to the west, to the McGovern House, B4-5 zoned building immediately adjacent to the north. The proposed buildings appropriately transition in height and minimize the scale from the taller McGovern House to the north, to the Laurel Townhomes and multi-family buildings on both sides of Laurel. The Project will feature family-sized unit layouts and high-quality finishes and will consist of two building phases.

The Project sits at the corner of Laurel and McGovern. This building has been thoughtfully designed with two, separated 3-story massings facing Laurel and McGovern with significant step-backs at both the 4th and 5th floors above. The design follows the steep downward sloping hill to the West. The West building, located at 793 Laurel, will maintain consistent façade characteristics with its counterpart to

the East. The Project's forms are informed by the site's challenging slope and thoughtful use of setbacks and step-backs to break up its massing and reduce the appearance of height as viewed from street level. The interior experience is elegant, emphasizing healthy living, staying connected to nature through views and interior/exterior spaces, and the common and private landscaped terraces.

The Project uses the sloping site to orient views and outdoor terraces primarily towards the south and west for solar exposure and more variation in the façades to vary the buildings' appearances. At street level the Project presents its public side to emphasize walkability with a residential scale along McGovern and Laurel, which is both pedestrian-friendly and activated by the building's common terraces and amenity spaces. At the upper levels, the facades step back significantly to diminish the view of mass from the street. The fourth and fifth story step-backs of the buildings taper down its mass, following the slope of-topography.

The residents of the Project can take advantage of the walkability of downtown Highland Park and connections to nearby parks and recreation. The extensively landscaped terraces and common open space engage and enliven the experience from the exterior as well as the indoor/outdoor flow around both common and private spaces.

Code Standards

The following sections address the Highland Park Code standards for the proposed Project: 1) Zoning Map Amendment; 2) Planned Development as a Special Use; and 3) Design Review:

Zoning Map Amendment Standards (Section 150.1505 standards of the Code):

1. **The Existing uses and zoning of nearby properties:**

Applicant's request is consistent with the higher density zoning designations found on the Property's immediate block and is identical to the previously approved Map Amendment from RM1A to RO zoning for the properties to the immediate west located at 815 and 833 Laurel Avenue in 2014. The subject block, bounded by McGovern Street, Laurel Avenue, Hickory Street and Central Avenue, contains a mix of zoning districts, including: B4-6, B4-5, RO and RM1A. There are varying levels of bulk and density, and the proposed Project is informed by its immediate neighbor to the north, the newer 760 Central - McGovern House building (zoned to B4-5), and is more closely comparable with the RO buildings located at 815 and 833 Laurel, as well as other recently approved RO zoned developments in the area, all reflecting the trend of development in Downtown Highland Park.

2. **The extent to which property values are diminished by the existing zoning:**

The proposed Project is consistent with approved developments on the block, as well as recently approved projects that consist of larger, high-quality residences that not only meet the current housing demands in the City but also is very consistent with the high standards for materiality and architectural excellence. Upon review of the City's zoning map and discussions with staff, the RM1A zoning appears to be very limited and almost obsolete. A new project developed under the current zoning would not be the highest and best use for the Property or the City of Highland Park.

3. **The extent to which the existing zoning and/or proposed zoning promotes the general health, safety, and welfare of the citizenry of the City:**

Both the current and proposed zoning allow for higher density residential uses, and therefore, the proposed zoning would not change the land use from its present, multiple family land use designation. However, the change would allow a build-out density that will provide the opportunity to develop housing units of a type that will meet present and future needs of residents in Highland Park, and the change to RO zoning will continue to provide building bulk requirements including setbacks, building height with prescribed step-backs, and parking regulations that will promote the general health, safety, and welfare of the citizenry of the City.

4. **The relative gain to the public as compared to the hardship imposed upon the petitioner:**

The rezoning, if approved, will create a gain for the public in allowing for the establishment of a 20-unit multiple family building that replaces a long vacant church that has fallen into disrepair, is unsightly and a potential danger as an attractive nuisance to the community. The new housing units is in a convenient location, within walking distance to shopping and public

transportation, and that is consistent with the desires of Owner and Applicant. The proposed housing is in a location that is in high demand in the community.

5. The suitability of the subject property for the purposes of which it is presently zoned.

The Applicant asserts that the Property is not suitably zoned to allow for development of a density that could be reasonably marketed at the present time. The RM1A zoning provides a density that is too low for the Subject Property and will, if developed, yield dwelling units of a floor area/size that are not presently in demand in the community. Further, the RO zoning district bulk regulations are better suited for development on the Property as compared to the present zoning district.

6. The length of time that the subject property has been vacant, as presently zoned, considered in the context of the land development in the area in which the property is located:

The Subject Property has been on the market for many years, and the church building has been vacant for approximately 3 years. There have been at least 3 prior development proposals since early 2020 with no project gaining preliminary support from staff until the current proposal. During this same time period, there have been a variety of proposed and approved projects in Highland Park, and in the immediate vicinity of the Property, there has been an amended and approved townhome and multifamily development, and other RO zoned multiple family projects approved by the City. The current proposal is absolutely consistent with the trend of development in Highland Park.

7. The compatibility of existing zoning as compared to the compatibility of the proposed zoning with the existing Master Plan:

When approving the zoning change for the neighboring properties to the west, the Highland Park Plan Commission found that the Master Plan for the Central District, adopted in 2001, identifies the area of the Subject Property for multiple family use. The proposed use is consistent with the Master Plan, and the text of the Master Plan identifies the need for higher density housing located proximate to downtown Highland Park. Furthermore, the City of Highland Park prepared a Vision Statement for the Central District in 2011 which was accepted by the City Council, and the proposed development of the Property under the proposed rezoning fulfills the following objectives from the Vision Statement:

a. Balance the functions in the Downtown by concentrating retail and personal services in the Pedestrian Core and support the Core with office, service and residential uses in the broader Downtown.

b. Establish regulations with respect to building height, development intensity and residential density that will maintain pedestrian and historic character, promote variety in architecture and urban design, and foster continued reinvestment in Downtown.

8. The evidence or lack of evidence of community need for the use proposed by the petitioner which would require the zoning amendment:

This rezoning and resulting Project, as proposed, is materially consistent with other recently approved buildings, including the projects located immediately to our west which were also rezoned from RM1A to RO. As seen in real time, based upon recent sales of these similarly developed properties, there is a strong demand for the housing type proposed by Applicant.

Planned Development Standards (Sections 150.520 and 150.1404 of the Code):

A. Special Use Standards: Section 150.1404:

1. **The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare:**

The proposed multi-family planned development will not be detrimental to or endanger the public health, safety, or general welfare. The Project utilizes the existing alley for vehicular access to the site and does not propose any new driveways. The alley is proposed to be improved as a public benefit, to bury electric lines and eliminate overhead transformers and utility poles, significantly improving safety, aesthetics and utility functioning. The building is designed in a manner complimentary to the surrounding area.

2. **The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with the special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the zoning district in which it is located:**

The planned development is materially less dense than is allowed in the RO district and therefore the proposal is in harmony with the appropriate, orderly development of the zoning district in which it is located. The density is appropriate since RO allows for a higher density than other residential zoning districts. Additionally, the height, lot coverage, and setbacks are in line with other recent developments in the neighborhood.

3. **That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair the value of other property in the neighborhood:**

The planned development will not be injurious to properties in the immediate vicinity of the subject property. The property has been in a multi-residential zoning district for many years, which permits multi-family uses. The Property was historically used as a church with classrooms and events, which generated more activity and traffic than the proposed multi-family use. The modifications requested are warranted given the size of the lot and the nature of this zoning district in allowing denser designs.

4. **The nature, location, and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage**

the development and use of adjacent land and buildings in accord with the regulations of the zoning district within which they are located:

The nature and size of the development will not impede or discourage the development or use of adjacent land. The multifamily land use building is consistent with the RO zoning district, including the modifications proposed.

5. **Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided:**

Adequate utilities, access roads, and drainage will be provided within the final engineering plans, which are a significant improvement as compared to current conditions.

6. **Parking areas of adequate size for the special use shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets:**

The planned development is meeting all off-street parking requirements set forth in Article 8 of the Code. Access to the underground garage is off of the alley and no new driveways are proposed. Per the traffic study estimated traffic generation will limited, and much more so than the previous use of the Property. Also, traffic will be further reduced due to its proximity to the Highland Park Metra station, the various bus stops and routes, the protected bike lanes fronting the Property and the walkable downtown location of the Project.

7. **The special use shall in all other respects conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified as provided in this Chapter**:

The planned development conforms to the regulations of the zoning district and the applicable provisions in other Articles of Chapter 150, including the Planned Development allowed modifications.

8. **There is reasonable assurance that the special use will be completed and maintained as and if authorized:**

Based upon the Applicant and development team's resumes, and interactions with the City to date, there should be reasonable assurance that the Planned Development will be built and maintained as authorized.

9. **The special use shall comply with all applicable requirements set forth in this Chapter.**

The proposed planned development meets the requirements of the Zoning Code with acceptable modifications.

B. Planned Development Standards: Section 150.520:

1. **Protection of the Public Health, Safety, and Welfare. The uses and structures within the Planned Development shall be compatible with one another, in that they are designed, located, and proposed to be operated so that the public health, safety and welfare will be protected:**

The planned development is designed and located in a manner that will not impact the public health, safety, and welfare. Further, the proposed multifamily land use is permitted in the zoning district and developed at a density and built form consistent with the underlying zoning, with the bulk modifications requested.

2. **Preservation of Environmentally Sensitive Areas. No development shall occur in any Environmentally Sensitive Area located on the subject property, except upon approval of a modification therefore, in accordance with Section 150.510(B) of this Article:**

No portion of the development is located in an Environmentally Sensitive Area. Therefore, this standard does not apply.

3. **Historic Resources. The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code:**

Pursuant to section 170.122(b), the RO Zoning District is not a Covered Residential District eligible for Historic Preservation demolition review.

4. **Clustering New Development. The Planned Development shall preserve the structures, landscapes, scenic view sheds, and other natural and historic features of the subject property, through (i) clustering of lots or building pads, (ii) adaptive reuse of existing structures, and (iii) the protection of designated open space from development; provided, however, that clustering of development shall not be required upon a demonstration by the applicant, to the satisfaction of the Plan & Design Commission and the City Council, that there are no features on the subject property worthy of preservation, or that those features worthy of preservation will be more effectively preserved by not clustering development:**

The Project, including the proposed public benefits, will improve the aesthetics and safety in the area with a development that is consistent with its context. The Project is compliant with landscaping and the open space requirements, and Applicant has made a reasonable effort to include plantings on-site in a way that is complimentary of the surrounding areas.

5. **Location of Structures. All structures to be located within the Planned Development shall (1) be related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) have a visual relationship to existing nearby structures:**

The proposed building is harmonious to the existing structures in the vicinity, including the relationship to the proposed planned development at the adjacent 793 Laurel property, and has a visual relationship with nearby structures, or will be harmonious in the future given zoning bulk regulations and future development.

6. **Environmental Quality and Responsible Design. The Planned Development shall be consistent with the City of Highland Park Environmental Policy and with the City of Highland Park Checklist for Environmentally Responsible Design and Construction. The applicant may demonstrate consistency with standards established for site design**

and building construction practices by referencing known sustainable development and green architecture rating systems:

The planned development satisfies this standard.

7. **Preservation of Landscapes. The landscapes within the Planned Development shall be preserved in their natural states, insofar as practicable, by minimizing tree and soil removal.**

The planned development will comply with this standard as the Project includes a redevelopment of the existing, vacant church and classroom building. The Applicant will comply with the landscaping requirements of the Code.

8. **Schools, Parks, and Public Facilities. The Planned Development shall not impose an undue burden on parks, recreational areas, schools, or other public facilities that serve or are proposed to serve the Planned Development.**

The planned development will introduce only 20 new condominium units to the district. As set forth in Applicant's fiscal impact study, the primary demographic for typical buyers is an empty nester without school aged children. The real estate taxes generated from new, high-end residential units as compared with a vacant church building, as well as the increase in residential density with its related economic activity, will result in a material net benefit to the local businesses, schools, parks and public facilities in Highland Park.

9. **Relationship and Connection to Adjoining Land. The Planned Development shall not be designed as an enclave separate from adjacent properties, unless existing development patterns, natural features, and/or topographic conditions prevent vehicular or pedestrian access connections to adjacent properties. In order to achieve connectivity to adjoining land, all lots, streets, sidewalks and/or paths within a Planned Development shall be designed, to the extent practicable, to allow for the continuation of such existing or proposed features to adjoining areas. New streets, sidewalks, and/or paths located within a proposed Planned Development shall be constructed and installed to the boundaries of the proposed Planned Development if the City Council determines, in its sole discretion, that the proposed Planned Development adjoins land with the potential of being subdivided or re-subdivided.**

The planned development fully meets this standard. The Project incorporates connectivity to surrounding areas. Access to sidewalks is provided for pedestrian connectivity, and the building has an entrance along McGovern St, on the west side, and an entrance along Laurel Avenue. The project is fully complimentary and integrated with the Applicant's proposed building at 793 Laurel to the west, including shared alley improvements for guest parking and loading as well as landscaped, common open space.

10. **Setbacks from the Periphery of the Planned Development. The required front, rear, and side yards along the periphery of the Planned Development shall be of a size not less than the greater of (1) the minimum front, rear, and side yard requirements of the underlying Zoning District in which the Planned Development is located, and (2) the minimum front, rear, and side yard requirements of the adjacent Zoning District.**

The Project exceeds the minimum setback requirements on the south, west and east sides of the building. The project has a proposed modification to its north setback of 10 feet, which is consistent with the approved setback of the adjacent property to the north.

11. **Upper-story Building Design. Stories of new building and additions to existing buildings that exceed the maximum non-planned development height for the RO, B4-4, B4-5, B4-6, B4-BG, or B5 Zoning Districts, as established in Sections 150.704(A) and 150.705(A) of this Chapter, must be designed to reduce the apparent overall bulk of the building by providing or incorporating all of the following features and considerations:**

The maximum, non-planned development height in the RO district is 51 feet and 4 stories as measured from average grade. The Applicant is proposing a 5th floor and based upon average grade of this significantly sloping Property, the height to the 5th floor parapet is 63 feet, and 70' 3" to the highest point on the roof. The Code, in Section 150.520 (K) allows for additional height in a planned development provided the building is designed to reduce the apparent overall bulk of the building by providing:

a. An upper-story step-back of 15 feet shall be provided along the front property line for each additional story of building height.

This would require a single step-back of 15 feet for the 5th floor. However, Applicant is materially exceeding this requirement by providing two step-backs: one on the fourth floor of 10 feet , and one on the fifth floor of another 10 feet, for a total combined step-back in excess of the 15-foot minimum.

b. To avoid overly regimented building, the forms of the façade of the building adjacent to a front lot line should be designed to provide variation in modulation, finish materials, and fenestration in order to create attractive buildings.

The high-quality architecture of the building incorporates variation in modulation, finish materials, and fenestration to create visually dynamic facades, which avoids the appearance of mass.

c. Upper-story step-backs should incorporate decks and/or balconies.

The upper-story step-backs incorporate private terraces and decks for all units, integrating the additional height into the residential program.

d. Landscaping should be incorporated within the upper-story step-backs to help soften building forms, either in planters, outdoor plazas, balconies, or other similar features.

Privately maintained planters and landscaped terraces are incorporated within the step-back areas to soften building forms and contribute to the visual quality of the upper-stories.

e. Upper-story step-backs may be reduced, but not eliminated, if an equal amount of public open space is provided at ground level of the Planned Development.

Rather than trading step-back reduction for an equal amount of public open space on the ground level, the Applicant is providing both, again exceeding the requirements.

g. Building design shall incorporate integrating usable floor space within architectural roof forms and using other design techniques, as depicted in Figure 150-5-1 of this Article.

This requirement is thoughtfully adhered to and exceeds the expectations as shown in figure 150-5-1, as set forth in c. and d. above.

12. **Functional and Mechanical Features. Exposed storage areas, trash containers, recycling container space, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be (1) identified on the site plan required pursuant to Section 150.525(A)(9) of this Chapter, (2) incorporated into common areas of the development, (3) made as unobtrusive as possible, and (4) designed, landscaped, and screened in accordance with the requirements set forth in Article XXII of this Chapter and of Chapter 176 of the Code.**

The Project is fully compliant with this standard as storage areas, trash containers, and related items will be located in the underground parking garage, with the exception to the HVAC mechanical units being located on the roof.

13. **Distance Between Buildings. The minimum horizontal distance between any two new buildings to be located on the subject property, or between any new building and an existing building (including building appurtenances), shall be not less than 15 feet; provided, however, that this Section 150.520(L) shall not apply to buildings that (1) share a common wall, and (2) have individual entrances and exits.**

This standard is met as the proposed building will be separated by approximately 65 feet from Applicant's proposed new building at 793 Laurel and separated by approximately 20 feet from the adjacent building to the north.

14. **Surface Water Drainage. In accordance with the storm water management regulations set forth in Article XVIII of this Chapter, surface drainage systems serving the subject property shall be designed to prevent surface waters from adversely affecting neighboring properties or the public storm water drainage system. Surface water in all paved areas shall be collected at intervals so as to prevent obstruction of the flow of vehicular or pedestrian traffic. The design of the storm water management system shall enhance natural storm water storage areas such as high-quality aquatic resources and regulatory floodplains, and may incorporate natural storm water management techniques commonly referred to as low impact development techniques or best management practices:**

The planned development will be constructed in accordance with the storm water management regulations established in the Highland Park City Code and therefore meets this standard.

15. **Ingress to and egress from the Planned Development shall be designed to (1) promote safe vehicular movements, (2) minimize traffic congestion in the public streets outside the Planned Development, and (3) facilitate the free flow of vehicular and pedestrian traffic within the Planned Development:**

The proposed access is acceptable. The Project's traffic impact study and analysis verifies that the existing street network and nearby intersections have adequate capacity to accommodate traffic generated by this development.

16. **Streets, Alleys, and Public Ways. The streets, alleys, and other public and private traffic thoroughfares located within the Planned Development shall conform to the applicable requirements set forth in Section 151.004 of the Subdivision Ordinance, as may be modified upon the recommendation of the Director of Public Works and the approval by the City Council. The City Council may, in its sole discretion, require that streets located within the Planned Development be stubbed in order to provide for future connections to adjacent developments:**

The planned development will circulate traffic through the adjacent alley, as intended by the development proposal. Residents will access the underground garage through the adjacent alley. The interior parking area is adequate to provide safe, effective, vehicular and pedestrian access within the development.

17. **Common Ownership or Control. <u>During Development</u>. During the development process and until such time that the development is turned over to an owners' association or equivalent entity, all common areas within buildings, common open space, landscaping, exterior maintenance areas, and all other exterior aspects of the development located within the proposed Planned Development shall be on a tract or tracts of land under common ownership or control. <u>Upon Completion of Development</u>. The owners' association or equivalent entity, upon its establishment, shall be responsible for all obligations set forth in (a) the ordinance approving the Planned Development, adopted pursuant to Section 150.540(C) of this Article, (b) any associated development agreement pertinent to the Planned Development, and (c) the declaration of covenants, or similar recorded document, establishing the owners' association or equivalent entity.**

This standard will be satisfied, and Applicant will verify at the time of Final planned development approval.

18. **Additional Standards for Planned Developments.**

    a. **That Include Residential Uses. Residential Density. Except as provided pursuant to Section 150.510(D) and Article 21 of this Chapter, the residential density of the Planned Development shall not exceed in number the maximum number of dwelling units that could be achieved through a conventional subdivision of the site, as demonstrated by the subdivision sketch plan described in, and required pursuant to, Section 150.525(A)(8) of this Article.**

The planned development is fully compliant with this standard. In fact, the residential density is materially less than what would otherwise be permissible on the site.

    b. **Common Open Space. Planned Developments located in any Residential District shall comply with the following additional standards:**

1. **At least 20 percent of the subject property shall be maintained as common open space, except as may be modified by the Plan and Design Commission and City Council in accordance with this Article. Required yards in a Multiple Family Residential District may account for a maximum of 50 percent of the required common open space.**

The planned development meets this requirement as it exceeds these minimum requirements.

2. **In a Multiple Family Residential District, a minimum of 100 square feet of open space per dwelling unit shall be provided within one or more sitting areas, plazas, recreational spaces or other areas for gathering by residents of the Planned Development. The open space provided pursuant to this Section 150.520(Q)(2)(b) shall be in addition to, and not in lieu of, the required yards within the applicable Zoning District.**
3. The Project will exceed the minimums set forth in this standard. **The common open space must be accessible from every dwelling unit located within the Planned Development, either via (i) direct access, or (ii) the granting of a permanent easement for convenient access to the common open space.**

The planned development meets this standard by providing direct access to the common open space areas.

4. **No recreational facilities shall be permitted within any area designated as common open space, except those that are graphically depicted in the Final Development Plan approved by the City Council in accordance with Section 150.540(B) of this Article.**

This standard does not apply to this Project.

5. **No proposed area on a site plan may be accepted as common open space unless its character and quality have been approved by the Plan and Design Commission. When making its determination, the Plan and Design Commission shall give consideration to the following standards: (i) The size and character of the structures to be constructed within the proposed Planned Development; (ii)The character of surrounding developments; (iii)The topography and existing amenities of the proposed open space area, including trees, ground cover and other natural features, and particularly as set forth in Article XXII of this Chapter and Chapter 176 of the Code; (iv)The manner in which the proposed open space area is to be improved and maintained for recreational purposes; and**
(v) The existence of public parks or other public recreational facilities in the vicinity of and the relationship to, the proposed open space.

Based upon the drawings, plans, and surrounding conditions submitted with the Project approval applications, Applicant believes that the planned development is compliant.

6. **All portions of the subject property to be preserved as common open space must be conveyed, in a manner acceptable to the City Council and the Corporation Counsel, to a park district, school district, or other public agency, or to a private association or similar organization formed by a**

condominium agreement, townhouse declaration, indenture, restrictive covenant or other binding agreement.

The common space will be owned, controlled and managed by the condominium association formed for the Project.

7. The applicant shall submit a management plan for restoration and long-term management of the common open space.

The condominium association will manage the common open space in perpetuity.

Design Review Standards (Section 176.205):

A. Site Plan

1. The site shall be planned to (a) provide a desirable transition from the streetscape, (b) meet the parking design requirements of Article VIII of Chapter 150 of this Code, and (c) meet the landscape planting and screening requirements of Article XXII of Chapter 150 of this Code.

The building is designed to meet or exceed all required setbacks and landscaping requirements along the Laurel and McGovern frontages. All resident and guest parking requirements will be met.

2. Buildings shall be oriented so that the principal entry is visible and accessible from the primary street frontage.

A visible, tree-lined walkway leads from the public sidewalk to the two-story principal entrance that faces Laurel.

3. Building configurations that tend to catch and accumulate debris, leaves, dirt, trash and rubbish shall be avoided.

The story entry is covered, but open on two sides to allow for easy access and limit the potential for accumulated debris.

4. Service yards, storage yards, exterior work areas, and utility meters shall either be (i) screened from view from public rights-of-way with dense planting or other materials harmonious with the building, or (ii) otherwise be located so as not to be visible from any public rights-of-way.

These service and related items will, to the full extent possible, be screened from view. Utilities will be grouped and screened either in the alley or in the basement garage.

B. Site Treatment

1. Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced, subject to the requirements set forth in Article XVIII of Chapter 150 of this Code.

The entire building design is informed by the steep slope of the Property. Considerable setbacks have been provided along the Laurel Avenue frontage to allow for large terraces and landscaping that respond to steep hill that drops from east to west along the site.

2. Grades of walks, parking spaces, terraces, and other paved areas shall provide a safe and stable surface for walking.

The public sidewalk will follow the natural grading of the site and public way, and the private walkways and terraces will be designed to meet accessibility standards.

3. Sidewalks, plazas, and pedestrian pathways shall be distinguished from Vehicular Use Areas through the use of materials, such as curbs, pavers, and brick or brushed or scored concrete, in order to ensure pedestrian safety and comfort.

Along the alley, all materials used for paved parking/loading areas will be clearly identified to maximize pedestrian safety. Additionally, both depressed and raised curbs will be used to delineate public, private, and pedestrian areas.

4. Newly installed utility services and service revisions necessitated by a modification to an Exterior Design Feature shall be place underground.

To the extent practical based upon ComEd review, utility service will be underground. Exterior pad-mounted transformers may be required by ComEd for electrical service.

C. Building Design

1. Building mass, scale, and lines, including roof forms, shall be designed to be harmonious with the design of adjacent buildings.

In both scale and materiality, this building has been designed as a bridge between the 6-story panel-clad apartment building to the north, and the 3- and 4-story brick-clad townhouses and condominium buildings to the south and west of the site. The most prominent form of the building that engages the public was features 3-story finely detailed brick facades. The 4th and 5th floors step back significantly and change to a panel cladding system that speaks to the building to the north.

2. Buildings shall be designed to avoid monotony with respect to roof line, windows, location and size of principal entry, location and orientation of garage entries, and cladding material and color.

In addition to the generous step-backs at the top two floors, the building features multiple setbacks on all frontages that divide the mass into smaller human-scaled components. The principal entry on Laurel Avenue includes a particularly generous setback that creates a parklike feature for both residents and the neighborhood.

3. Building materials shall be durable and conducive to easy maintenance and upkeep.

Brick masonry and a high-quality aluminum composite metal panel system were selected for both their high aesthetic quality and low maintenance requirements.

4. Mechanical or other utility equipment. (a) Mechanical and utility equipment located on the roof or exterior of a building shall either be: (i) screened from view from public rights-of-way with materials harmonious to the building; or (ii) located as to not be visible from public rights-of-way or residential zoning districts. (This is the strategy being pursued.) (b) Ground-mounted mechanical or utility equipment shall comply with the screening requirements set forth in Article XXII of Chapter 150 of this Code.

The Project has been designed to comply, to the full extent possible, with all of these standards.

5. Building additions and modifications shall maintain safe access and pathways, and allow for the functional use of spaces between buildings.

Not applicable to this new construction Project.

D. Lighting

1. Lighting fixtures shall be of a scale and finish, and shall be mounted at a height, that are appropriate to the building design and lighting function. 2. Light sources shall be shielded from view from public rights-of-way and residential districts. 3. Light poles located within a Vehicular Use Area shall be located between parking spaces. 4. Lighting levels and light fixture design shall meet the standards of Article VI of Chapter 150 of this Code.

The Project has been designed to comply, to the full extent possible, with all of these standards.

E. Awnings

1. Awnings are encouraged to be mounted with respect to the design of the building bays and windows, and so as to not detract from the window trim or other architectural features of the building. 2. Awning design and construction shall meet the standards set forth in Article XX of Chapter 150 of this Code and in Chapter 170 of this Code. 3. Fences. Fences shall be constructed to meet the requirements of Article XXII of Chapter 150 of this Code and of Chapter 173 of this Code. 4. Antennae. Antennae shall be designed and located to meet the requirements of Article IV of Chapter 150 of this Code.

These features are not included and therefore, not applicable to this Project.

Laurel McGovern Condominiums
793 Laurel Avenue
Zoning Map Amendment / Planned Development / Design Review Applications
Project Narrative Update
April 17, 2026

Current Conditions

The Subject Property is commonly known as 793 Laurel Avenue (the "Property"). The Property is currently owned by 1696 McGovern LLC ("Owner") and Owner has authorized the contract purchaser of the Property, Structa LLC ("Applicant") to submit applications for: Zoning Map Amendment, Planned Development, Design Review, and Inclusionary Housing to the City of Highland Park seeking approval for Applicant to redevelop the Property as set forth below.

The Property currently contains a vacant church residence and consists of approximately 18,915 square feet of land located on the north side of Laurel Avenue, immediately west of McGovern Street. A former church residence has occupied the Property which served the Church, located on the adjacent property at 1696 McGovern for many years, having a total site area of 45,807 square feet. Although historically there was common ownership and a unified use of both properties for many years, the properties are separated by a north-south public alley, and the City has determined that each property is a separate Zoning Lot and should proceed with independent applications for Project approval. Notwithstanding the separate applications, this Project was designed and programmed to be synergistic with the 1696 McGovern project.

The Property is located in a transit-served location, approximately 1,320 feet from the Highland Park Metra Station, and in close proximity to several bus routes and stops, as detailed in the traffic impact study, and fronts dedicated bicycle lanes along Laurel Avenue. The Property is located within the boundaries of Downtown Highland Park, immediately adjacent to the Central Business District, and is governed by the Downtown Form and Design Regulations to help maintain and enhance the transit-oriented, walkable character of downtown Highland Park.

The primary constraint of the Property is the steeply sloped hill to the east, with grade elevation change of 21 vertical feet from McGovern Street to the west side of the Property. Additionally, there are utility poles and electric lines serving the area, running north-south through the middle of the property, which makes efficiently building on this parcel very challenging, and requires a relocation of utilities and a ComEd easement.

Proposed Project

The Applicant proposes to redevelop the Property with a new 14-unit multifamily, residential condominium building with an underground garage containing 27 automobile parking spaces. There are also two exterior guest parking spaces. The five-story building will feature significant upper-level step-backs on floors four and five to minimize visual impact. The building will also contain high-quality amenities including a fitness and wellness center, resident lounge, secure access-controlled

package and grocery delivery facility and private, secure bicycle storage room for at least 14 bicycles (the "Project"). The Project is planned and designed in conjunction with the property at 1696 McGovern, which is the subject of separate applications with the City for development approval. There are some shared features between these buildings, including a shared use of the common open space between the buildings, adjacent to the public alley, for loading and guest parking, as well as a park-like opening that benefits the residents of both buildings and the public realm as well. The Project proposes relocation of the utility lines and ComEd easement running through the Property and burying the electric service. The new drop-off area will be located adjacent to the alley in close proximity to entrances of both buildings and will be improved to meet accessibility standards. The Applicant intends to comply with the Inclusionary Housing provisions of the Highland Park Zoning Ordinance.

Zoning Relief and Analysis

The Property is currently zoned RM1A and the Applicant requests a Zoning Map Amendment to the RO Zoning District. The Project also requires a Planned Development with Design Review, and in accordance with the Highland Park Zoning Code (the "Code"), Applicant is pursuing modifications to the RO zoning district regulations. The following is an analysis of all of the requested zoning relief:

Modifications to zoning district regulations per Planned Development provisions of the Code

1. **Height:**

   The maximum, non-planned development height in the RO district is 51 feet and 4 stories as measured from average grade. The Applicant is proposing a 5th floor and based upon average grade of this more moderately sloping Property, the building height to the 5th floor parapet is 63 feet, and 64'-9" above average grade to the highest point on the roof. Due to the slope, average grade is not sufficient alone to determine the building's placement and height. The use of additional setbacks and step-backs in the building's design minimize the visual impact of the upper stories of the building as viewed from street level, providing an appropriate context for the building in its proposed form and location. The Code, in Section 150.520 (K) allows for additional height in a planned development provided the building is designed to reduce the apparent overall bulk of the building by providing:

   a. "An upper-story step-back of 15 feet shall be provided along the front property line for each additional story of building height."

      This would require a single step-back of 15 feet for the 5th floor. However, Applicant is materially exceeding this requirement by providing two step-backs. The fourth-floor step-back is 12 feet, and the fifth-floor step-back is an additional 13 feet, for a total combined step-back of 25 feet.

   b. "To avoid overly regimented building, the forms of the façade of the building adjacent to a front lot line should be designed to provide variation in modulation, finish materials, and fenestration in order to create attractive buildings."

The high-quality architecture of the building incorporates variation in modulation, finish materials, and fenestration to create visually dynamic facades, which avoids the appearance of mass.

c. "Upper-story step-backs should incorporate decks and/or balconies."

The upper-story step-backs incorporate private terraces and decks for all units.

d. "Landscaping should be incorporated within the upper-story step-backs to help soften building forms, either in planters, outdoor plazas, balconies, or other similar features."

The spaces are designed to accommodate planters or other landscaping features as selected by the homeowners to soften building forms and contribute to the visual quality of the upper stories.

e. "Upper-story step-backs may be reduced, but not eliminated, if an equal amount of public open space is provided at ground level of the Planned Development."

Rather than trading step-back reduction for an equal amount of public open space on the ground level, the Applicant is providing both; again, exceeding the requirements.

f. "Building design shall incorporate integrating usable floor space within architectural roof forms and using other design techniques, as depicted in Figure 150-5-1 of this Article."

This requirement is thoughtfully adhered to and exceeds the expectations as shown in figure 150-5-1, as set forth in c. and d. above.

The combination of the topographic grade change and the generous step-backs means that the visual impact of the fifth story from street level is minimal. The fourth and fifth floors taper the building mass, following the natural slope of the topography, so that the building reads as contextually appropriate rather than as exceeding a height limit. The proposed building is designed to transition appropriately in height from the taller McGovern House to the North, gradually down to the lower-scale townhomes and multifamily buildings along Laurel Avenue to the South and West.

2. **Lot Coverage**

The maximum, non-planned development lot coverage in the RO district is 33%, and Applicant is proposing lot coverage of approximately 52%.

Design and Program Revisions Reducing Coverage:

The current 52% lot coverage represents a substantial reduction from the 59% coverage in the original pre-application submission, achieved through extensive design revisions in response to Plan and Design Commission feedback. The development team, working

closely with staff guidance, achieved this reduction by increasing building setbacks, particularly along the rear property line from 10 feet to 36 feet on the north side, and slightly expanding common open space to exceed Code requirements.

This modification request is consistent with comparable multi-family projects withing the Downtown area of Highland Park, including the adjacent properties at 815 and 833 Laurel. As shown on the area context images in the presentation materials, there are multiple buildings in the immediate area that exceed the code prescribed lot coverage ratio and are also in the 50% range.

3. **Setbacks**

Property Conditions

There is a 20-foot-wide public alley on the north side of the Property, which is the Property's Rear Yard, and the setback includes half of that alley. Additionally, the Property is abutting the north south alley to the east, and although that is a side yard, still allows significant spacing of approximate 65 feet to the 1696 McGovern property. Finally, the Project is also governed by the Downtown Form and Design Standards of the Code, and it is classified and subject to the Neighborhood Frontage Regulations.

Compliance

The Project is fully compliant with the Neighborhood Frontage Regulations and exceeds the minimum setback requirements for its front yard, with a 10-foot setback. It meets the required side yard setback on the west side of the Property. The building significantly exceeds minimum rear yard setback to the north, with a 36-foot setback. Although the Property abuts the 20-foot alley to the east, this is a side yard, and by Code, unable to include the 10-foot half alley in its side yard calculation. Therefore, Applicant seeks a 5-foot modification to this one setback.

4. **One Zoning Lot or Minimum Lot Size**

As discussed above, this Property and the property at 1696 McGovern historically had the same owner and functioned together as a unified property. However, the Planning Staff had determined that the north-south alley running between the properties results in these properties being separate zoning lots. This would result in the western portion of the Property at 793 Laurel being undersized at 18,915 square feet, 13% smaller than the Code required minimum lot size for multiple-family use of 21,780 square feet. The Code allows the Zoning Board of Appeals to grant relief 10% variation in lot size, which leaves a 3% shortfall. Applicant asserts that this request for relief is appropriate in the context of the review and approval process for this Project which includes a Planned Development, Design Review and City Council approval.

Alternatively, in discussions with staff, Applicant separately asserts that this issue can also be resolved through a modification request that this Property be treated as one Zoning Lot.

This request is also appropriate under the specific facts surrounding this Project. 793 Laurel has been designed to be fully integrated as a unified development with the 1696 McGovern building and takes advantage of important shared features like guest parking, loading, pick-up and drop-off area all located on the 1696 McGovern property, effectively linking these 2 buildings in one Project. In addition to the physical and design integration of these buildings and the overall Planned Development, the common ownership, past and current, also supports this request. Finally, this request is further mitigated by the fact that there is significantly less density proposed, with only 34 out of a possible 52 units that could otherwise be constructed on the overall site under the RO District.

Given the significant investment in utility improvements proposed for the Property and the area, as well as the thoughtful design features, either of these Modification requests result in a development that appropriately fits into its context. Finally, either of these Modifications would be consistent with the Intent and Purpose on Planned Developments as set forth in 150.501 of the Code. Specifically, as stated, to allow departures from the strict application of the specific zoning requirements of the Zoning District in which the proposed development is located. The intent is to permit site planning and project design flexibility, and to provide performance criteria for planned developments, which this Project meets, as set forth herein.

5. **Parking**

There are 27 automobile parking spaces provided where 28 parking spaces are required for the 14 dwelling units. Given the transit-served location of the Project, within 1,320 feet of regularly scheduled bus routes, close proximity to the train station, and based on substantiated projections of reduction in parking demand as set forth in the KLOA Traffic Impact Study, this 1 space reduction is consistent with the anticipated use and is allowed by the Code based on proximity to transit.

Mitigating Design Measures

The Applicant has incorporated significant design measures that offset and mitigate the impact of the requested variances:

Reduced density. The Project proposes approximately 10 fewer units (a 40% reduction) than would otherwise be permitted under RO District density standards, demonstrating that the Modification requests do not result in overdevelopment of the site.

Generous step-backs. Upper-story step-backs well in excess of the ordinance minimum requirements, substantially reducing visual bulk and ensuring the additional building height does not create an overbearing presence at street level.

Open space. Common open space areas increased through design revisions exceeding common open space minimum requirements and providing extensive landscaped areas that benefit both residents and the public.

Responsive design process. Project review in this matter began with a Sketch meeting with City planning staff in May of 2025, followed by the pre-application meeting in October of 2025, a follow-up staff presentation in January 2026, and now the current submission. As a result of these multiple reviews, interim meetings, and various discussions, the Applicant reduced total building gross square footage by 20% (from 54,538 SF to 43,592 SF), reduced lot coverage by 12% (from 59% to 52%), maintained a reduced unit count at 14, and increased rear setback - all in direct response to Plan & Development Commission, City Staff and City Department feedback.

Public Benefits

In furtherance of this planned development with zoning modifications, the Applicant proposes a significant public benefit by eliminating the large electric transformers, poles and overhead utility lines located in the public alleys adjacent to the site and burying the utility services in a new easement area to be created in conjunction with the City and ComEd (and including any other affected utility providers) on the east side of the north-south alley at a cost to the Applicant of approximately $350,000. Additionally, the grade-level building setbacks from the alley allow for extensive landscaping to enhance both the public, common open space, and private areas as well as providing solar screening for the units.

The Project team met with various City departments, including Public Works, Engineering and Fire Department, in a comprehensive review of utilities and site conditions relating to the proposed development. Based upon all of the feedback and suggestions discussed, this Public Benefit was well received, and the site plan modified in response. The combination of the transformer removal, burying the utility service and increased setbacks from the alley to accommodate the full width of fire-fighting equipment, all serve to improve the functionality and safety of both alleys for all Public Works, Public Safety, Fire Department, Commercial and Residential traffic and associated uses running east-west from Hickory Street and north-south from Central to Laurel, and also significantly improves the aesthetic appearance of the alleys for all adjacent property owners.

Design/Program Inspiration

Laurel McGovern Condominiums is designed as a bridge between its surrounding context, transitioning from the two, newer, RO zoned buildings to the west, to the McGovern House, B4-5 zoned building immediately adjacent to the north. The proposed buildings appropriately transition in height and minimize the scale from the taller McGovern House to the north, to the Laurel Townhomes and multi-family buildings on both sides of Laurel. The Project will feature family-sized unit layouts and high-quality finishes and will consist of two building phases.

The Project sits at the corner of Laurel and McGovern. This building has been thoughtfully designed with two, separated 3-story massings facing Laurel and McGovern with significant step-backs at both the 4th and 5th floors above. The design follows the steep downward sloping hill to the West. The West building, located at 793 Laurel, will maintain consistent façade characteristics with its counterpart to the East. The Project's forms are informed by the site's challenging slope and thoughtful use of setbacks and step-backs to break up its massing and reduce the appearance of height as viewed from

street level. The interior experience is elegant, emphasizing healthy living, staying connected to nature through views and interior/exterior spaces, and the common and private landscaped terraces.

The Project uses the sloping site to orient views and outdoor terraces primarily towards the south and west for solar exposure and more variation in the façades to vary the buildings' appearances. At street level the Project presents its public side to emphasize walkability with a residential scale along McGovern and Laurel, which is both pedestrian-friendly and activated by the building's common terraces and amenity spaces. At the upper levels, the facades step back significantly to diminish the view of mass from the street. The fourth and fifth story step-backs of the buildings taper down its mass, following the slope of-topography.

The residents of the Project can take advantage of the walkability of downtown Highland Park and connections to nearby parks and recreation. The extensively landscaped terraces and common open space engage and enliven the experience from the exterior as well as the indoor/outdoor flow around both common and private spaces.

Code Standards

The following sections address the Highland Park Code standards for the proposed Project: 1) Zoning Map Amendment; 2) Planned Development as a Special Use; and 3) Design Review:

Zoning Map Amendment Standards (Section 150.1505 standards of the Code):

1. **The Existing uses and zoning of nearby properties:**

   Applicant's request is consistent with the higher density zoning designations found on the Property's immediate block and is identical to the previously approved Map Amendment from RM1A to RO zoning for the properties to the immediate west located at 815 and 833 Laurel Avenue in 2014. The subject block, bounded by McGovern Street, Laurel Avenue, Hickory Street and Central Avenue, contains a mix of zoning districts, including: B4-6, B4-5, RO and RM1A. There are varying levels of bulk and density, and the proposed Project is informed by its immediate neighbor to the north, the newer 760 Central - McGovern House building (zoned to B4-5), and is more closely comparable with the RO buildings located at 815 and 833 Laurel, as well as other recently approved RO zoned developments in the area, all reflecting the trend of development in Downtown Highland Park.

2. **The extent to which property values are diminished by the existing zoning:**

   The proposed Project is consistent with approved developments on the block, as well as recently approved projects that consist of larger, high-quality residences that not only meet the current housing demands in the City but also is very consistent with the high standards for materiality and architectural excellence. Upon review of the City's zoning map and discussions with staff, the RM1A zoning appears to be very limited and almost obsolete. A new project developed under the current zoning would not be the highest and best use for the Property or the City of Highland Park.

3. **The extent to which the existing zoning and/or proposed zoning promotes the general health, safety, and welfare of the citizenry of the City:**

Both the current and proposed zoning allow for higher density residential uses, and therefore, the proposed zoning would not change the land use from its present, multiple family land use designation. However, the change would allow a build-out density that will provide the opportunity to develop housing units of a type that will meet present and future needs of residents in Highland Park, and the change to RO zoning will continue to provide building bulk requirements including setbacks, building height with prescribed step-backs, and parking regulations that will promote the general health, safety, and welfare of the citizenry of the City.

4. **The relative gain to the public as compared to the hardship imposed upon the petitioner:**

The rezoning, if approved, will create a gain for the public in allowing for the establishment of a 14-unit multiple family building that replaces a long vacant church that has fallen into disrepair, is unsightly and a potential danger as an attractive nuisance to the community. The new housing units is in a convenient location, within walking distance to shopping and public transportation, and that is consistent with the desires of Owner and Applicant. The proposed housing is in a location that is in high demand in the community.

5. **The suitability of the subject property for the purposes of which it is presently zoned.**

The Applicant asserts that the Property is not suitably zoned to allow for development of a density that could be reasonably marketed at the present time. The RM1A zoning provides a density that is too low for the Subject Property and will, if developed, yield dwelling units of a floor area/size that are not presently in demand in the community. Further, the RO zoning district bulk regulations are better suited for development on the Property as compared to the present zoning district.

6. **The length of time that the subject property has been vacant, as presently zoned, considered in the context of the land development in the area in which the property is located:**

The Subject Property has been on the market for many years, and the church building has been vacant for approximately 3 years. There have been at least 3 prior development proposals since early 2020 with no project gaining preliminary support from staff until the current proposal. During this same time period, there have been a variety of proposed and approved projects in Highland Park, and in the immediate vicinity of the Property, there has been an amended and approved townhome and multifamily development, and other RO zoned multiple family projects approved by the City. The current proposal is absolutely consistent with the trend of development in Highland Park.

7. **The compatibility of existing zoning as compared to the compatibility of the proposed zoning with the existing Master Plan:**

When approving the zoning change for the neighboring properties to the west, the Highland Park Plan Commission found that the Master Plan for the Central District, adopted in 2001,

identifies the area of the Subject Property for multiple family use. The proposed use is consistent with the Master Plan, and the text of the Master Plan identifies the need for higher density housing located proximate to downtown Highland Park. Furthermore, the City of Highland Park prepared a Vision Statement for the Central District in 2011 which was accepted by the City Council, and the proposed development of the Property under the proposed rezoning fulfills the following objectives from the Vision Statement:

a. Balance the functions in the Downtown by concentrating retail and personal services in the Pedestrian Core and support the Core with office, service and residential uses in the broader Downtown.

b. Establish regulations with respect to building height, development intensity and residential density that will maintain pedestrian and historic character, promote variety in architecture and urban design, and foster continued reinvestment in Downtown.

8. The evidence or lack of evidence of community need for the use proposed by the petitioner which would require the zoning amendment:

This rezoning and resulting Project, as proposed, is materially consistent with other recently approved buildings, including the projects located immediately to our west which were also rezoned from RM1A to RO. As seen in real time, based upon recent sales of these similarly developed properties, there is a strong demand for the housing type proposed by Applicant.

Planned Development Standards (Sections 150.520 and 150.1404 of the Code):

A. Special Use Standards: Section 150.1404:

1. **The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance, or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare:**

The proposed multi-family planned development will not be detrimental to or endanger the public health, safety, or general welfare. The Project utilizes the existing alley for vehicular access to the site and does not propose any new driveways. The alley is proposed to be improved as a public benefit, to bury electric lines and eliminate overhead transformers and utility poles, significantly improving safety, aesthetics and utility functioning. The building is designed in a manner complimentary to the surrounding area.

2. **The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with the special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it, shall be such that it will be in harmony with the appropriate, orderly development of the zoning district in which it is located:**

The planned development is materially less dense than is allowed in the RO district and therefore the proposal is in harmony with the appropriate, orderly development of the zoning district in which it is located. The density is appropriate since RO allows for a higher density than other residential zoning districts. Additionally, the height, lot coverage, and setbacks are in line with other recent developments in the neighborhood.

3. **That the special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair the value of other property in the neighborhood:**

The planned development will not be injurious to properties in the immediate vicinity of the subject property. The property has been in a multi-residential zoning district for many years, which permits multi-family uses. The Property was historically used as a church with classrooms and events, which generated more activity and traffic than the proposed multi-family use. The modifications requested are warranted given the size of the lot and the nature of this zoning district in allowing denser designs.

6. **The nature, location, and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the regulations of the zoning district within which they are located:**

The nature and size of the development will not impede or discourage the development or use of adjacent land. The multifamily land use building is consistent with the RO zoning district, including the modifications proposed.

7. **Adequate utilities, access roads, drainage, and other necessary facilities have been or will be provided:**

Adequate utilities, access roads, and drainage will be provided within the final engineering plans, which are a significant improvement as compared to current conditions.

8. **Parking areas of adequate size for the special use shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed to prevent traffic hazards, eliminate nuisance, and minimize traffic congestion in the public streets:**

Given its Transit-Served location and the corresponding reductions allowed in the Code, the planned development is meeting the off-street parking requirements set forth in Article 8 of the Code. Access to the underground garage is off of the alley and no new driveways are proposed. Per the traffic study estimated traffic generation will limited, and much more so than the previous use of the Property. Also, traffic will be further reduced due to its proximity to the Highland Park Metra station, the various bus stops and routes, the protected bike lanes fronting the Property and the walkable downtown location of the Project.

9. **The special use shall in all other respects conform to the applicable regulations of the zoning district in which it is located, except as such regulations may, in each instance, be modified as provided in this Chapter**:

The planned development conforms to the regulations of the zoning district and the applicable provisions in other Articles of Chapter 150, including the Planned Development allowed modifications.

10. **There is reasonable assurance that the special use will be completed and maintained as and if authorized:**

Based upon the Applicant and development team's resumes, and interactions with the City to date, there should be reasonable assurance that the Planned Development will be built and maintained as authorized.

11. **The special use shall comply with all applicable requirements set forth in this Chapter.**

The proposed planned development meets the requirements of the Zoning Code with acceptable modifications.

B. Planned Development Standards: Section 150.520:

1. **Protection of the Public Health, Safety, and Welfare. The uses and structures within the Planned Development shall be compatible with one another, in that they are designed, located, and proposed to be operated so that the public health, safety and welfare will be protected:**

The planned development is designed and located in a manner that will not impact the public health, safety, and welfare. Further, the proposed multifamily land use is permitted in the zoning district and developed at a density and built form consistent with the underlying zoning, with the bulk modifications requested.

2. **Preservation of Environmentally Sensitive Areas. No development shall occur in any Environmentally Sensitive Area located on the subject property, except upon approval of a modification therefore, in accordance with Section 150.510(B) of this Article:**

No portion of the development is located in an Environmentally Sensitive Area. Therefore, this standard does not apply.

3. **Historic Resources. The Planned Development shall preserve all (1) locally designated landmarks, and (2) properties, structures, areas, objects, and landscapes determined to be historically significant by the Historic Preservation Commission in accordance with Chapters 24 or 170 of the Code:**

Pursuant to section 170.122(b), the RO Zoning District is not a Covered Residential District eligible for Historic Preservation demolition review.

4. **Clustering New Development. The Planned Development shall preserve the structures, landscapes, scenic view sheds, and other natural and historic features of the subject property, through (i) clustering of lots or building pads, (ii) adaptive reuse of existing structures, and (iii) the protection of designated open space from development; provided, however, that clustering of development shall not be required upon a demonstration by the applicant, to the satisfaction of the Plan & Design Commission and the City Council, that there are no features on the subject property worthy of**

preservation, or that those features worthy of preservation will be more effectively preserved by not clustering development:

The Project, including the proposed public benefits, will improve the aesthetics and safety in the area with a development that is consistent with its context. The Project is compliant with landscaping and the open space requirements, and Applicant has made a reasonable effort to include plantings on-site in a way that is complimentary of the surrounding areas.

5. **Location of Structures. All structures to be located within the Planned Development shall (1) be related harmoniously to the terrain and to existing structures in the vicinity of the subject property, and (2) have a visual relationship to existing nearby structures:**

The proposed building is harmonious to the existing structures in the vicinity, including the relationship to the proposed planned development at the adjacent 793 Laurel property, and has a visual relationship with nearby structures, or will be harmonious in the future given zoning bulk regulations and future development.

6. **Environmental Quality and Responsible Design. The Planned Development shall be consistent with the City of Highland Park Environmental Policy and with the City of Highland Park Checklist for Environmentally Responsible Design and Construction. The applicant may demonstrate consistency with standards established for site design and building construction practices by referencing known sustainable development and green architecture rating systems:**

   The planned development satisfies this standard.

7. **Preservation of Landscapes. The landscapes within the Planned Development shall be preserved in their natural states, insofar as practicable, by minimizing tree and soil removal.**

The planned development will comply with this standard as the Project includes a redevelopment of the existing, vacant church residence. The Applicant will comply with the landscaping requirements of the Code.

8. **Schools, Parks, and Public Facilities. The Planned Development shall not impose an undue burden on parks, recreational areas, schools, or other public facilities that serve or are proposed to serve the Planned Development.**

The planned development will introduce only 14 new condominium units to the district. As set forth in Applicant's fiscal impact study, the primary demographic for typical buyers is an empty nester without school aged children. The real estate taxes generated from new, high-end residential units as compared with a vacant church building, as well as the increase in residential density with its related economic activity, will result in a material net benefit to the local businesses, schools, parks and public facilities in Highland Park.

9. **Relationship and Connection to Adjoining Land. The Planned Development shall not be designed as an enclave separate from adjacent properties, unless existing development patterns, natural features, and/or topographic conditions prevent**

vehicular or pedestrian access connections to adjacent properties. In order to achieve connectivity to adjoining land, all lots, streets, sidewalks and/or paths within a Planned Development shall be designed, to the extent practicable, to allow for the continuation of such existing or proposed features to adjoining areas. New streets, sidewalks, and/or paths located within a proposed Planned Development shall be constructed and installed to the boundaries of the proposed Planned Development if the City Council determines, in its sole discretion, that the proposed Planned Development adjoins land with the potential of being subdivided or re-subdivided.

The planned development fully meets this standard. The Project incorporates connectivity to surrounding areas. Access to sidewalks is provided for pedestrian connectivity, and the building has an entrance along the east side, and an entrance along Laurel Avenue. The project is fully complimentary and integrated with the Applicant's proposed building at 1696 McGovern to the east, including shared alley improvements for guest parking and loading as well as landscaped, common open space.

10. **Setbacks from the Periphery of the Planned Development. The required front, rear, and side yards along the periphery of the Planned Development shall be of a size not less than the greater of (1) the minimum front, rear, and side yard requirements of the underlying Zoning District in which the Planned Development is located, and (2) the minimum front, rear, and side yard requirements of the adjacent Zoning District.**

The Project exceeds the minimum setback requirements on the south and north sides of the building. The project has a proposed modification to its east setback of 5 feet, which is located adjacent to the 20-foot-wide public alley, which provides significant spacing between buildings.

11. **Upper-story Building Design. Stories of new building and additions to existing buildings that exceed the maximum non-planned development height for the RO, B4-4, B4-5, B4-6, B4-BG, or B5 Zoning Districts, as established in Sections 150.704(A) and 150.705(A) of this Chapter, must be designed to reduce the apparent overall bulk of the building by providing or incorporating all of the following features and considerations:**

The maximum, non-planned development height in the RO district is 51 feet and 4 stories as measured from average grade. The Applicant is proposing a 5th floor, of which the height to the top of the 5th floor parapet is 63 feet, and 64' 9" from average grade to the highest point on the roof. The Code, in Section 150.520 (K) allows for additional height in a planned development provided the building is designed to reduce the apparent overall bulk of the building by providing:

a. An upper-story step-back of 15 feet shall be provided along the front property line for each additional story of building height.

This would require a single step-back of 15 feet for the 5th floor. However, Applicant is materially exceeding this requirement by providing two step-backs: one on the fourth floor of 12 feet, and one on the fifth floor of another 13 feet, for a total combined step-back well in excess of the 15-foot minimum.

b. To avoid overly regimented building, the forms of the façade of the building adjacent to a front lot line should be designed to provide variation in modulation, finish materials, and fenestration in order to create attractive buildings.

The high-quality architecture of the building incorporates variation in modulation, finish materials, and fenestration to create visually dynamic facades, which avoids the appearance of mass.

c. Upper-story step-backs should incorporate decks and/or balconies.

The upper-story step-backs incorporate private terraces and decks for all units, integrating the additional height into the residential program.

d. Landscaping should be incorporated within the upper-story step-backs to help soften building forms, either in planters, outdoor plazas, balconies, or other similar features.

Privately maintained planters and landscaped terraces are incorporated within the step-back areas to soften building forms and contribute to the visual quality of the upper-stories.

e. Upper-story step-backs may be reduced, but not eliminated, if an equal amount of public open space is provided at ground level of the Planned Development.

Rather than trading step-back reduction for an equal amount of public open space on the ground level, the Applicant is providing both, again exceeding the requirements.

g. Building design shall incorporate integrating usable floor space within architectural roof forms and using other design techniques, as depicted in Figure 150-5-1 of this Article.

This requirement is thoughtfully adhered to and exceeds the expectations as shown in figure 150-5-1, as set forth in c. and d. above.

12. **Functional and Mechanical Features. Exposed storage areas, trash containers, recycling container space, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be (1) identified on the site plan required pursuant to Section 150.525(A)(9) of this Chapter, (2) incorporated into common areas of the development, (3) made as unobtrusive as possible, and (4) designed, landscaped, and screened in accordance with the requirements set forth in Article XXII of this Chapter and of Chapter 176 of the Code.**

The Project is fully compliant with this standard as storage areas, trash containers, and related items will be located in the underground parking garage or in dedicated enclosed storage areas, with the exception to the HVAC mechanical units being located on the roof.

13. **Distance Between Buildings. The minimum horizontal distance between any two new buildings to be located on the subject property, or between any new building and an existing building (including building appurtenances), shall be not less than 15 feet; provided, however, that this Section 150.520(L) shall not apply to buildings that (1) share a common wall, and (2) have individual entrances and exits.**

This standard is met as the proposed building will be separated by approximately 65 feet from Applicant's proposed new building at 1696 McGovern and separated by approximately 20 feet from the adjacent building to the north.

14. **Surface Water Drainage. In accordance with the storm water management regulations set forth in Article XVIII of this Chapter, surface drainage systems serving the subject property shall be designed to prevent surface waters from adversely affecting neighboring properties or the public storm water drainage system. Surface water in all paved areas shall be collected at intervals so as to prevent obstruction of the flow of vehicular or pedestrian traffic. The design of the storm water management system shall enhance natural storm water storage areas such as high-quality aquatic resources and regulatory floodplains, and may incorporate natural storm water management techniques commonly referred to as low impact development techniques or best management practices:**

The planned development will be constructed in accordance with the storm water management regulations established in the Highland Park City Code and therefore meets this standard.

15. **Ingress to and egress from the Planned Development shall be designed to (1) promote safe vehicular movements, (2) minimize traffic congestion in the public streets outside the Planned Development, and (3) facilitate the free flow of vehicular and pedestrian traffic within the Planned Development:**

The proposed access is acceptable. The Project's traffic impact study and analysis verifies that the existing street network and nearby intersections have adequate capacity to accommodate traffic generated by this development.

16. **Streets, Alleys, and Public Ways. The streets, alleys, and other public and private traffic thoroughfares located within the Planned Development shall conform to the applicable requirements set forth in Section 151.004 of the Subdivision Ordinance, as may be modified upon the recommendation of the Director of Public Works and the approval by the City Council. The City Council may, in its sole discretion, require that streets located within the Planned Development be stubbed in order to provide for future connections to adjacent developments:**

The planned development will circulate traffic through the adjacent alley, as intended by the development proposal. Residents will access the underground garage through the adjacent alley. The interior parking area is adequate to provide safe, effective, vehicular and pedestrian access within the development.

17. **Common Ownership or Control. <u>During Development</u>. During the development process and until such time that the development is turned over to an owners' association or equivalent entity, all common areas within buildings, common open space, landscaping, exterior maintenance areas, and all other exterior aspects of the development located within the proposed Planned Development shall be on a tract or tracts of land under common ownership or control. <u>Upon Completion of Development</u>. The owners' association or equivalent entity, upon its establishment, shall be responsible for all obligations set forth in (a) the ordinance approving the Planned Development, adopted pursuant to Section 150.540(C) of this Article, (b) any**

associated development agreement pertinent to the Planned Development, and (c) the declaration of covenants, or similar recorded document, establishing the owners' association or equivalent entity.

This standard will be satisfied, and Applicant will verify at the time of Final planned development approval.

18. **Additional Standards for Planned Developments.**

a. That Include Residential Uses. Residential Density. Except as provided pursuant to Section 150.510(D) and Article 21 of this Chapter, the residential density of the Planned Development shall not exceed in number the maximum number of dwelling units that could be achieved through a conventional subdivision of the site, as demonstrated by the subdivision sketch plan described in, and required pursuant to, Section 150.525(A)(8) of this Article.

The planned development is fully compliant with this standard. In fact, the residential density is materially less than what would otherwise be permissible on the site.

b. Common Open Space. Planned Developments located in any Residential District shall comply with the following additional standards:

1. At least 20 percent of the subject property shall be maintained as common open space, except as may be modified by the Plan and Design Commission and City Council in accordance with this Article. Required yards in a Multiple Family Residential District may account for a maximum of 50 percent of the required common open space.

The planned development meets this requirement as it exceeds these minimum requirements.

2. In a Multiple Family Residential District, a minimum of 100 square feet of open space per dwelling unit shall be provided within one or more sitting areas, plazas, recreational spaces or other areas for gathering by residents of the Planned Development. The open space provided pursuant to this Section 150.520(Q)(2)(b) shall be in addition to, and not in lieu of, the required yards within the applicable Zoning District.

The Project will exceed the minimums set forth in this standard.

3. The common open space must be accessible from every dwelling unit located within the Planned Development, either via (i) direct access, or (ii) the granting of a permanent easement for convenient access to the common open space.

The planned development meets this standard by providing direct access to the common open space areas.

4. **No recreational facilities shall be permitted within any area designated as common open space, except those that are graphically depicted in the Final Development Plan approved by the City Council in accordance with Section 150.540(B) of this Article.**

This standard does not apply to this Project.

5. **No proposed area on a site plan may be accepted as common open space unless its character and quality have been approved by the Plan and Design Commission. When making its determination, the Plan and Design Commission shall give consideration to the following standards: (i) The size and character of the structures to be constructed within the proposed Planned Development; (ii)The character of surrounding developments; (iii)The topography and existing amenities of the proposed open space area, including trees, ground cover and other natural features, and particularly as set forth in Article XXII of this Chapter and Chapter 176 of the Code; (iv)The manner in which the proposed open space area is to be improved and maintained for recreational purposes; and**
(v) The existence of public parks or other public recreational facilities in the vicinity of and the relationship to, the proposed open space.

Based upon the drawings, plans, and surrounding conditions submitted with the Project approval applications, Applicant believes that the planned development is compliant.

6. **All portions of the subject property to be preserved as common open space must be conveyed, in a manner acceptable to the City Council and the Corporation Counsel, to a park district, school district, or other public agency, or to a private association or similar organization formed by a condominium agreement, townhouse declaration, indenture, restrictive covenant or other binding agreement.**

The common space will be owned, controlled and managed by the condominium association formed for the Project.

7. **The applicant shall submit a management plan for restoration and long-term management of the common open space.**

The condominium association will manage the common open space in perpetuity.

Design Review Standards (Section 176.205):

A. Site Plan

1. The site shall be planned to (a) provide a desirable transition from the streetscape, (b) meet the parking design requirements of Article VIII of Chapter 150 of this Code, and (c) meet the landscape planting and screening requirements of Article XXII of Chapter 150 of this Code.

The building is designed to meet or exceed all required setbacks and landscaping requirements along the Laurel frontage. All resident and guest parking requirements will be met.

2. Buildings shall be oriented so that the principal entry is visible and accessible from the primary street frontage.

A visible, tree-lined walkway leads from the public sidewalk to the two-story principal entrance that faces Laurel.

3. Building configurations that tend to catch and accumulate debris, leaves, dirt, trash and rubbish shall be avoided.

The story entry is covered, but open on two sides to allow for easy access and limit the potential for accumulated debris.

4. Service yards, storage yards, exterior work areas, and utility meters shall either be (i) screened from view from public rights-of-way with dense planting or other materials harmonious with the building, or (ii) otherwise be located so as not to be visible from any public rights-of-way.

These service and related items will, to the full extent possible, be screened from view. Utilities will be grouped and screened either in the alley or in the basement garage.

B. Site Treatment

1. Where natural or existing topographic patterns contribute to beauty and utility of a development, they shall be preserved and enhanced, subject to the requirements set forth in Article XVIII of Chapter 150 of this Code.

The entire building design is informed by the steep slope of the Property and the adjacent property to the east. Setbacks have been provided along the Laurel Avenue frontage which complement the large terraces and landscaping of its neighbor to the east.

2. Grades of walks, parking spaces, terraces, and other paved areas shall provide a safe and stable surface for walking.

The public sidewalk will follow the natural grading of the site and public way, and the private walkways and terraces will be designed to meet accessibility standards.

3. Sidewalks, plazas, and pedestrian pathways shall be distinguished from Vehicular Use Areas through the use of materials, such as curbs, pavers, and brick or brushed or scored concrete, in order to ensure pedestrian safety and comfort.

Along the alley, all materials used for paved parking/loading areas will be clearly identified to maximize pedestrian safety. Additionally, both depressed and raised curbs will be used to delineate public, private, and pedestrian areas.

4. Newly installed utility services and service revisions necessitated by a modification to an Exterior Design Feature shall be place underground.

To the extent practical based upon ComEd review, utility service will be underground. Exterior pad-mounted transformers may be required by ComEd for electrical service.

C. Building Design

1. Building mass, scale, and lines, including roof forms, shall be designed to be harmonious with the design of adjacent buildings.

In both scale and materiality, this building has been designed as a bridge between the 6-story panel-clad apartment building to the north, and the 3- and 4-story brick-clad townhouses and condominium buildings to the south and west of the site. The most prominent form of the building that engages the public was features 3-story finely detailed brick facades. The 4th and 5th floors step back significantly and change to a panel cladding system that speaks to the building to the north.

2. Buildings shall be designed to avoid monotony with respect to roof line, windows, location and size of principal entry, location and orientation of garage entries, and cladding material and color.

In addition to the generous step-backs at the top two floors, the building features multiple setbacks on all frontages that divide the mass into smaller human-scaled components. The principal entry on Laurel Avenue includes a setback and is informed by the 20-foot alley and opening to 1696 McGovern's parklike feature for the benefit of residents and the neighborhood.

3. Building materials shall be durable and conducive to easy maintenance and upkeep.

Brick masonry and a high-quality aluminum composite metal panel system were selected for both their high aesthetic quality and low maintenance requirements.

4. Mechanical or other utility equipment. (a) Mechanical and utility equipment located on the roof or exterior of a building shall either be: (i) screened from view from public rights-of-way with materials harmonious to the building; or (ii) located as to not be visible from public rights-of-way or residential zoning districts. (This is the strategy being pursued.) (b) Ground-mounted mechanical or utility equipment shall comply with the screening requirements set forth in Article XXII of Chapter 150 of this Code.

The Project has been designed to comply, to the full extent possible, with all of these standards.

5. Building additions and modifications shall maintain safe access and pathways and allow for the functional use of spaces between buildings.

Not applicable to this new construction Project.

D. Lighting

1. Lighting fixtures shall be of a scale and finish, and shall be mounted at a height, that are appropriate to the building design and lighting function. 2. Light sources shall be shielded from view from public rights-of-way and residential districts. 3. Light poles located within a Vehicular Use Area shall be located between parking spaces. 4. Lighting levels and light fixture design shall meet the standards of Article VI of Chapter 150 of this Code.

The Project has been designed to comply, to the full extent possible, with all of these standards.

E. Awnings

1. Awnings are encouraged to be mounted with respect to the design of the building bays and windows, and so as to not detract from the window trim or other architectural features of the building. 2. Awning design and construction shall meet the standards set forth in Article XX of Chapter 150 of this Code and in Chapter 170 of this Code. 3. Fences. Fences shall be constructed to meet the requirements of Article XXII of Chapter 150 of this Code and of Chapter 173 of this Code. 4. Antennae. Antennae shall be designed and located to meet the requirements of Article IV of Chapter 150 of this Code.

These features are not included and therefore, not applicable to this Project.

1696 MCGOVERN AVE

HIGHLAND PARK, ILLINOIS 60035

NEW 5-STORY 20 UNIT RESIDENTIAL,
CONDOMINIUM BUILDING W/ BASEMENT GARAGE

ZONING MAP AMENDMENT,
PLANNED DEVELOPMENT AND
DESIGN REVIEW APPLICATION MATERIALS

NO	DATE	ISSUE DESCRIPTION
1	03/17/26	PD SUBMISSION

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QC BY: XX
P.M.: XX
DRAWN BY: XX

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

TITLE SHEET

G0-00

Project Data	Zoning Requirement	1696 McGovern Ave (3/17/26 Submittal)
Zoning District	R0	R0
Land Use	Residential	Residential
Lot Area (a)	> 21,780 SF	26,892 SF
Density (h)	1/871 SF of Lot Area = 31 Units	20
Height	Non-PD = 51'-0" (4-Stories) PD allows 5th story with 15' minimum stepback per 150.520 (K)	Height from average grade (684.75'): 70'-3" Height from first floor (692'): 63'-0" 40'-2" @4th Floor Parapet
Lot Coverage	33.3%	50.6% (13,599 SF footprint floor 1)
Open Space (j)	20.0%	24.0% (6,460 SF)
Front Yard Build-to-zone [150.2310 - Neighborhood]	Min. 5'-0" - Max 25'-0"	Along Mcgovern 10' Along Laurel 10'
Side Yard Setback (north - interior lot line)	10'-0"	Considered **Rear Yard due to corner lot**, 25' required, 10' provided
Rear Yard Setback (alley)	25'-0" or 20% of lot, whichever is less	35'-0" + Half of Alley = 45'-0"
Parking Spaces (d)	2 spaces per dwelling unit	40, 2 per unit
Guest Spaces	0.1 per dwelling unit	2, 0.1 per unit
Loading Spaces	None for less than 25 units	1 (35'x11')
Bike Parking	N/A	20 spaces, interior

Build to Zone (along McGovern & Laurel)	Setback (5'-0" - 25'-0") Min 65% in Build to Zone	65%
Transparency [150.2310 - Neighborhood] (along McGovern)	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 32% Upper Story = 43%
Transparency [150.2310 - Neighborhood] (along Laurel)	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 52% Upper Story = 41%

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

PROJECT DATA

G0-01

LEGEND

- Electric Light Pole
- Electric Meter
- Utility Pole
- Gas Buffalo Box
- Gas Meter
- UTILITY Mark – Gas
- Iron Pipe
- San Clean Out
- San MH
- Storm CB
- Storm Inlet
- Tree – Deciduous
- Tree – Evergreen
- Guy Anchor
- Unclassified Manhole
- Sign Post
- Water Meter
- Water MH
- Flag Pole

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

GRAPHIC SCALE

16 0 8 16
(IN FEET)
1" = 16'

GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation
LICENSE NO. 184-006332

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

Plat of Survey

LOTS 11, 12 AND 13 IN BLOCK 13 IN THE CITY OF HIGHLAND PARK, ALL IN THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 8, 1869 IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.

PROPERTY AREA= 26,892 SQUARE FEET OR 0.617 ACRES MORE OF LESS.

ORDERED BY: STRUCTA LLC		CHECKED: LB / DRAWN: RL
ADDRESS: 1696-1704 McGOVERN STREET		
GREMLEY & BIEDERMANN, A Division of PLCS, CORPORATION LICENSE No. 184-006332 PROFESSIONAL LAND SURVEYORS 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630 TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM		
ORDER NO. 2026-33479-001	DATE: FEBRUARY 11, 2026 SCALE: 1 INCH = 16 FEET	PAGE NO. 1 OF 1

G:\CAD\2025\2025-32823\2026-33479-001.dwg

SURVEY NOTES:

Permanent Tax No.: 16-23-313-023

SURVEYOR'S LICENSE EXPIRES November 30, 2026

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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ELEVATIONS SHOWN HEREON ARE REFERENCE TO:

CITY OF HIGHLAND PARK BENCHMARK #31

SOUTH SIDE OF DEERFIELD ROAD NEAR THE SE CORNER OF SECTION 22
6"X6"X42" CONCRETE MONUMENT WITH BRASS CAP
ELEVATION = 648.788 FEET USC AND GS

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

STATE OF ILLINOIS)
COUNTY OF COOK)SS

WE, GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON MAY 8, 2025.

SIGNED ON FEBRUARY 11, 2026.

BY: Robert G. Biedermann

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

1 SURVEY
SCALE: NTS

NO	DATE	ISSUE DESCRIPTION
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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

SURVEY
AND EXISTING TOPOGRAPHY

NORTH

A0-00

LOT COVERAGE PRECEDENT PERCENTAGE & BUILDING HEIGHT MAP

1. 1696 MCGOVERN AVE.
   APX. HEIGHT: 63'
   LOT: 27,000 SF
   BUILDING AREA: 14,604 SF
   50.3% LOT COVERAGE

2. 1650 2ND STREET
   APX. HEIGHT: 65'
   LOT: 24,500 SF
   BUILDING AREA: 11,963 SF
   48.8% LOT COVERAGE

3. 1601 GREEN BAY RD
   APX. HEIGHT: 65'
   LOT: 41,997 SF
   BUILDING AREA: 18,100 SF
   43% LOT COVERAGE

4. 650 WALNUT STREET
   APX. HEIGHT: 52'
   LOT: 40,914 SF
   BUILDING AREA: 20,047 SF
   49% LOT COVERAGE

5. 1560 OAKWOOD AVENUE
   4 STORIES
   LOT: 43,542 SF
   BUILDING AREA: 19,506 SF
   44.5% LOT COVERAGE

6. 650 LAUREL AVENUE
   APX. HEIGHT: 52'
   & 1700 2ND STREET
   LOT: 66,944 SF
   BUILDING AREA: 30,532 SF
   45.6% LOT COVERAGE

7. 760 CENTRAL AVENUE
   6 STORIES
   LOT: 44,892 SF
   BUILDING AREA: 22,272 SF
   49.6% LOT COVERAGE

8. 815 LAUREL AVENUE
   4 STORIES
   LOT: 19,250 SF
   BUILDING AREA: 10,000 SF
   52% LOT COVERAGE

9. 833 LAUREL AVENUE
   4 STORIES
   LOT: 19,000 SF
   BUILDING AREA: 9,880 SF
   52% LOT COVERAGE

10. 1850 GREEN BAY ROAD
    6 STORIES
    LOT: 107,084 SF
    BUILDING AREA: 53,804 SF
    50.2% LOT COVERAGE

11. 650 ELM PLACE
    5 STORIES
    LOT: 46,880 SF
    BUILDING AREA: 37,231 SF
    79% LOT COVERAGE

12. 2020 ST JOHNS AVE
    5 STORIES

13. 2021 ST JOHNS AVE
    5 STORIES

14. 1950 SHERIDAN RD
    APX. HEIGHT: 52'
    5 STORIES

15. 1850 2ND ST
    4 STORIES

16. 1849 GREENBAY RD
    4 STORIES

17. 678 CENTRAL AVE
    APPROVED 4 STORIES

18. 832 LAUREL AVE
    APX. HEIGHT: 52'
    APPROVED 4 STORIES

19. 1655 MCGOVERN AVE
    4 STORIES

20. 1688 GREEN BAY RD
    4 STORIES

21. 1600 GREEN BAY RD
    4 STORIES

22. 800 DEERFIELD RD
    4 STORIES

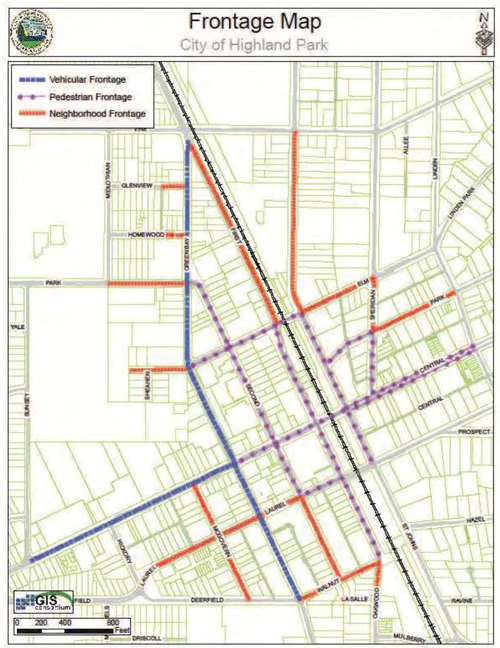
23. 1695 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

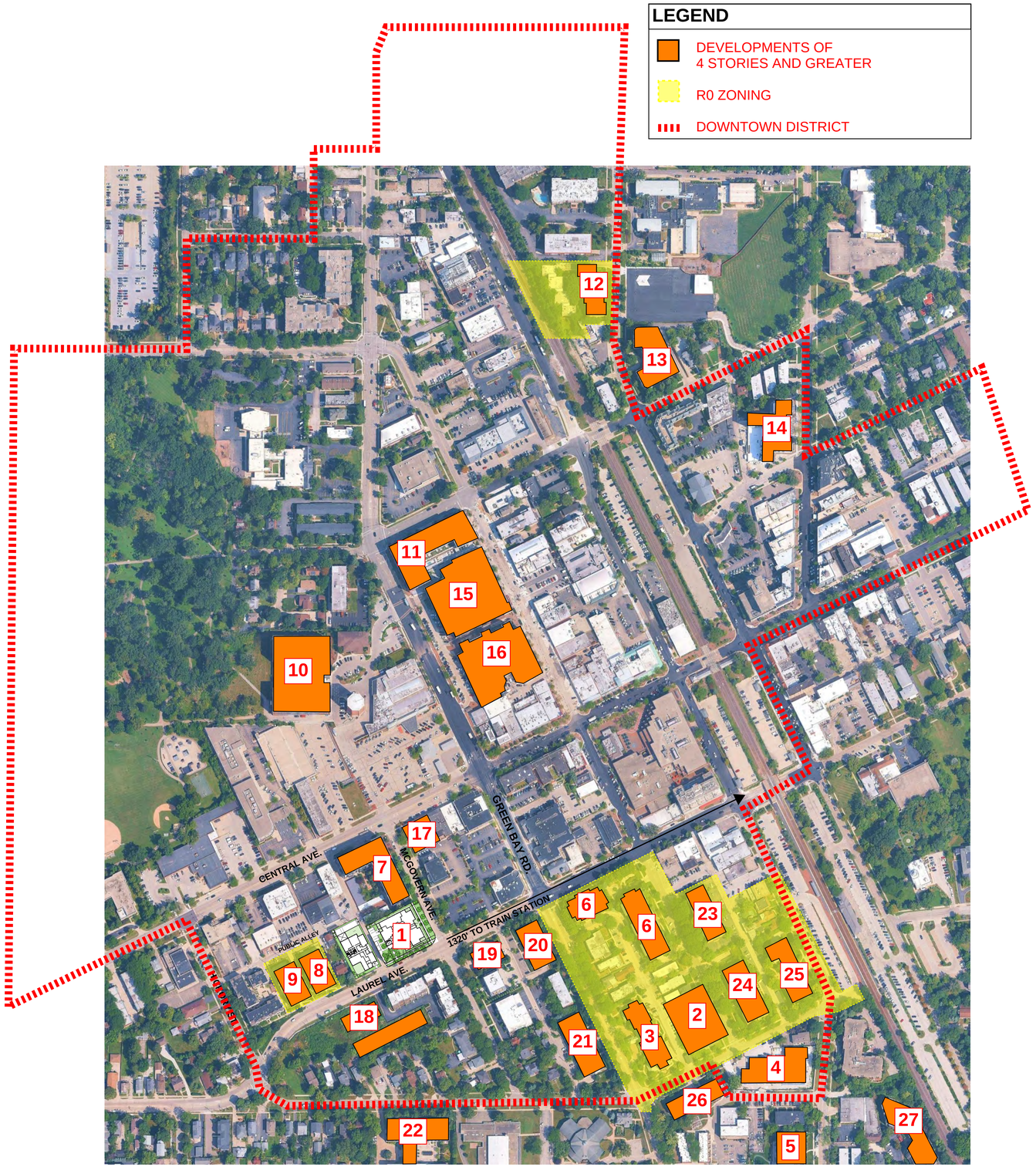
24. 1633 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

25. 1660 1ST ST
    5 STORIES

26. 654 WALNUT ST
    4 STORIES

27. 601 MULBERRY PL
    APX. HEIGHT: 55'
    5 STORIES





1 SURROUNDING CONDITIONS AND DOWNTOWN CONTEXT
SCALE: 1" = 200'

NO	DATE	ISSUE DESCRIPTION
1	03/17/26	PD SUBMISSION

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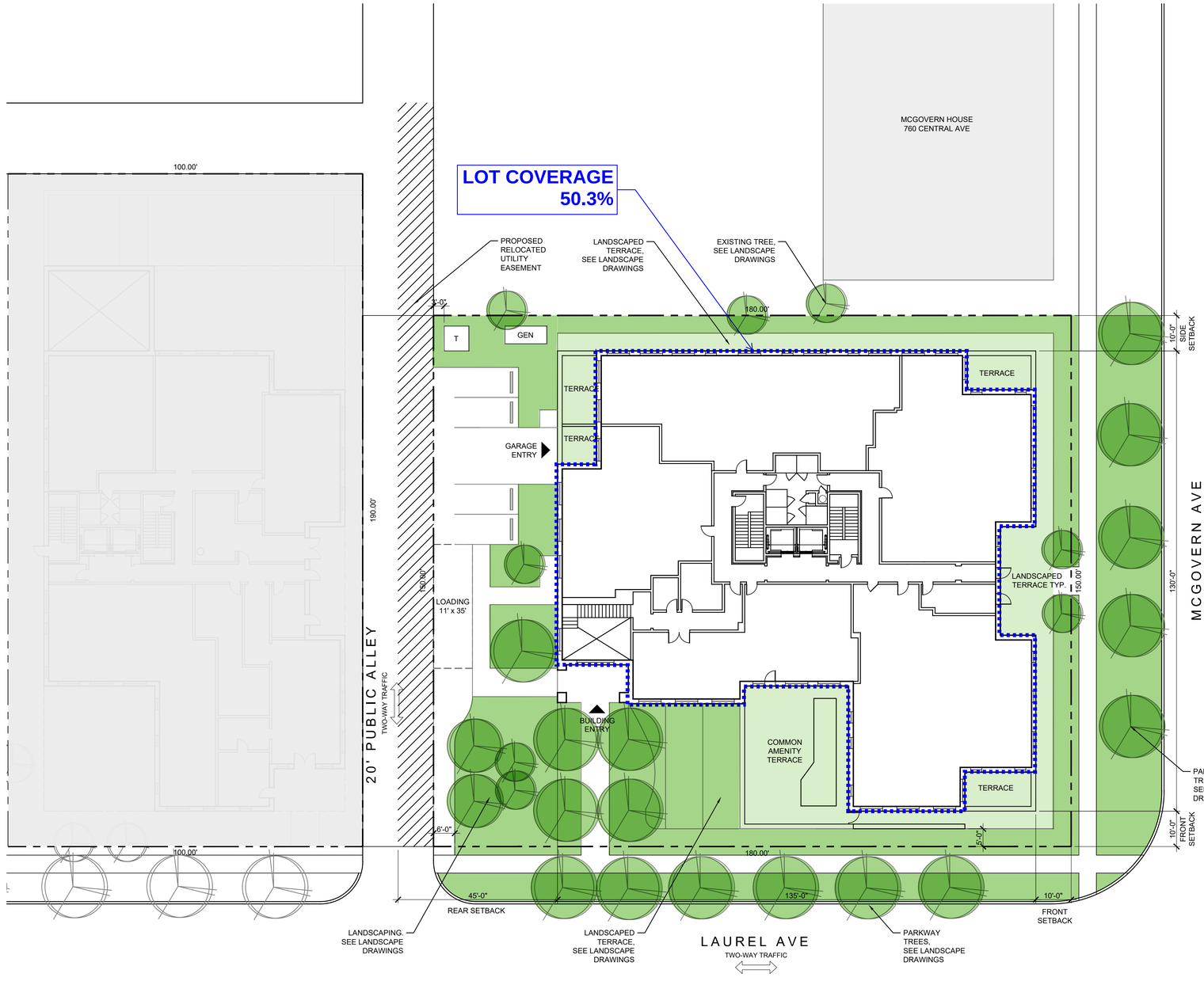
1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE INVENTORY

NORTH

A0-01



1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

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1696 MCGOVERN AVENUE

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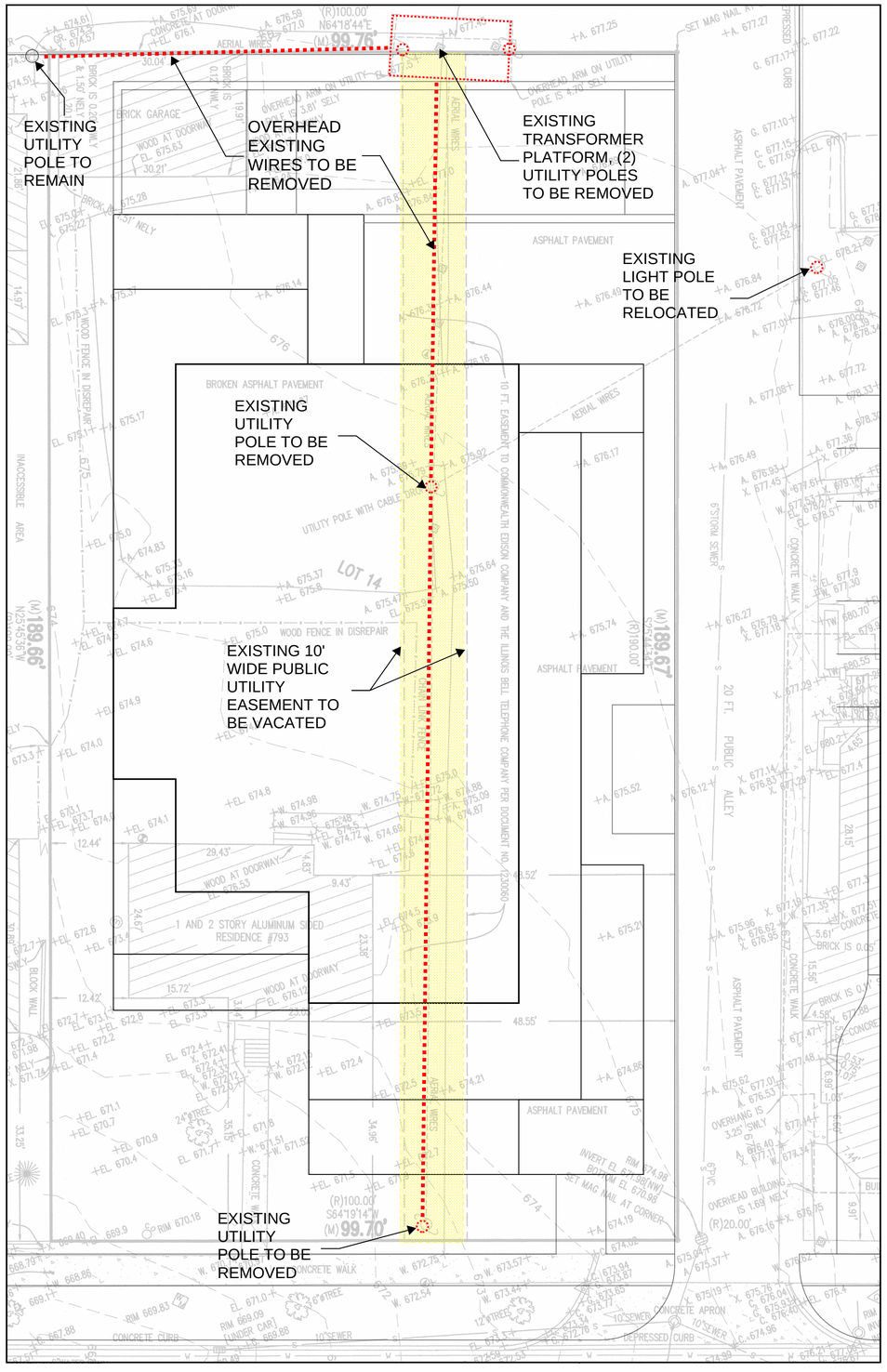
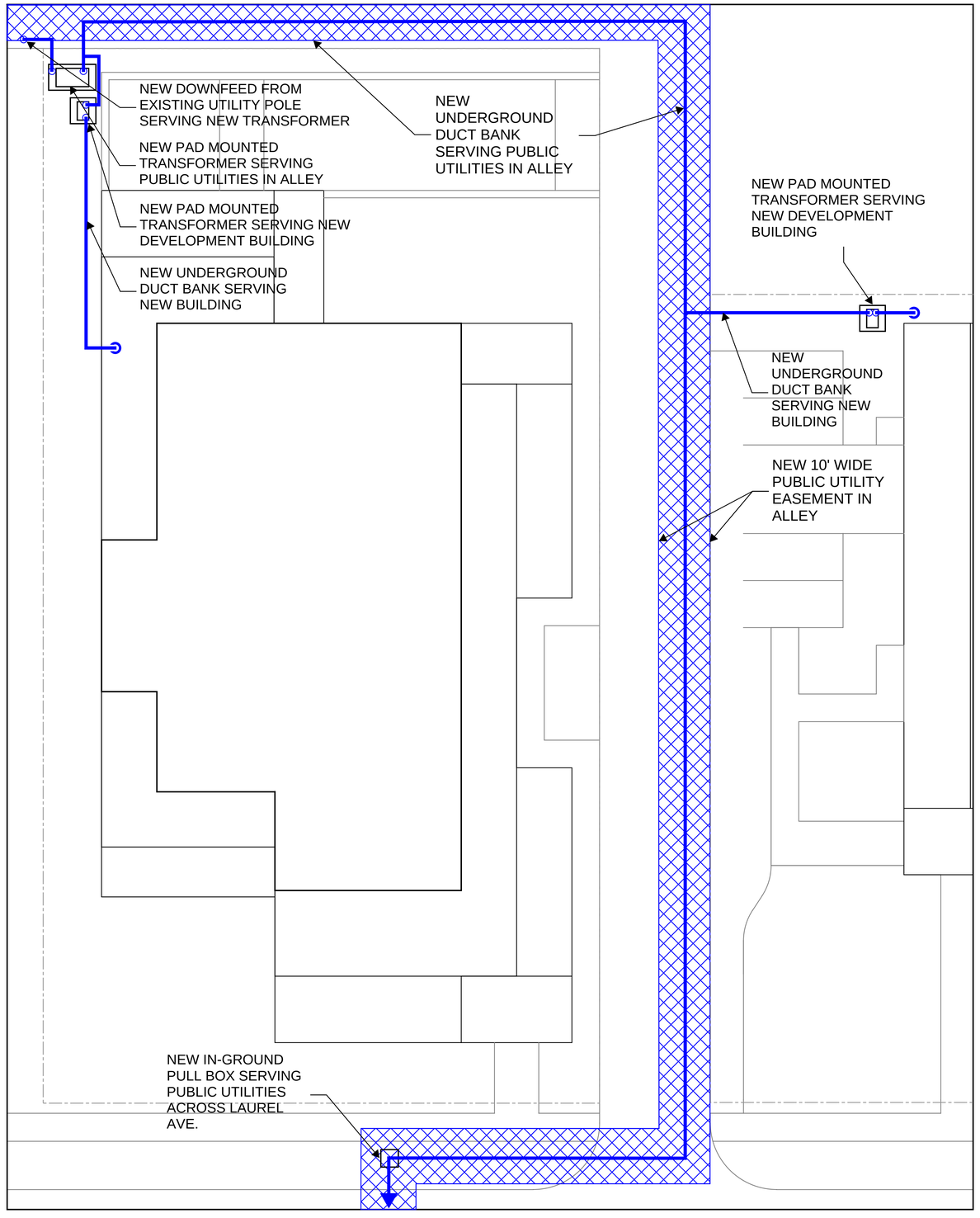
SITE PLAN

NORTH

A0-02



2 SITE ELECTRIC UTILITY DEMOLITION PLAN
SCALE: NTS



1 SITE ELECTRIC UTILITY RELOCATION PLAN
SCALE: NTS

0 50' 100' 200' 400'
SCALE: 1" = 200'

NO	DATE	ISSUE DESCRIPTION
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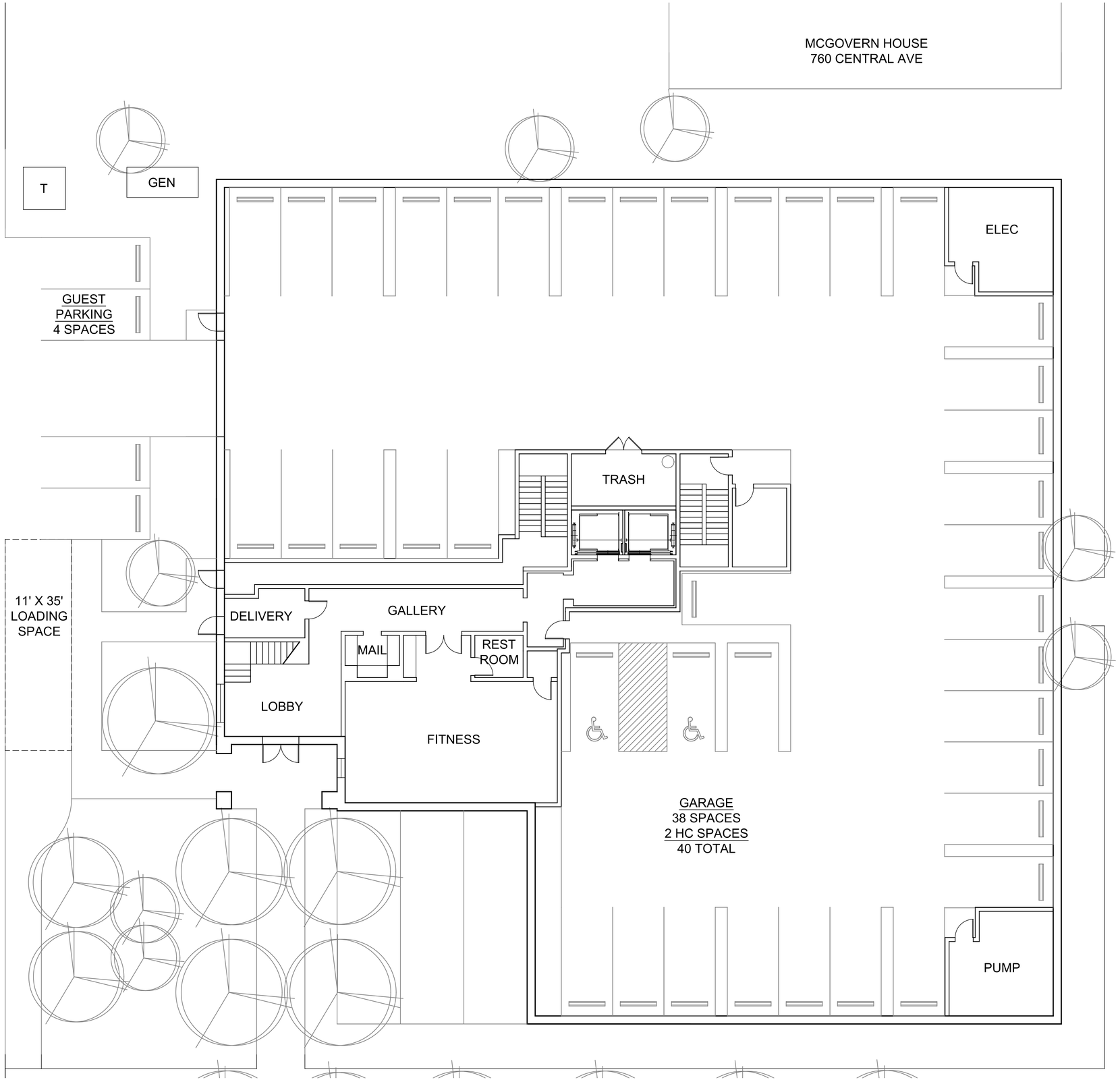
HIGHLAND PARK, ILLINOIS 60035

PROPOSED UTILITY RELOCATION

NORTH

A0-03



1 BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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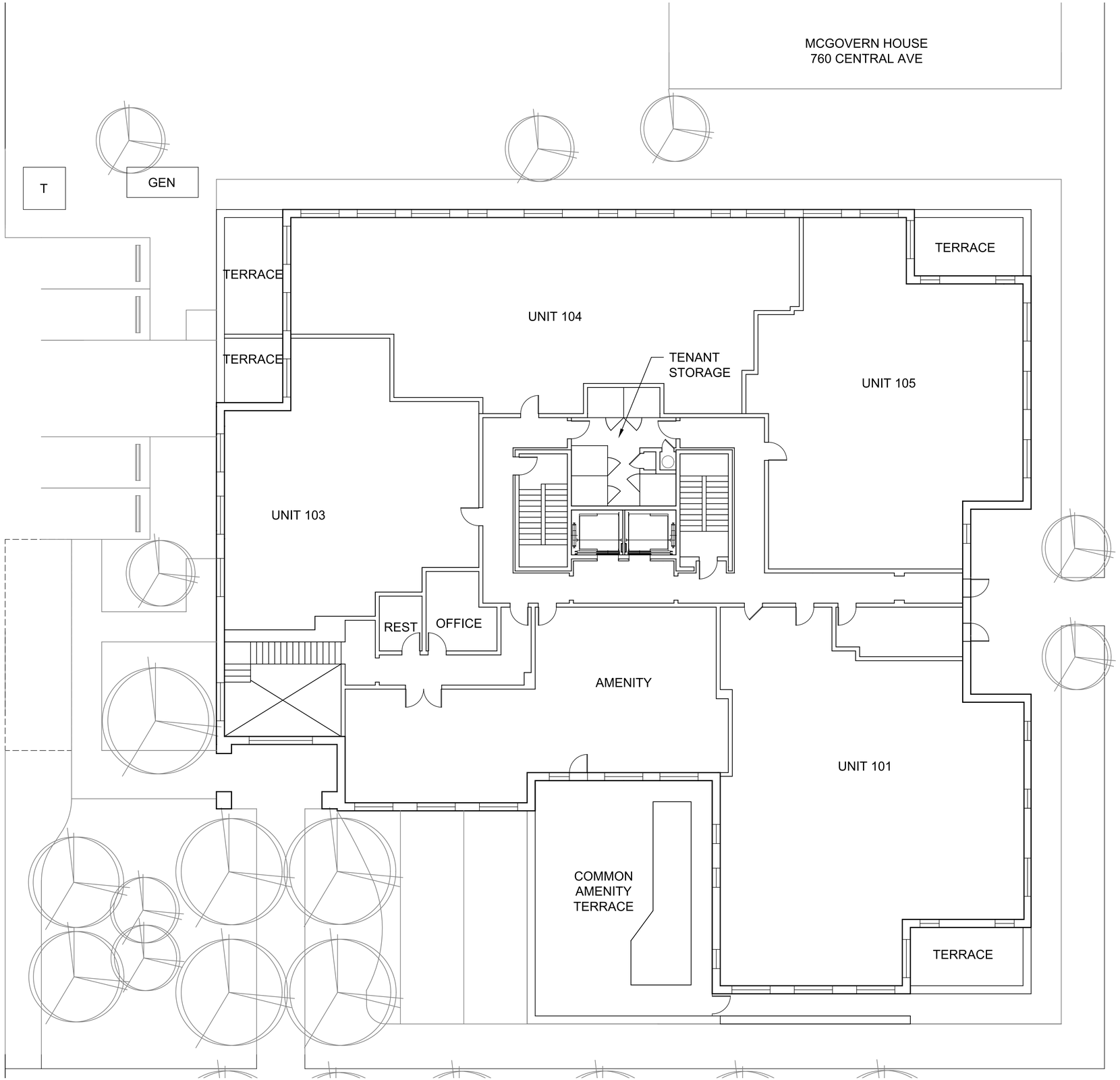
1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-01



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
1	03/17/26	PD SUBMISSION

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PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

SGW ARCHITECTURE & DESIGN

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CHICAGO, IL 60611

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Fx 312.988.7409
www.sgwarch.com

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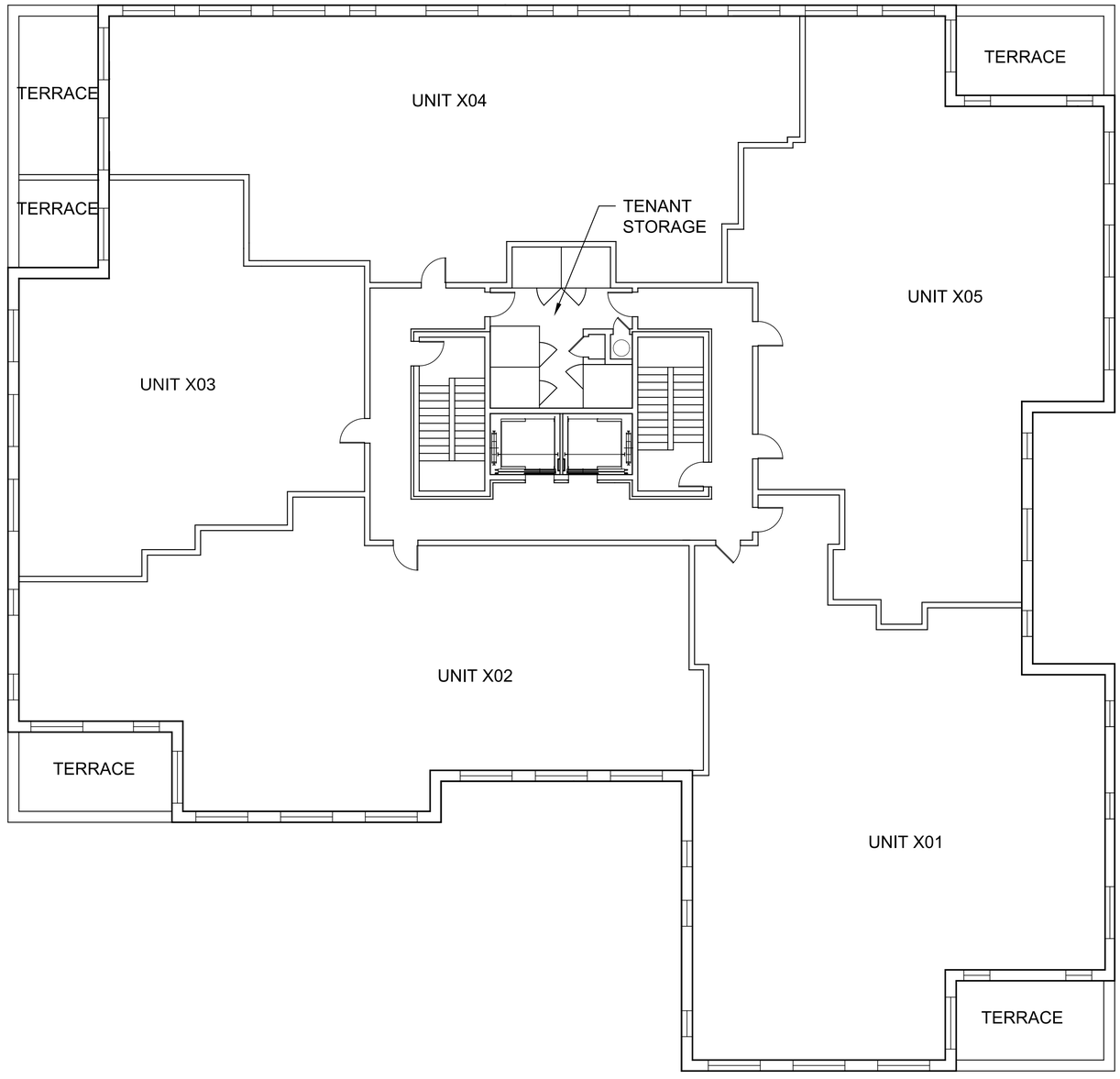
HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-02



1 SECOND AND THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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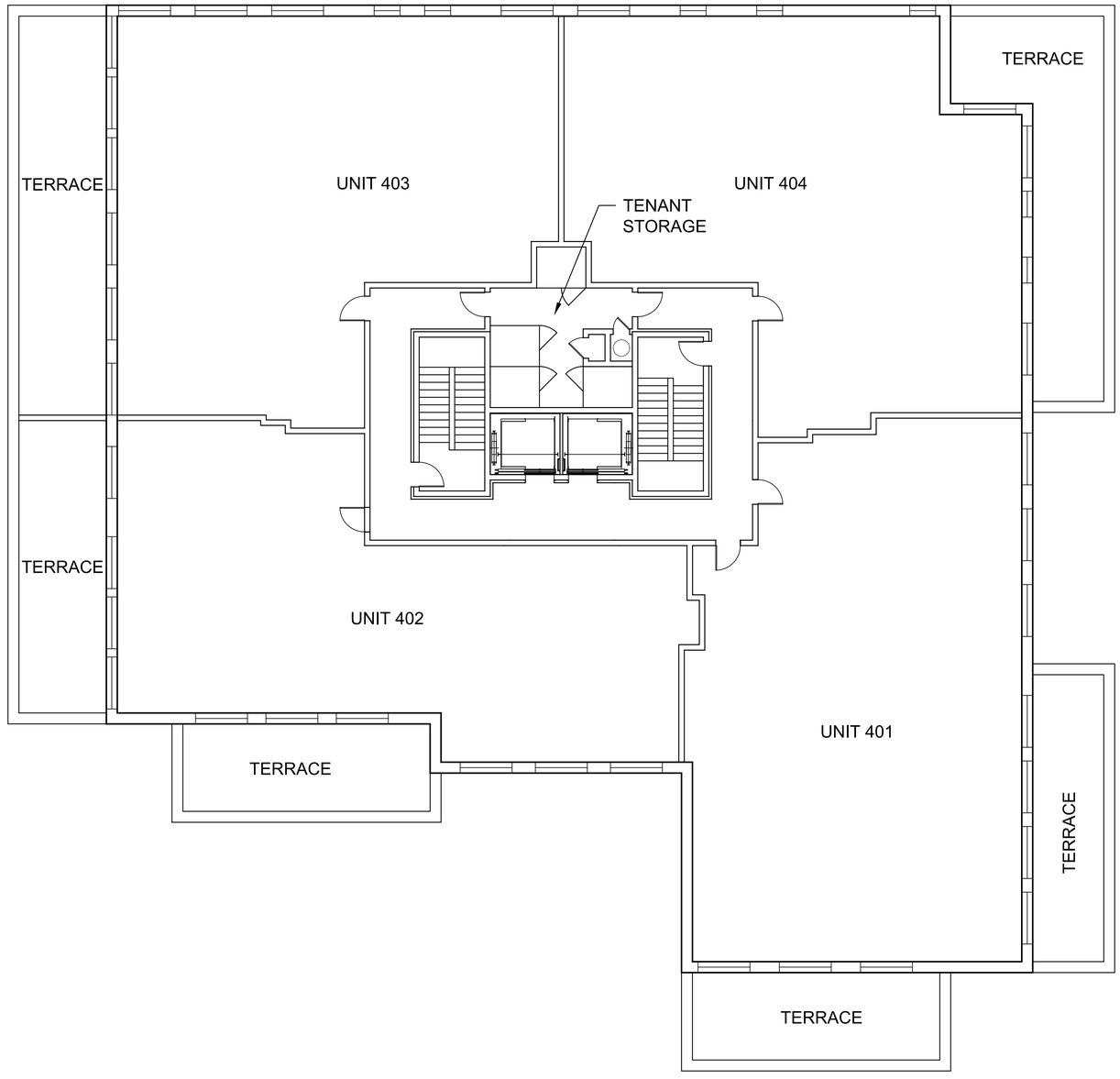
HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-03



1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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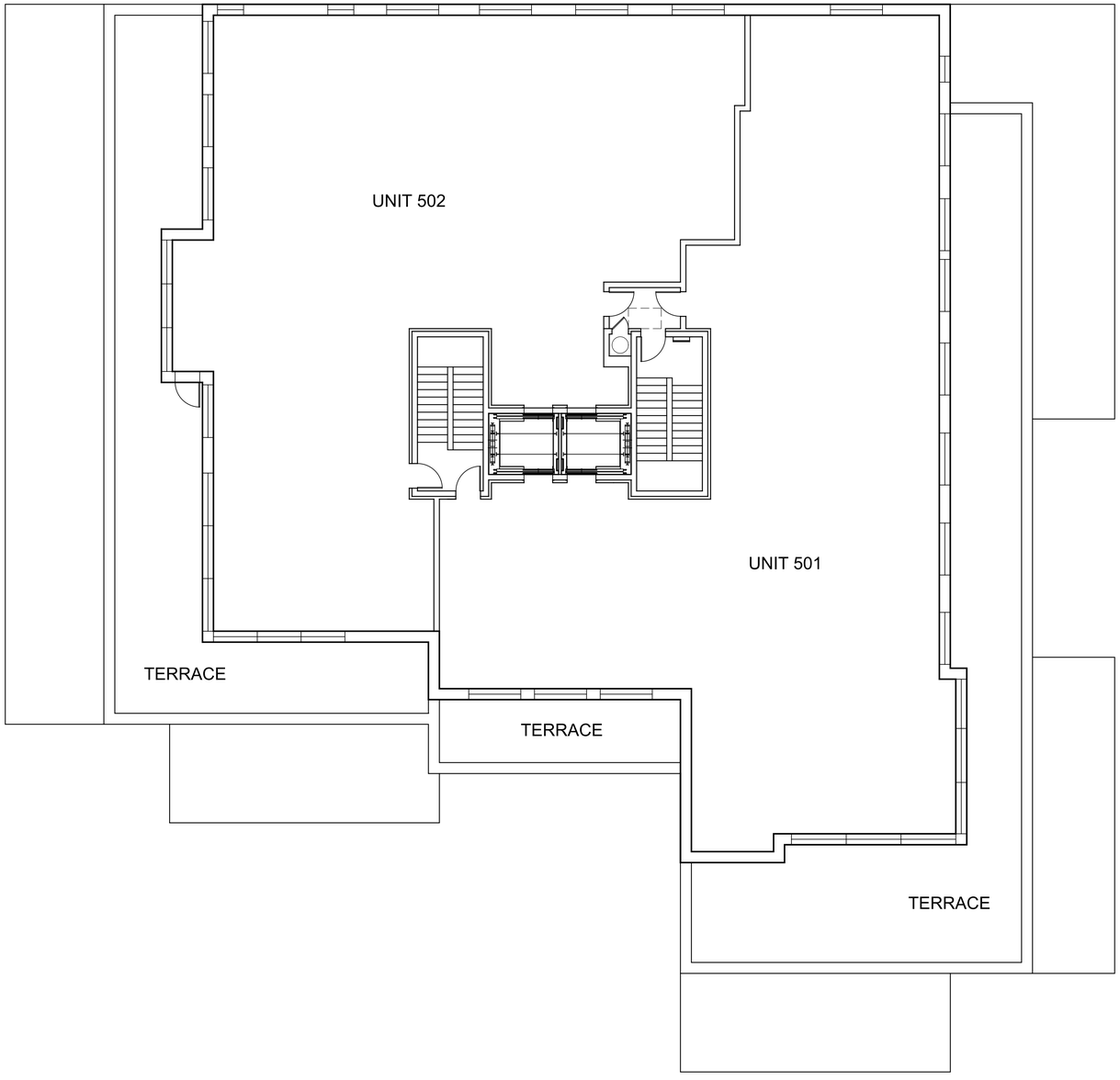
HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-04



1 FIFTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
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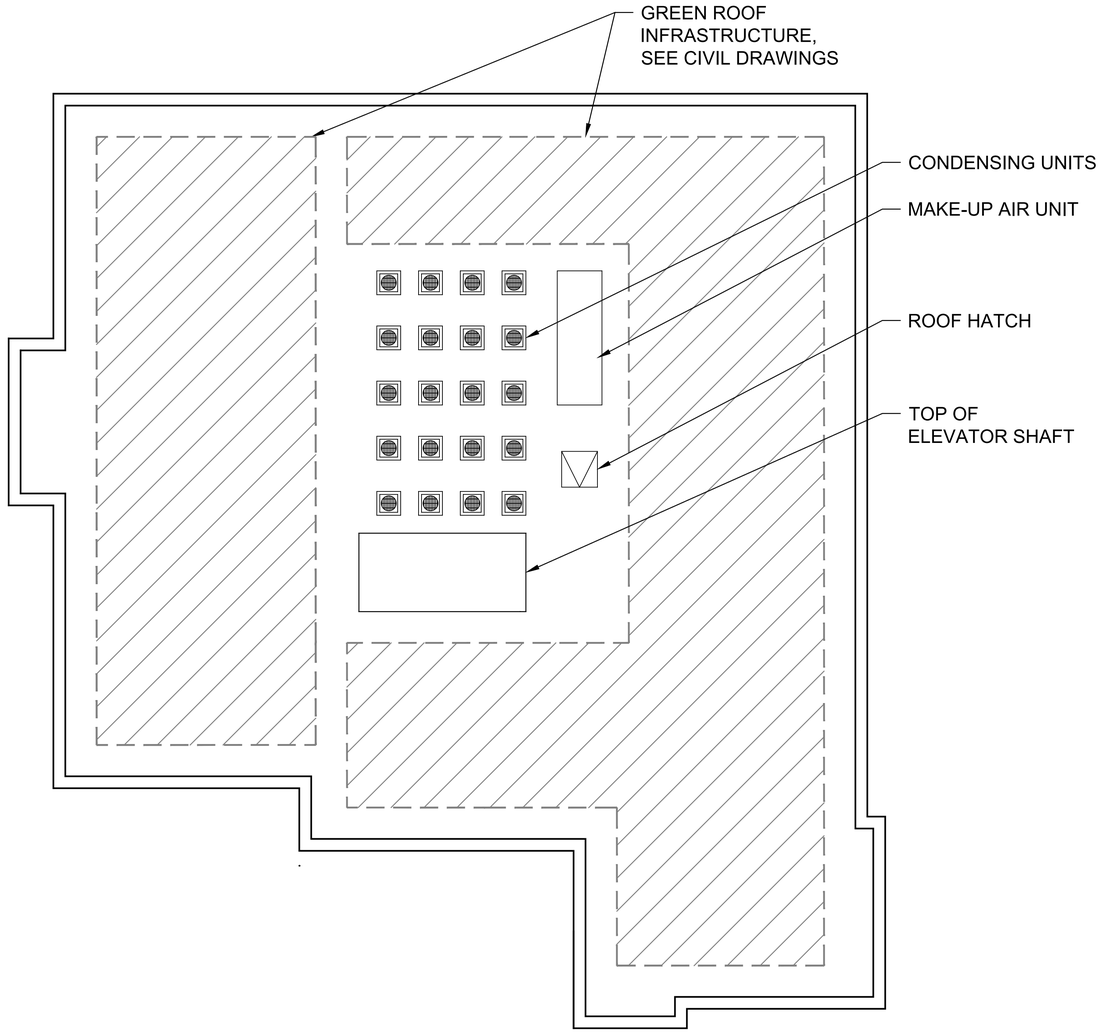
HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-05



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-06

2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

1	03/17/26	PD SUBMISSION
NO	DATE	ISSUE DESCRIPTION

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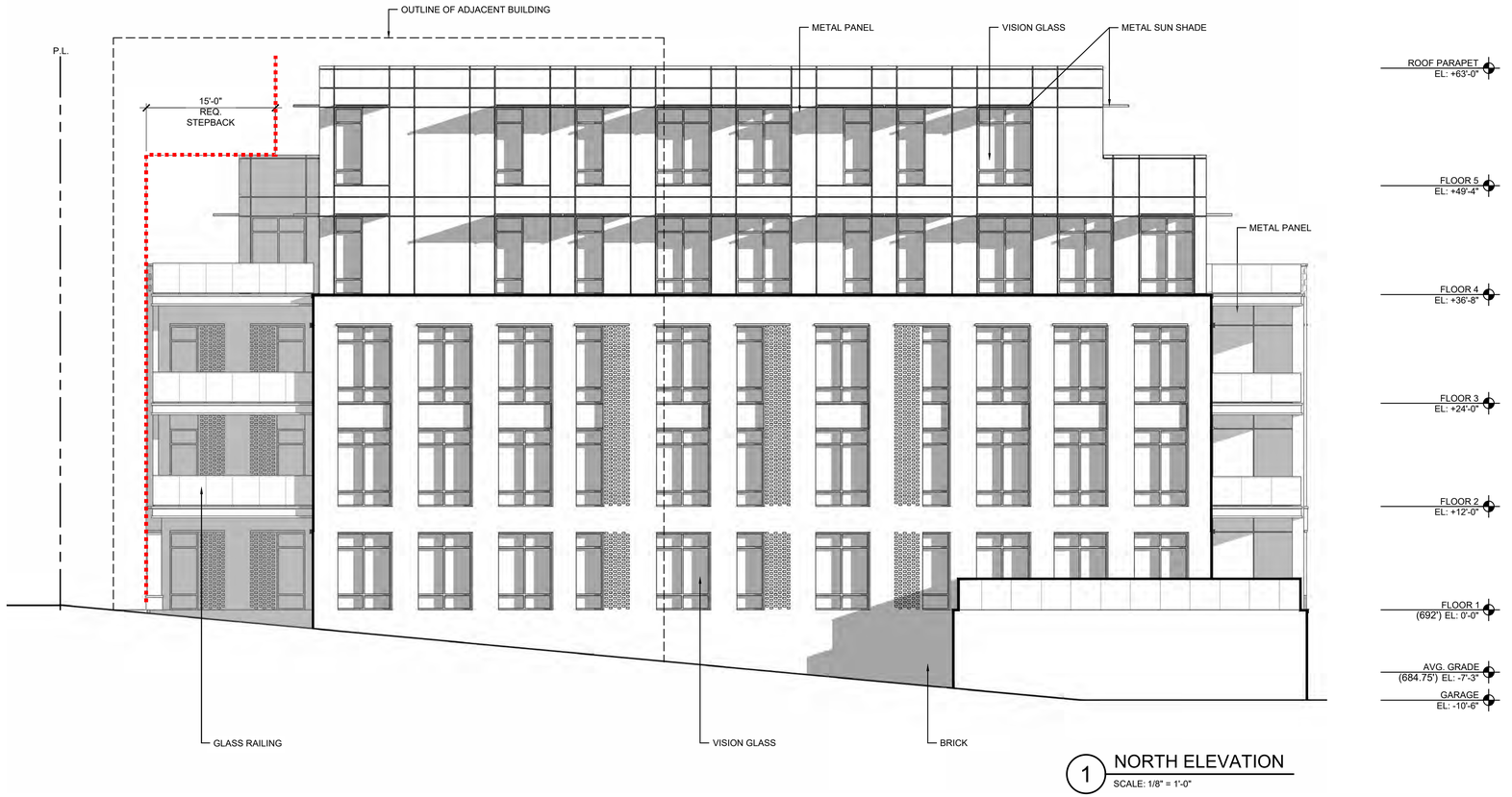
1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

ELEVATIONS

A2-01

2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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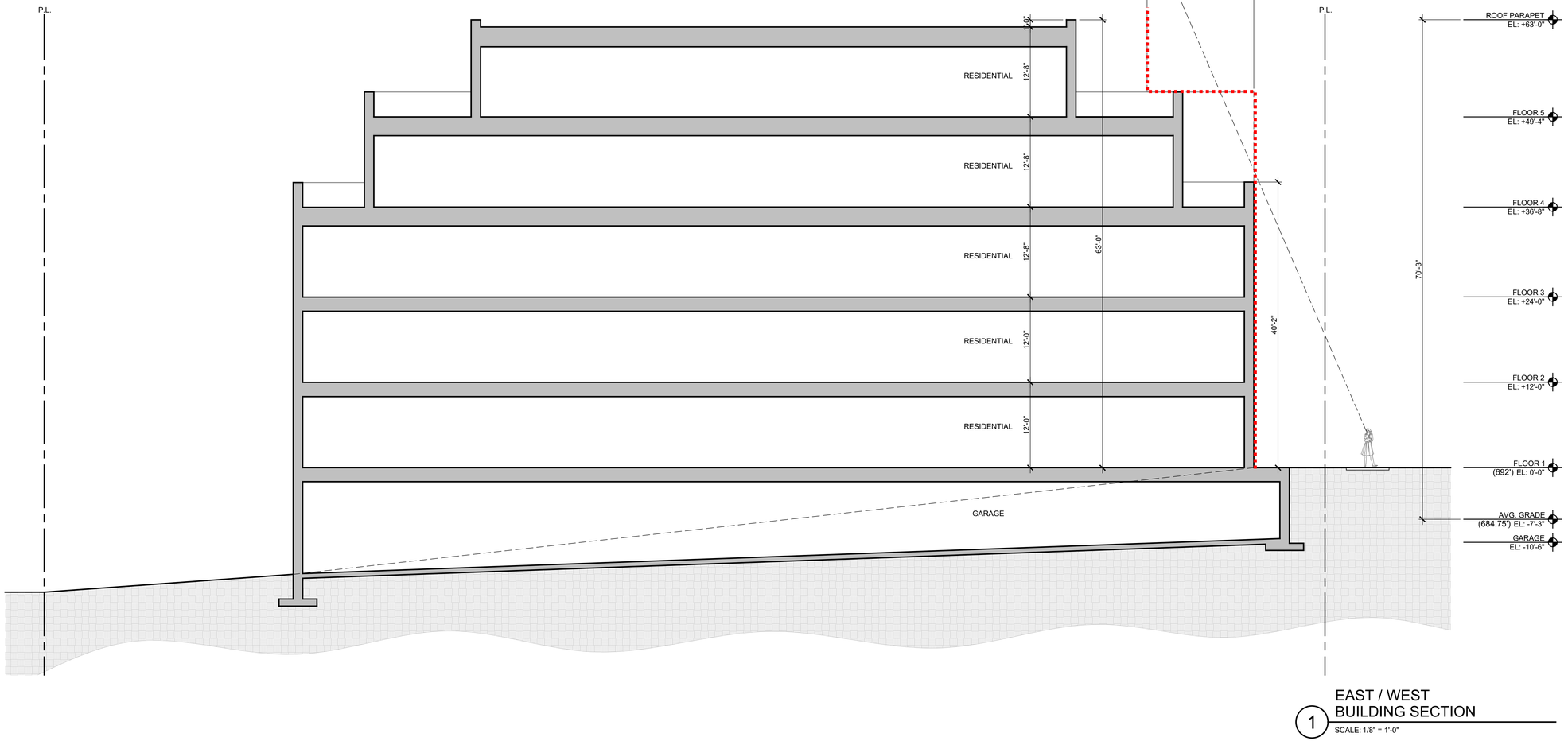
1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

ELEVATIONS

A2-02



1 EAST / WEST BUILDING SECTION

SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

SCALE: 1/8" = 1'-0"

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

BUILDING SECTION

A3-01

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

NEW 5-STORY 14 UNIT RESIDENTIAL,
CONDOMINIUM BUILDING W/ BASEMENT GARAGE

ZONING MAP AMENDMENT,
PLANNED DEVELOPMENT AND
DESIGN REVIEW APPLICATION MATERIALS

NO	DATE	ISSUE DESCRIPTION
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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

TITLE SHEET

G0-00

Project Data	Zoning Requirement	793 Laurel Ave (3/17/26 Submittal)
Zoning District	R0	R0
Land Use	Residential	Residential
Lot Area (a)	> 21,780 SF	18,915 SF
Density (h)	1/871 SF of Lot Area = 22 Units	14
Height	Non-PD = 51'-0" (4-Stories) PD allows 5th story with 15' minimum stepback per 150.520 (K)	Height from average grade (674.25'): 64'-9" Height from first floor (676'): 63'-0" 40'-2" @4th Floor Parapet
Lot Coverage	33.3%	52.47%
Open Space (j)	20.0%	20.93% (3,960 SF)
Front Yard Build-to-zone Along Laurel Ave [150.2310 - Neighborhood]	Min. 5'-0" - Max 25'-0"	10'
Side Yard setback (east - along alley)	10'	5' (there is an additional 10' - half alley - which, if considered, would = 15')
Side Yard Setback (west - interior lot line)	10'	10'
Rear Yard Setback (alley)	25'-0" or 20% of lot, whichever is less	26' + 10' (Half of alley) = 36'
Parking Spaces (d)	2 spaces per dwelling unit	27
Guest Spaces	0.1 per dwelling unit	2 (located on adjacent site)
Loading Spaces	None for first 25 units	1 (35'x11') (shared with adjacent site)
Bike Parking	N/A	14 spaces, interior

Build to Zone	Setback (5'-0" - 25'-0") Min 65% in Build to Zone	85%
Transparency [150.2310 - Neighborhood]	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 41% Upper Story = 45%

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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

PROJECT DATA

G0-01

LEGEND

- Electric Light Pole
- Electric Meter
- Utility Pole
- Gas Buffalo Box
- Gas Meter
- UTILITY Mark – Gas
- Iron Pipe
- San Clean Out
- San MH
- Storm CB
- Storm Inlet
- Tree – Deciduous
- Tree – Evergreen
- Guy Anchor
- Unclassified Manhole
- Sign Post
- Water Meter
- Water MH
- Flag Pole

A.=ASPHALT ELEVATION
GR.=GRAVEL ELEVATION
FFE.=FINISHED FLOOR ELEVATION
W.=WALK ELEVATION
X.=CONCRETE ELEVATION
TOE.=TOP OF SLOPE ELEVATION
TOB.=TOP OF BANK ELEVATION
C.=CURB ELEVATION
G.=GUTTER ELEVATION
EL.=ELEVATION
TW.=TOP OF WALL ELEVATION
BK.=BRICK ELEVATION

GRAPHIC SCALE

16 0 8 16

(IN FEET)
1" = 16'

GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation
LICENSE No. 184-005332

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

Plat of Survey

LOT 14 IN BLOCK 13 IN THE CITY OF HIGHLAND PARK, ALL IN THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 8, 1869 IN BOOK "A" OF PLATS, PAGE 2, IN LAKE COUNTY, ILLINOIS.

PROPERTY AREA= 18,915 SQUARE FEET OR 0.434 ACRES MORE OF LESS.

ORDERED BY: STRUCTA LLC		CHECKED:	DRAWN:
ADDRESS: 793 LAUREL AVENUE		LB	RL
GREMLEY & BIEDERMANN, A Division of PLCS, CORPORATION, LICENSE No. 184-005332, PROFESSIONAL LAND SURVEYORS, 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630, TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM			
ORDER NO. 2026-33479-002	DATE: FEBRUARY 11, 2026		PAGE NO. 1 OF 1
	SCALE: 1 INCH = 16 FEET		

G:\CAD\2025\2025-32823\2026-33479-002.dwg

SURVEY NOTES:

Permanent Tax No.: 16-23-313-017

SURVEYOR'S LICENSE EXPIRES November 30, 2026

Note (R&M) denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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ELEVATIONS SHOWN HEREON ARE REFERENCE TO:

CITY OF HIGHLAND PARK BENCHMARK #31

SOUTH SIDE OF DEERFIELD ROAD NEAR THE SE CORNER OF SECTION 22
6"X6"X42" CONCRETE MONUMENT WITH BRASS CAP
ELEVATION = 648.788 FEET USC AND GS

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

STATE OF ILLINOIS)
COUNTY OF COOK)SS

WE, GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIELD MEASUREMENTS COMPLETED ON MAY 8, 2025.

SIGNED ON FEBRUARY 11, 2026.

BY: _____

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 2802
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

1 SURVEY
SCALE: NTS

NO	DATE	ISSUE DESCRIPTION
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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SURVEY
AND EXISTING TOPOGRAPHY

NORTH

A0-00

LOT COVERAGE PRECEDENT PERCENTAGE & BUILDING HEIGHT MAP

1. 793 LAUREL AVE.
   APX. HEIGHT: 63'
   LOT: 19,000 SF
   BUILDING AREA: 10,850 SF
   52.2% LOT COVERAGE

2. 1650 2ND STREET
   APX. HEIGHT: 65'
   LOT: 24,500 SF
   BUILDING AREA: 11,963 SF
   48.8% LOT COVERAGE

3. 1601 GREEN BAY RD
   APX. HEIGHT: 65'
   LOT: 41,997 SF
   BUILDING AREA: 18,100 SF
   43% LOT COVERAGE

4. 650 WALNUT STREET
   APX. HEIGHT: 52'
   LOT: 40,914 SF
   BUILDING AREA: 20,047 SF
   49% LOT COVERAGE

5. 1560 OAKWOOD AVENUE
   4 STORIES
   LOT: 43,542 SF
   BUILDING AREA: 19,506 SF
   44.5% LOT COVERAGE

6. 650 LAUREL AVENUE
   APX. HEIGHT: 52'
   & 1700 2ND STREET
   LOT: 66,944 SF
   BUILDING AREA: 30,532 SF
   45.6% LOT COVERAGE

7. 760 CENTRAL AVENUE
   6 STORIES
   LOT: 44,892 SF
   BUILDING AREA: 22,272 SF
   49.6% LOT COVERAGE

8. 815 LAUREL AVENUE
   4 STORIES
   LOT: 19,250 SF
   BUILDING AREA: 10,000 SF
   52% LOT COVERAGE

9. 833 LAUREL AVENUE
   4 STORIES
   LOT: 19,000 SF
   BUILDING AREA: 9,880 SF
   52% LOT COVERAGE

10. 1850 GREEN BAY ROAD
    6 STORIES
    LOT: 107,084 SF
    BUILDING AREA: 53,804 SF
    50.2% LOT COVERAGE

11. 650 ELM PLACE
    5 STORIES
    LOT: 46,880 SF
    BUILDING AREA: 37,231 SF
    79% LOT COVERAGE

12. 2020 ST JOHNS AVE
    5 STORIES

13. 2021 ST JOHNS AVE
    5 STORIES

14. 1950 SHERIDAN RD
    APX. HEIGHT: 52'
    5 STORIES

15. 1850 2ND ST
    4 STORIES

16. 1849 GREENBAY RD
    4 STORIES

17. 678 CENTRAL AVE
    APPROVED 4 STORIES

18. 832 LAUREL AVE
    APX. HEIGHT: 52'
    APPROVED 4 STORIES

19. 1655 MCGOVERN AVE
    4 STORIES

20. 1688 GREEN BAY RD
    4 STORIES

21. 1600 GREEN BAY RD
    4 STORIES

22. 800 DEERFIELD RD
    4 STORIES

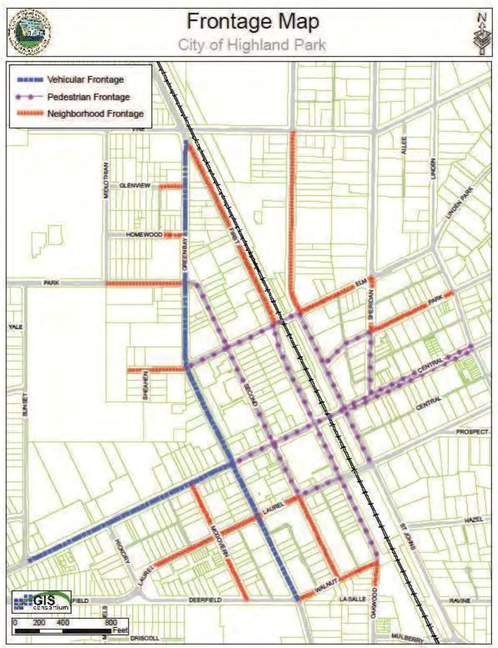
23. 1695 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

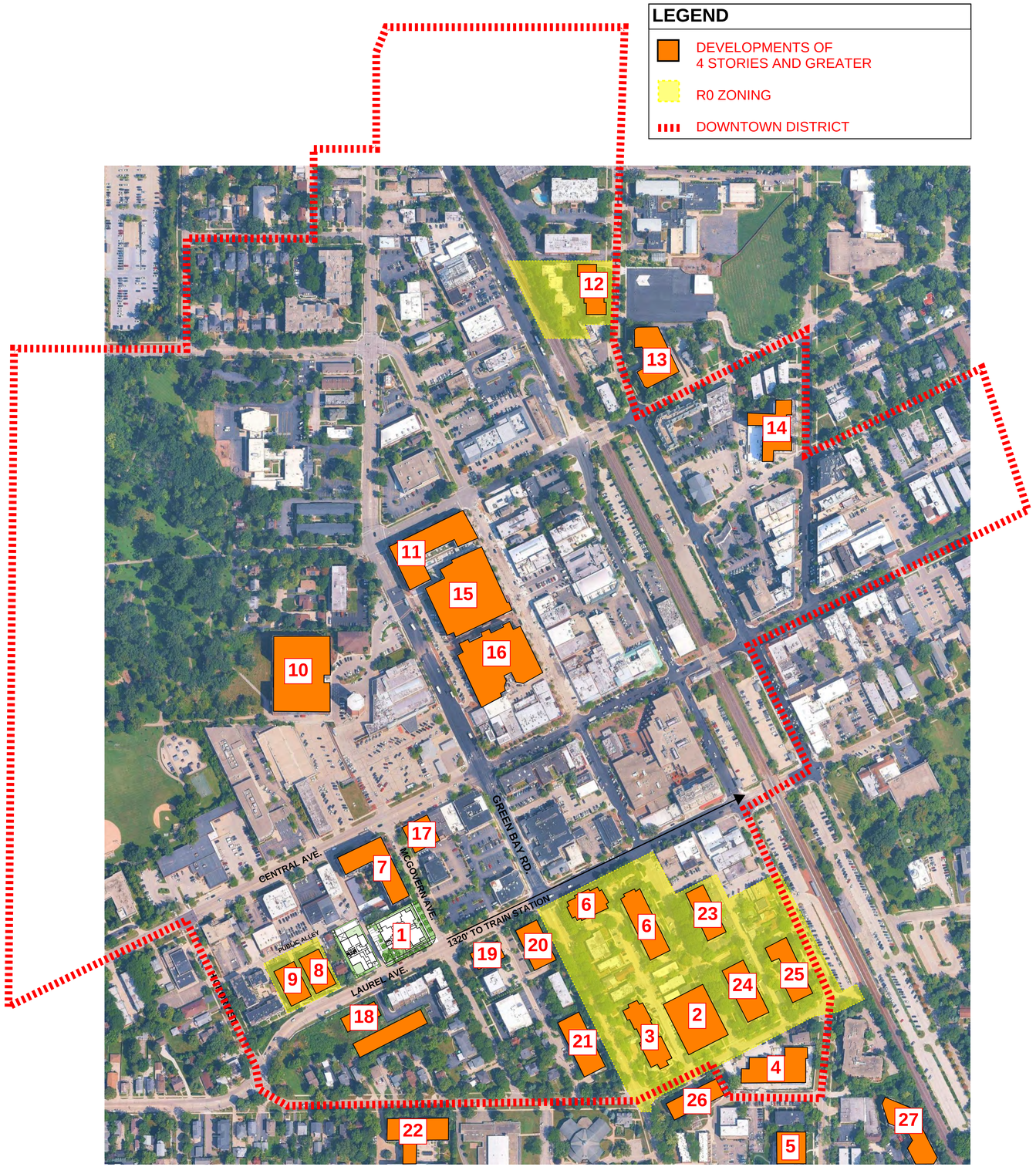
24. 1633 2ND ST
    APX. HEIGHT: 58'
    5 STORIES

25. 1660 1ST ST
    5 STORIES

26. 654 WALNUT ST
    4 STORIES

27. 601 MULBERRY PL
    APX. HEIGHT: 55'
    5 STORIES





1 SURROUNDING CONDITIONS AND DOWNTOWN CONTEXT
SCALE: 1" = 200'

0 50' 100' 200' 400'
SCALE: 1" = 200'

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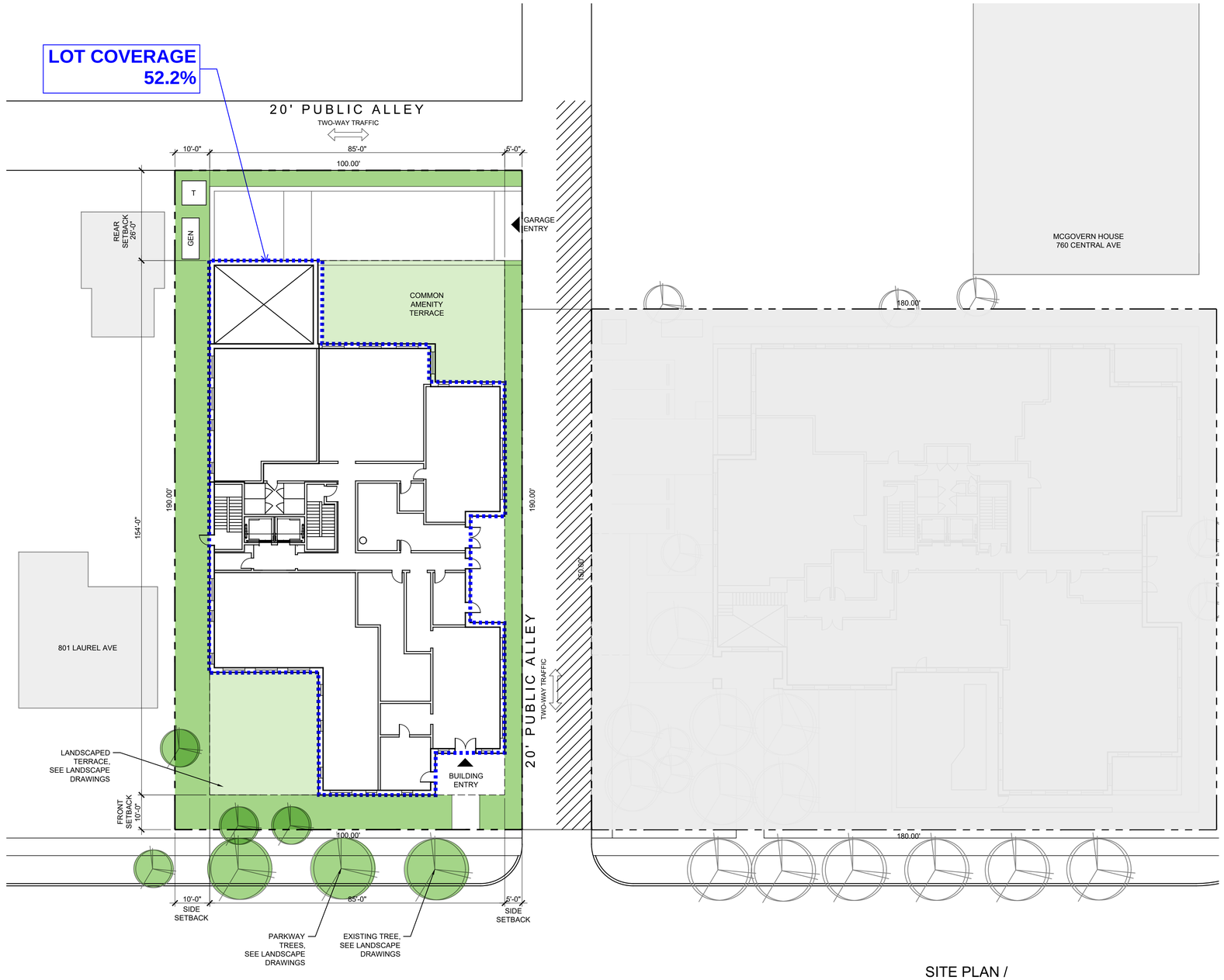
793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE INVENTORY

NORTH

A0-01



1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

0 4' 8' 16' 32'
SCALE: 1/16" = 1'-0"

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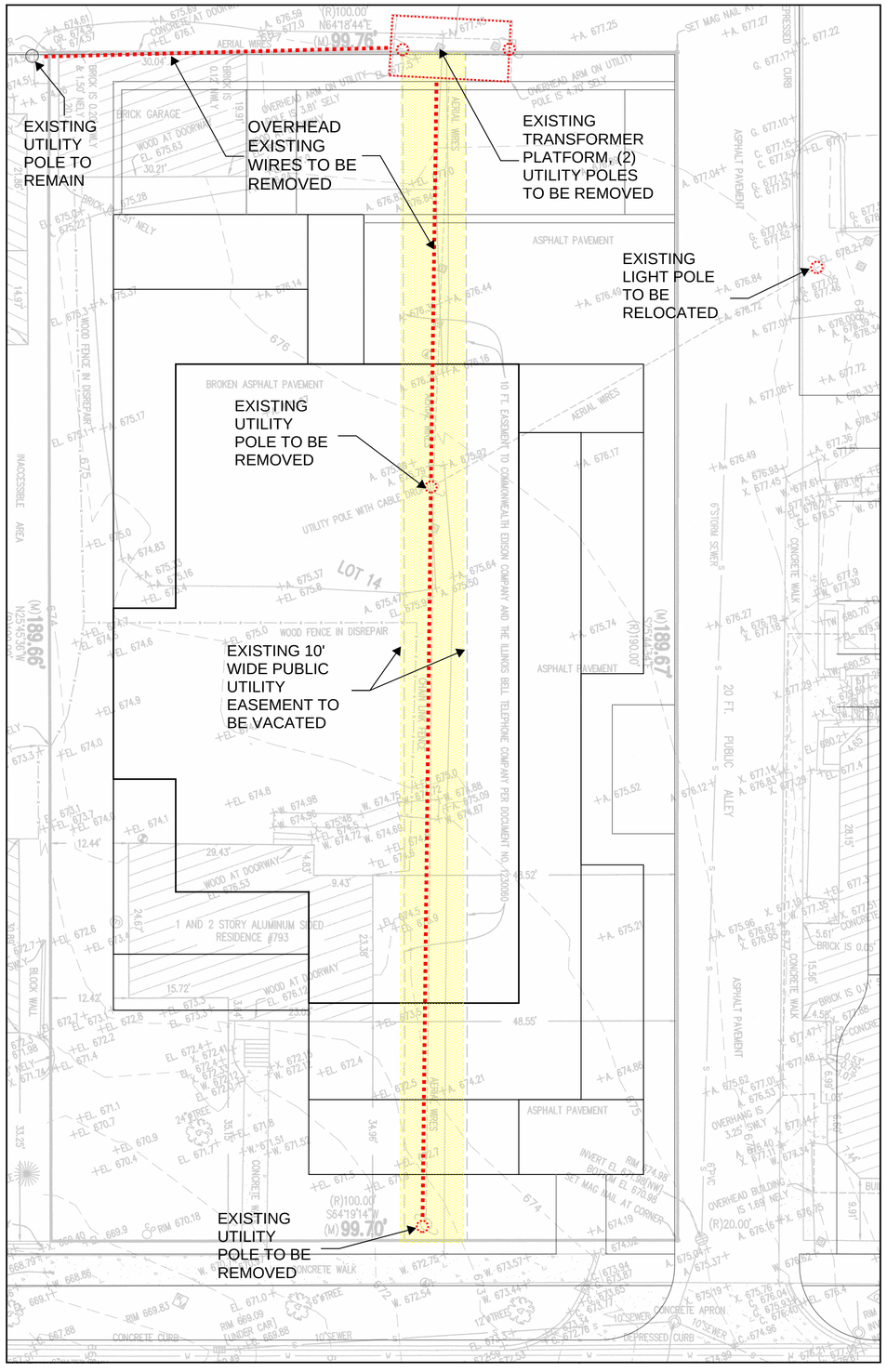
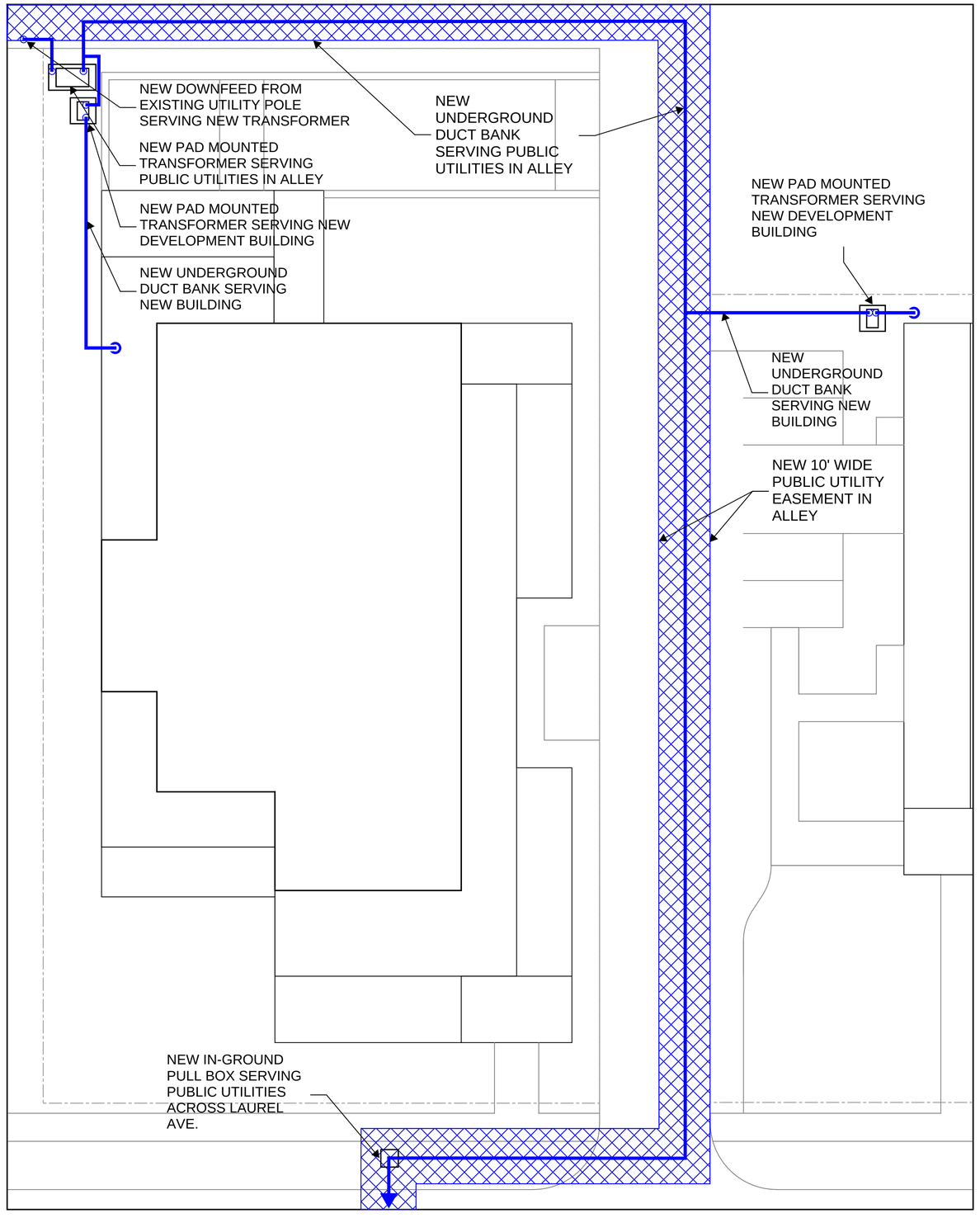
SITE PLAN

NORTH

A0-02



2 SITE ELECTRIC UTILITY DEMOLITION PLAN
SCALE: NTS



1 SITE ELECTRIC UTILITY RELOCATION PLAN
SCALE: NTS

0 50' 100' 200' 400'
SCALE: 1" = 200'

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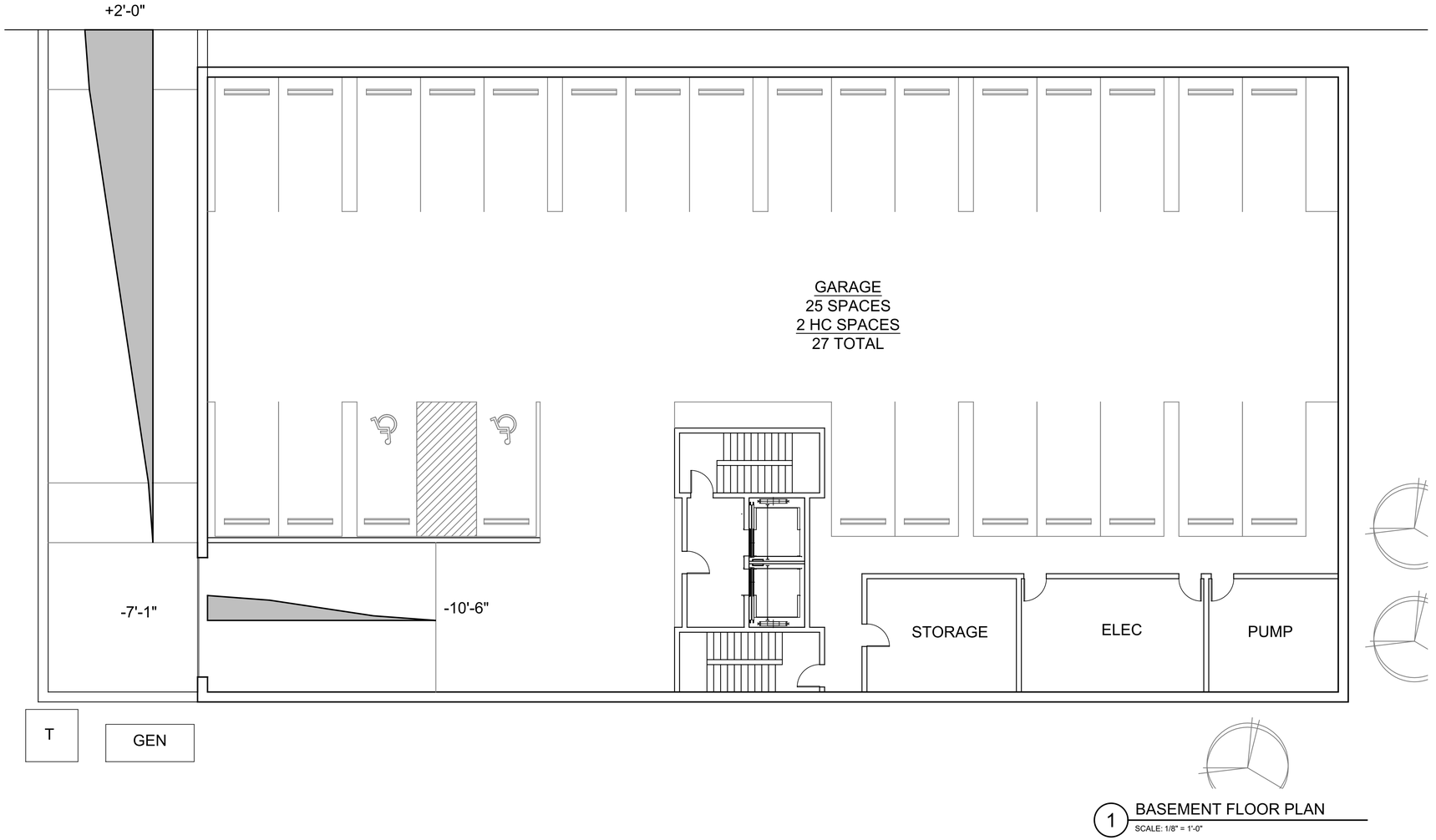
PROPOSED UTILITY RELOCATION

NORTH

A0-03



1 BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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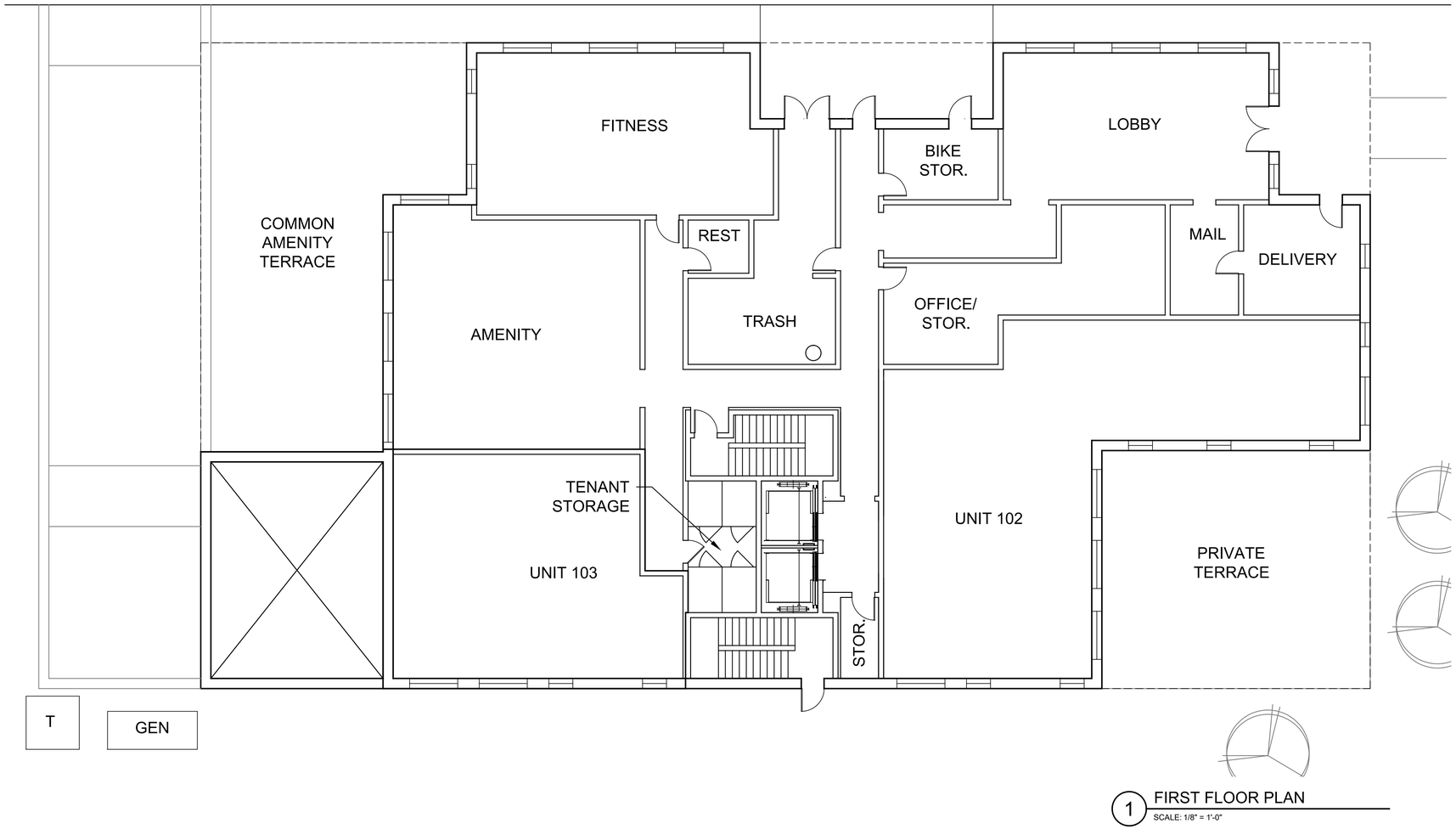
HIGHLAND PARK, ILLINOIS 60035

FLOOR PLAN

NORTH

A1-01



1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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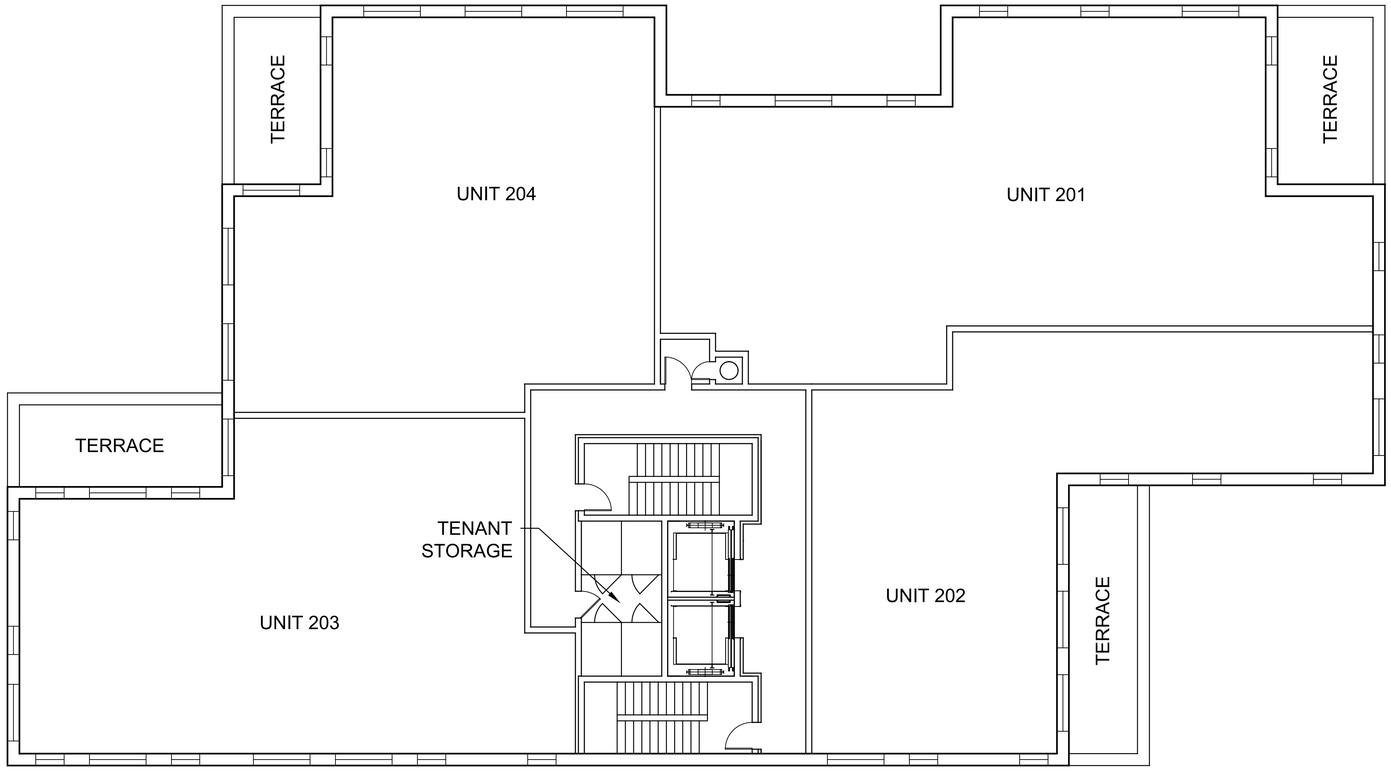
FLOOR PLAN

NORTH

A1-02



1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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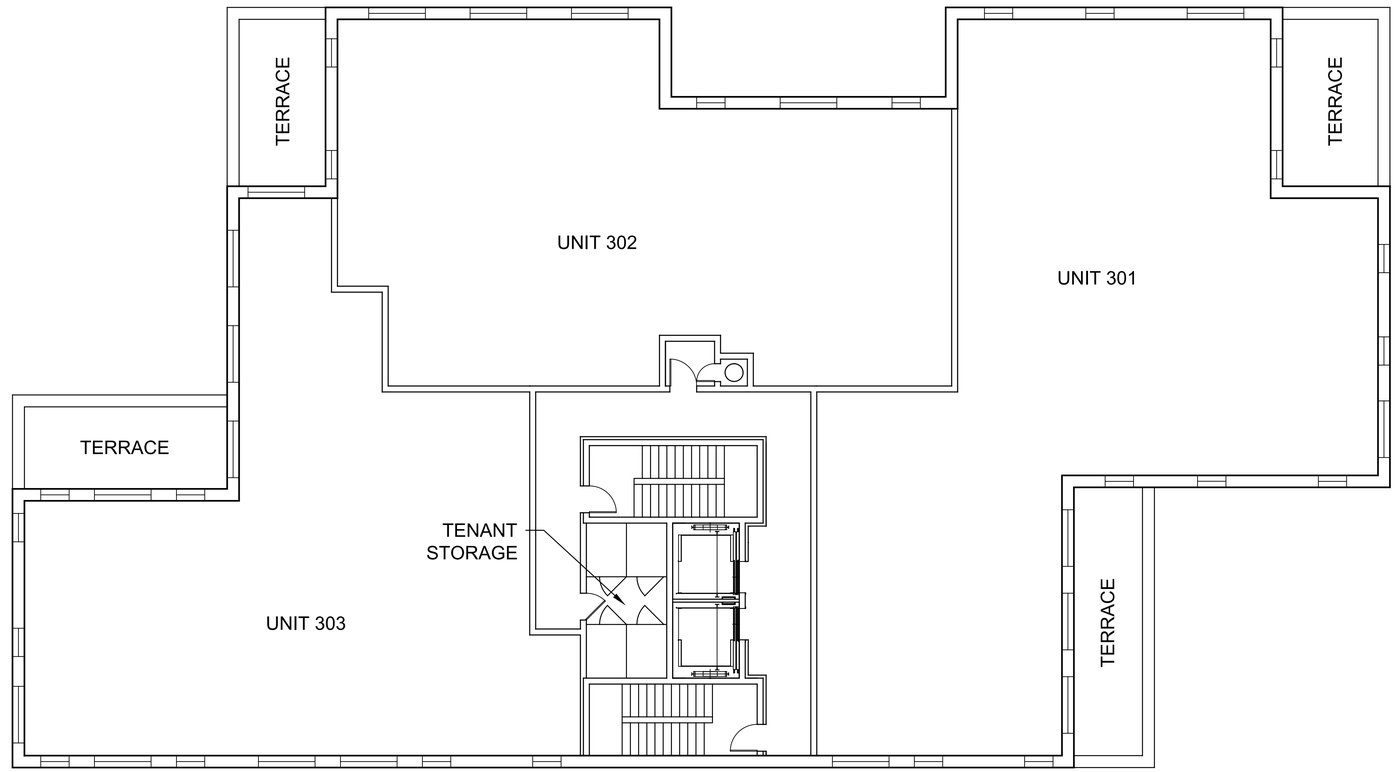
FLOOR PLAN

NORTH

A1-03



1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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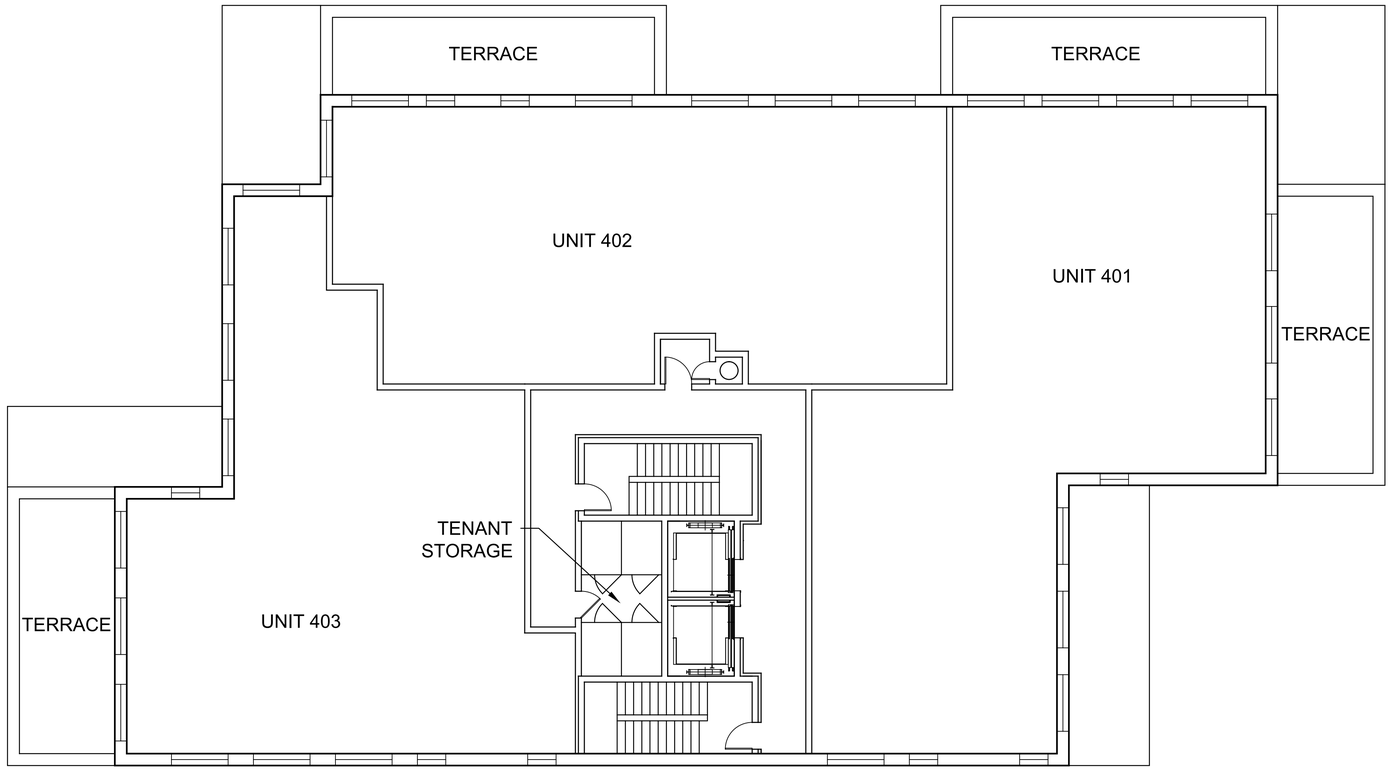
FLOOR PLAN

NORTH

A1-04



1 FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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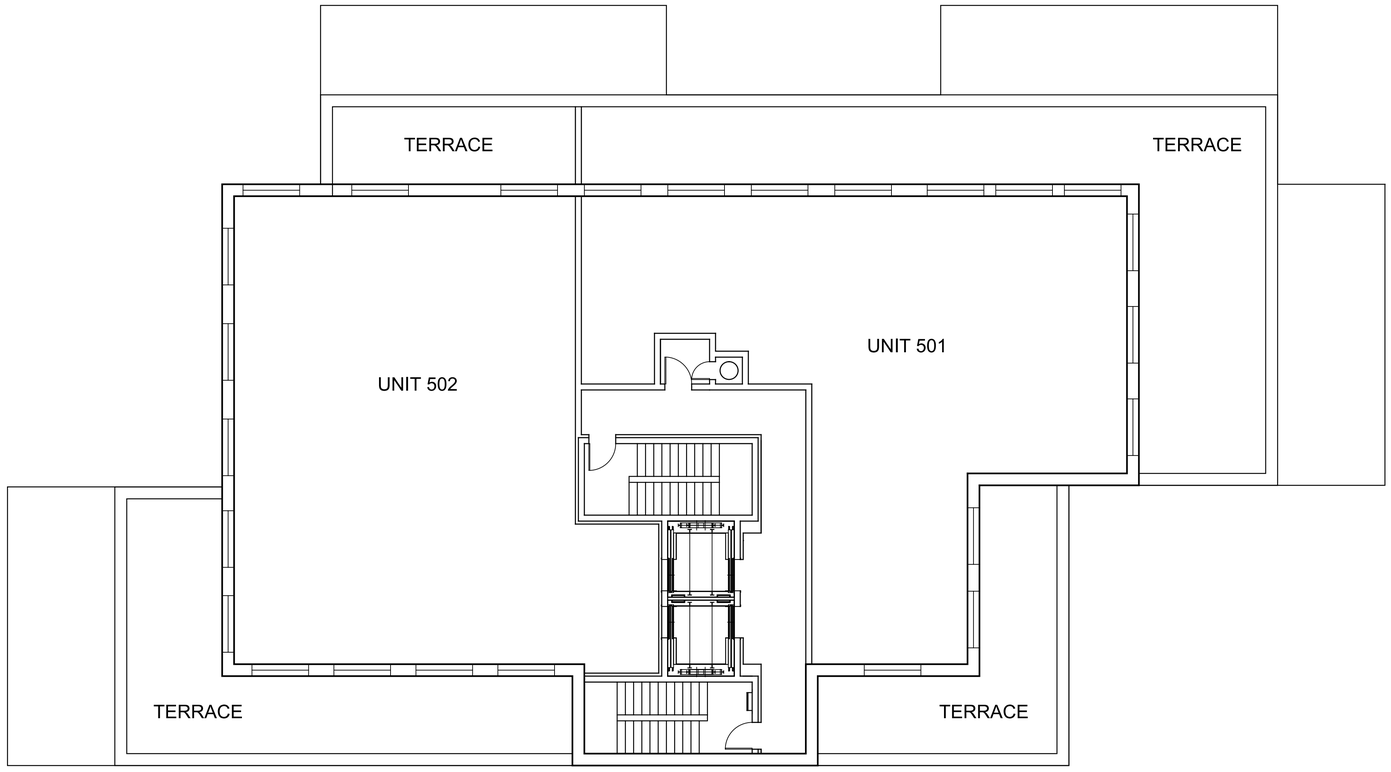
FLOOR PLAN

NORTH

A1-05



1 FIFTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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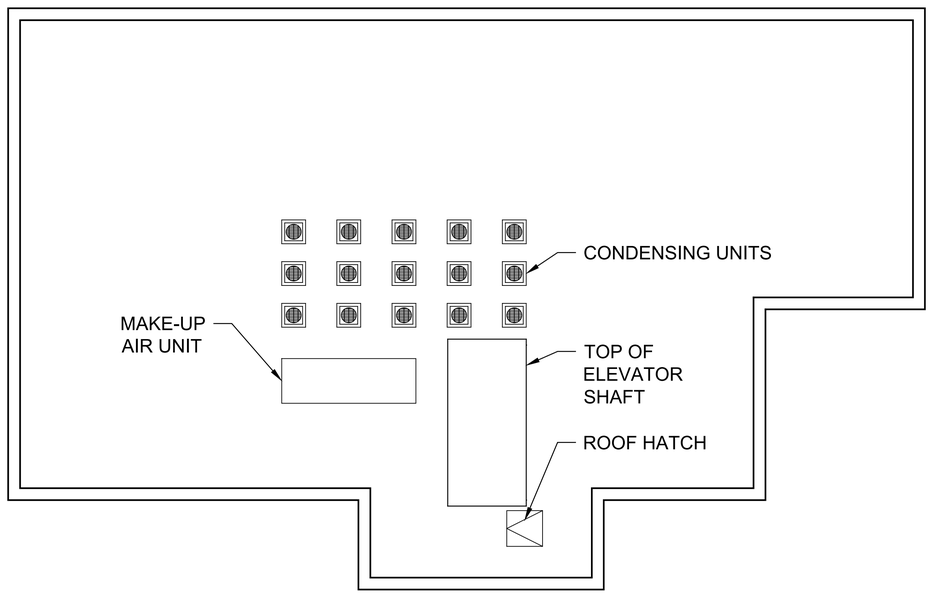
FLOOR PLAN

NORTH

A1-06



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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FLOOR PLAN

NORTH

A1-07

2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

ELEVATIONS

A2-01

2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'
SCALE: 1/8" = 1'-0"

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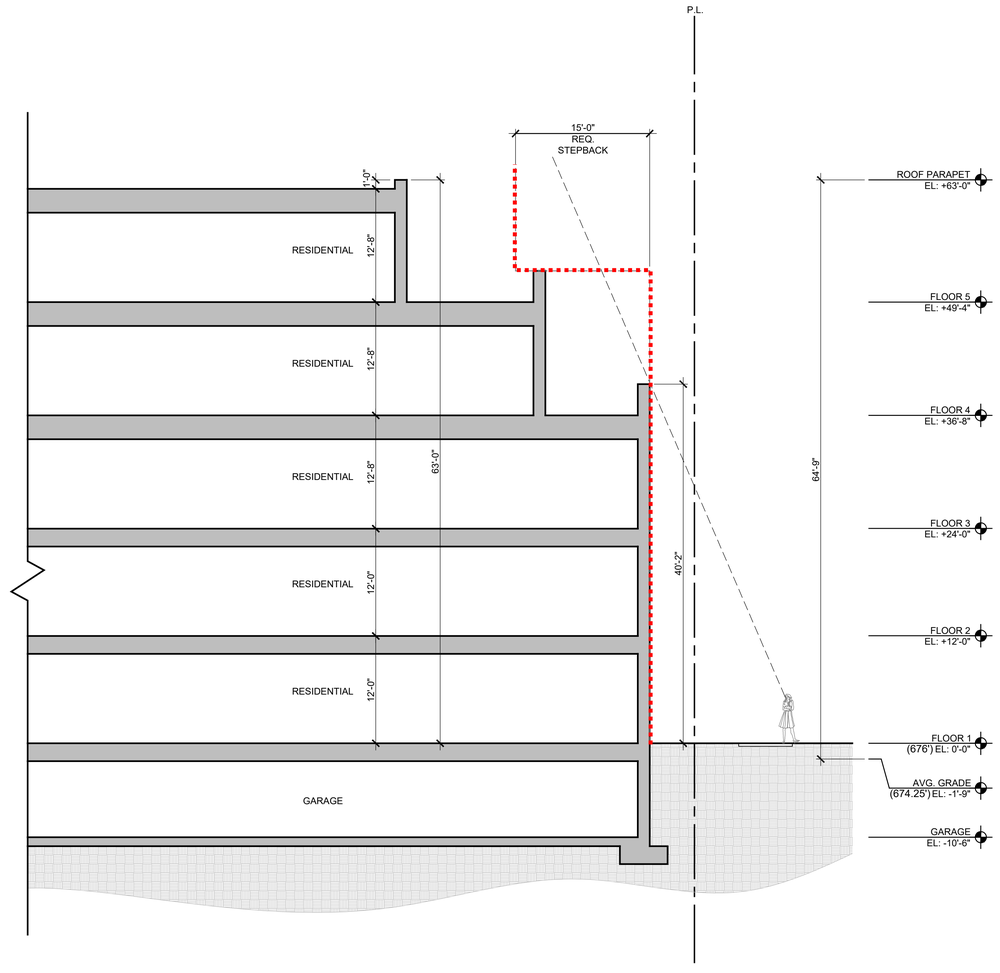
ELEVATIONS

A2-02



1 NORTH / SOUTH BUILDING SECTION

SCALE: 1/8" = 1'-0"

0 2' 4' 8' 16'

SCALE: 1/8" = 1'-0"

1	03/17/26	PD SUBMISSION
NO	DATE	ISSUE DESCRIPTION

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

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License Number: 184-001505
Expiration Date: April 30, 2027

793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

BUILDING SECTION

A3-01

EXISTING TREE LEGEND

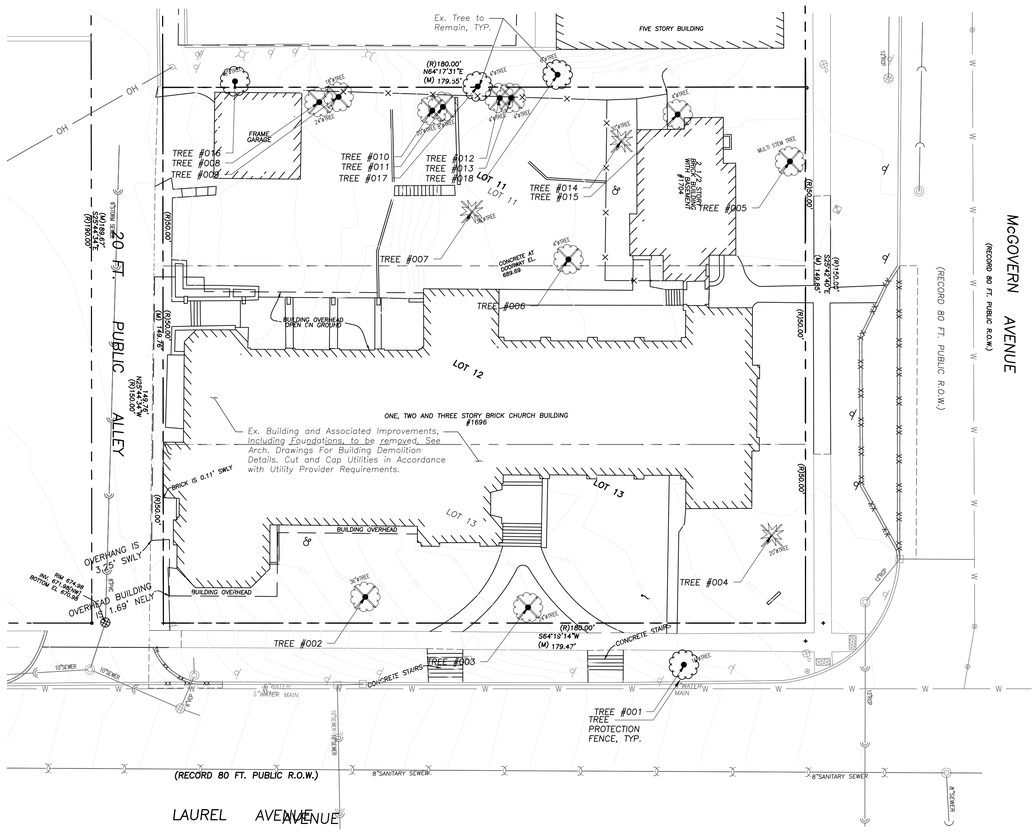
EX TREE – TO BE REMOVED

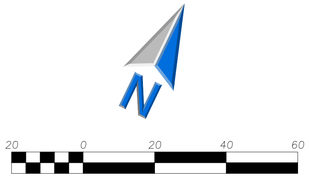
EX TREE – TO BE PRESERVED

TREE PROTECTION FENCE

TREE PRESERVATION NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
2. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
3. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
4. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
5. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
6. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
7. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.
8. GRIND REMAINING TREE STUMPS MINIMUM 6" BELOW GRADE. ADD TOPSOIL, SEED AND BLANKET; UNLESS PROPOSED PLANS DIRECT OTHERWISE.
9. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
10. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AS SHOWN IN PLAN.
11. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, CITY FORESTER OR OWNERS REPRESENTATIVE PRIOR TO START OF CONSTRUCTION ACTIVITIES.
12. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
13. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
14. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE–GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
15. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
16. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
17. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TO EXCEED 24 HOURS PER WEEK.
18. WHEN CONSTRUCTION ACTIVITIES REQUIRE AGGREGATE FILL WITHIN PROTECTED CRITICAL ROOT ZONE, AN INERT STONE MATERIAL MUST BE USED. (AVOID LIMESTONE)
19. ROOT PRUNE WHERE ESTABLISHED TREE CRITICAL ROOT ZONES ARE IMPACTED BY CONSTRUCTION ACTIVITIES. TO BE DONE UNDER THE GUIDANCE OF A CERTIFIED ARBORIST.
20. CONTRACTOR SHALL CONTACT THE CITY OF HIGHLAND PARK, DIVISION OF FORESTRY TO HAVE ALL TREE PRESERVATION FENCING INSPECTED PRIOR TO STARTING ANY CONSTRUCTION OPERATIONS





TREE REPLACEMENT CALCULATIONS

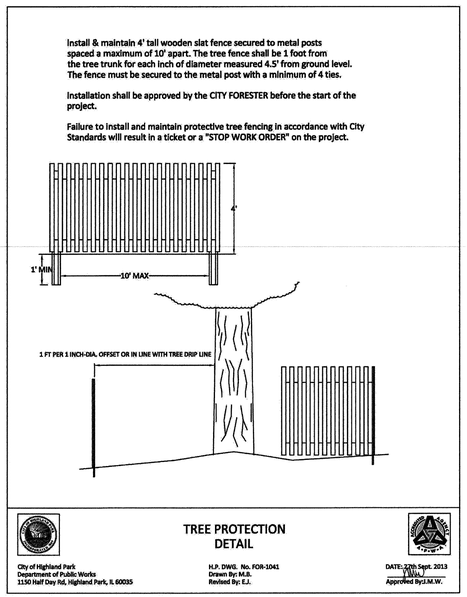
PROTECTED TREE REPLACEMENT DRAWS FROM CATEGORIES A, B, OR C AT A 1:2 RATE (6 REMOVED = 12 REPLACEMENTS)

KEY TREE REPLACEMENT DRAWS FROM CATEGORIES A OR B ONLY AT A 1:3 RATE (5 REMOVED = 15 REPLACEMENTS)

HERITAGE TREE REPLACEMENT DRAWS FROM CATEGORY A ONLY AT A 1:4 RATE (0 REMOVED = 0 REPLACEMENTS)

EXISTING TREE SURVEY

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	Status	Category	Req. Replacement Trees	COMMENTS
001	Acer saccharinum	Silver Maple	16" Cal.	Good	To Remain	Key		Parkway Tree
002	Acer saccharum	Sugar Maple	36" Cal.	Good	To Be Removed	Key	(3) 3" Trees	
003	Acer platanoides	Norway Maple	24" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
004	Pinus sylvestris	Scotch Pine	20" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
005	Acer saccharum	Sugar Maple	36" Cal.	Good	To Be Removed	Key	(3) 3" Trees	
006	Acer platanoides	Norway Maple	26" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
007	Pseudotsuga menziesii	Douglas Fir	36" Cal.	Good	To Be Removed	Key	(3) 3" Trees	
008	Acer saccharinum	Silver Maple	24" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
009	Acer saccharum	Sugar Maple	18" Cal.	Good	To Be Removed	Key	(3) 3" Trees	
010	Acer saccharinum	Silver Maple	20" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
011	Acer saccharinum	Silver Maple	8" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
012	Acer saccharinum	Silver Maple	4" Cal.	Good	To Be Removed	NA		
013	Acer saccharinum	Silver Maple	4" Cal.	Good	To Be Removed	NA		
014	Pseudotsuga menziesii	Douglas Fir	30" Cal.	Good	To Be Removed	Key	(3) 3" Trees	
015	Cercis canadensis	Redbud	4" Cal.	Good	To Be Removed	NA		
016	Ailanthus altissima	Tree of Heaven	18" Cal.	Good	To Remain	Protected		Adjacent Property
017	Acer saccharinum	Silver Maple	4" Cal.	Good	To Remain	NA		Adjacent Property
018	Acer saccharinum	Silver Maple	6" Cal.	Good	To Remain	NA		Adjacent Property



1 TREE PROTECTION DETAIL
Not To Scale
DETAIL–FILE

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

TREE PROTECTION AND REMOVAL PLAN

L0-10

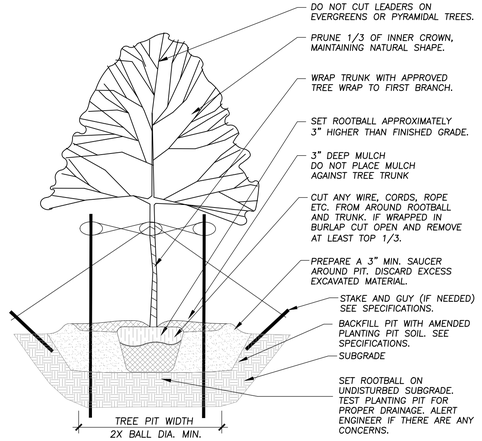
TREE + SHRUB SCHEDULE

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
GIN THP	GINKGO BILOBA 'THE PRESIDENT' / PRESIDENTIAL GOLD® MAIDENHAIR TREE	B & B	3" CAL.	6
EVERGREEN TREES				
PIN FLE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	B & B	8' HT.	3
PIN STR	PINUS STROBUS / WHITE PINE	B & B	8' HT.	2
FLOWERING TREES				
AME AR2	AMELANCHIER ARBOREA / DOWNY SERVICEBERRY MULTI-STEM	B & B	8' HT.	2
AME ARB	AMELANCHIER ARBOREA / DOWNY SERVICEBERRY SINGLE-STEM	B & B	8' HT.	2
PARKWAY TREES				
CAT SPE	CATALPA SPECIOSA / NORTHERN CATALPA	B & B	3" CAL.	2
CEL CHI	CELTIS OCCIDENTALIS 'CHICAGOLAND' / CHICAGOLAND HACKBERRY	B & B	3" CAL.	6
QUE MUE	QUERCUS MUEHLENBERGII / CHINKAPIN OAK	B & B	3" CAL.	2

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
COR TIP	CORNUS PUMILA / DWARF RED TIPPED DOGWOOD	B & B	24" HT.	6
DIE COP	DIERVILLA LONICERA 'COPPER' / COPPER LOW BUSH HONEYSUCKLE	3 GAL.	18" HT.	18
HYD LIM	HYDRANGEA PANICULATA 'LIMELIGHT' / LIMELIGHT HYDRANGEA	B & B	48" HT.	4
HYD WEE	HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAKLEAF HYDRANGEA	B & B	24" HT.	8
HYD UUE	HYDRANGEA SERRATA 'MAKO' TM / TINY TUFF STUFF MOUNTAIN HYDRANGEA	B & B	24" HT.	16
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	B & B	18" HT.	17
RIB GR2	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	B & B	24" HT.	13
WEI SP9	WEIGELA FLORIDA 'BOKRASPIWI' TM / SPILLED WINE WEIGELA SUN	B & B	24" HT.	4
EVERGREEN SHRUBS				
JUN HOR	JUNIPERUS HORIZONTALIS / CREEPING JUNIPER	B & B	12" HT.	30
JUN MNS	JUNIPERUS X PFITZERIANA 'MONSAN' / SEA OF GOLD® PFITZER JUNIPER	B & B	24" HT.	59
PIC NID	PICEA ABIES 'NIDIFORMIS' / BIRD'S NEST NORWAY SPRUCE	B & B	24" HT.	14
PIN PU2	PINUS MUGO PUMILIO / DWARF MUGO PINE	B & B	24" HT.	13
TAX TAU	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	B & B	36" HT.	14
THU SUN	THUJA OCCIDENTALIS 'SUNKIST' / SUNKIST ARBORVITAE	B & B	6' HT.	7
BROADLEAF EVERGREEN				
ILE SHA	ILEX GLABRA 'SHAMROCK' / SHAMROCK INKBERRY HOLLY	B & B	36" HT.	18

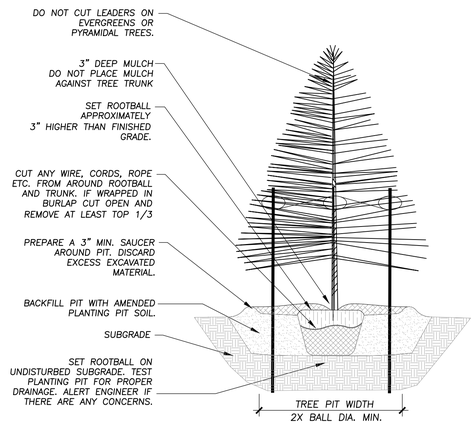
PLANT MIX + MATERIAL SCHEDULE

EXISTING PARKWAY TREE	1			
DECOMPOSED GRANITE	394 SF			
STABILIZED PATHWAY MIX				
PERENNIAL PLANT MIX 1	302 SF			
ALLIUM ANGULOSUM 'SUMMER BEAUTY' / SUMMER BEAUTY MOUSE GARLIC	*28*	*#1*	*20% @ 18" o.c.*
GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM	*40*	*#1*	*30% @ 18" o.c.*
SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS	*68*	*#1*	*50% @ 18" o.c.*
PERENNIAL PLANT MIX 2	182 SF			
NEPETA X 'EARLY BIRD' / EARLY BIRD CATMINT	*34*	*#1*	*40% @ 18" o.c.*
SALVIA NEMOROSA 'WESUWE' / WESUWE MEADOW SAGE	*51*	*#1*	*60% @ 18" o.c.*
PERENNIAL PLANT MIX 3	85 SF			
BAPTISIA AUSTRALIS / BLUE WILD INDIGO	*9*	*#1*	*30% @ 20" o.c.*
ECHINACEA PURPUREA 'ALBA' / WHITE CONEFLOWER	*17*	*#1*	*30% @ 15" o.c.*
SPOROBOLUS HETEROLEPIS 'TARA' / TARA PRAIRIE DROPSEED	*22*	*#1*	*40% @ 15" o.c.*
PERENNIAL PLANT MIX 4	122 SF			
CAREX BROMOIDES / BROME-LIKE SEDGE	*50*	*QUART*	*40% @ 12" o.c.*
HOSTA X 'HALCYON' / HALCYON HOSTA	*12*	*#1*	*25% @ 20" o.c.*
PHLOX DIVARICATA / WOODLAND PHLOX	*13*	*QUART*	*10% @ 12" o.c.*
POLYSTICHUM ACROSTICHOIDES / CHRISTMAS FERN	*12*	*#1*	*25% @ 20" o.c.*
NO-MOW LOW-PRAIRIE GRASS MIX	900 SF			
BOUTELOUA DACTYLOIDES / BUFFALO GRASS	*280*	*PLUG*	*30% @ 12" o.c.*
BOUTELOUA GRACILIS / BLUE GRAMA GRASS	*140*	*PLUG*	*15% @ 12" o.c.*
CAREX BREVIOR / OVAL SEDGE	*202*	*PLUG*	*15% @ 10" o.c.*
CAREX PENSYLVANICA / PENNSYLVANIA SEDGE	*269*	*PLUG*	*20% @ 10" o.c.*
ERAGROSTIS SPECTABILIS / PURPLE LOVEGRASS	*83*	*PLUG*	*20% @ 18" o.c.*
NO-MOW LOW-PRAIRIE GRASS MIX - SHADE	1,203 SF			
CAREX BLANDA / WOODLAND SEDGE	*500*	*QUART*	*40% @ 12" o.c.*
CAREX BREVIOR / OVAL SEDGE	*160*	*QUART*	*20% @ 10" o.c.*
CAREX BROMOIDES / BROME-LIKE SEDGE	*160*	*QUART*	*20% @ 15" o.c.*
CAREX GRISEA / INFLATED NARROW LEAF SEDGE	*160*	*QUART*	*20% @ 15" o.c.*
TURF SOD	5,852 SF			
SHADE MASTER BLEND				
AGGREGATE BASE	293 SF			
CRUSHED ANGULAR STONE				
HARDWOOD MULCH	2,526 SF			



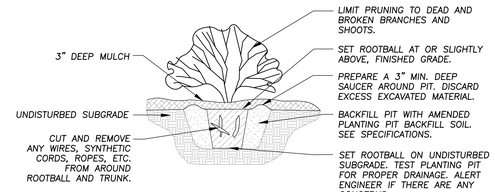
1 TREE PLANTING DETAIL

Not To Scale 329343-23



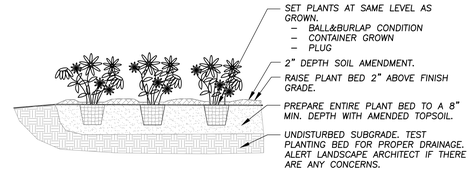
2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-24



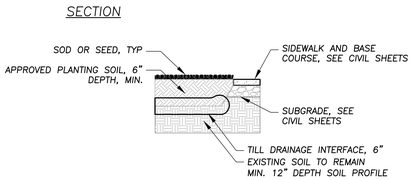
3 SHRUB PLANTING DETAIL

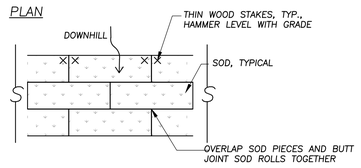
Not To Scale 329333-06



4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-14



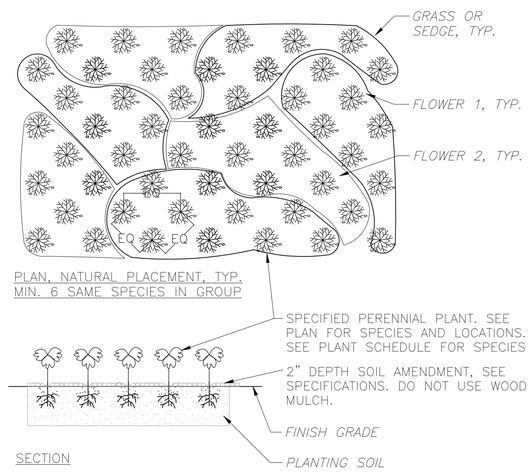


5 SOD AND SEED DETAIL

Not To Scale 329301-15

NOTES:

1. DO NOT DAMAGE EXISTING PLANT ROOTS WHEN EXCAVATING PLANTING HOLES.
2. PLACE PLANTS IN A NATURAL MANNER SIMILAR TO THE DETAIL PLAN SHOWN AND APPROVED BY OWNER IN THE FIELD.
3. PRUNE DEAD STALKS AND REMOVE ANY DEAD LEAVES.
4. REMOVE ALL POTS PRIOR TO PLANTING. BY HAND, REMOVE POT BOUND AND ENCIRCLING ROOTS.
5. PLACE PLANTS SO THAT FINISH GRADE IS FLUSH WITH SOIL POT HEIGHT. LEAVE SPACE BETWEEN PLANT STALKS AND SOIL AMENDMENT.
6. MAINTAIN PROPER PLANTING HEIGHT THROUGHOUT WARRANTY PERIOD.
7. MAINTAIN A WEED-FREE CONDITION THROUGHOUT THE MAINTENANCE PERIOD.



6 PERENNIAL PLANT MIX : LAYOUT

1/4" = 1'-0" 329301-09

NO	DATE	ISSUE DESCRIPTION
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PRINCIPAL: XX P.M.: XX
QC BY: XX DRAWN BY: XX

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

LANDSCAPE DETAILS

L2-00

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM

LANDSCAPE NOTES:

1. *PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.*
2. *ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.*
3. *ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.*
4. *ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.*
5. *ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.*
6. *THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.*
7. *ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.*
8. *ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.*
9. *THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC., WHICH IS DAMAGED DURING PLANTING OPERATIONS.*
10. *SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.*
11. *REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.*
12. *ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING*
13. *ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.*
14. *ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.*
15. *ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.*
16. *ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.*
17. *THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.*
18. *CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.*
19. *ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.*
20. *LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.*
21. *ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.*
22. *LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.*
23.
24. *REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.*
25. *PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.*

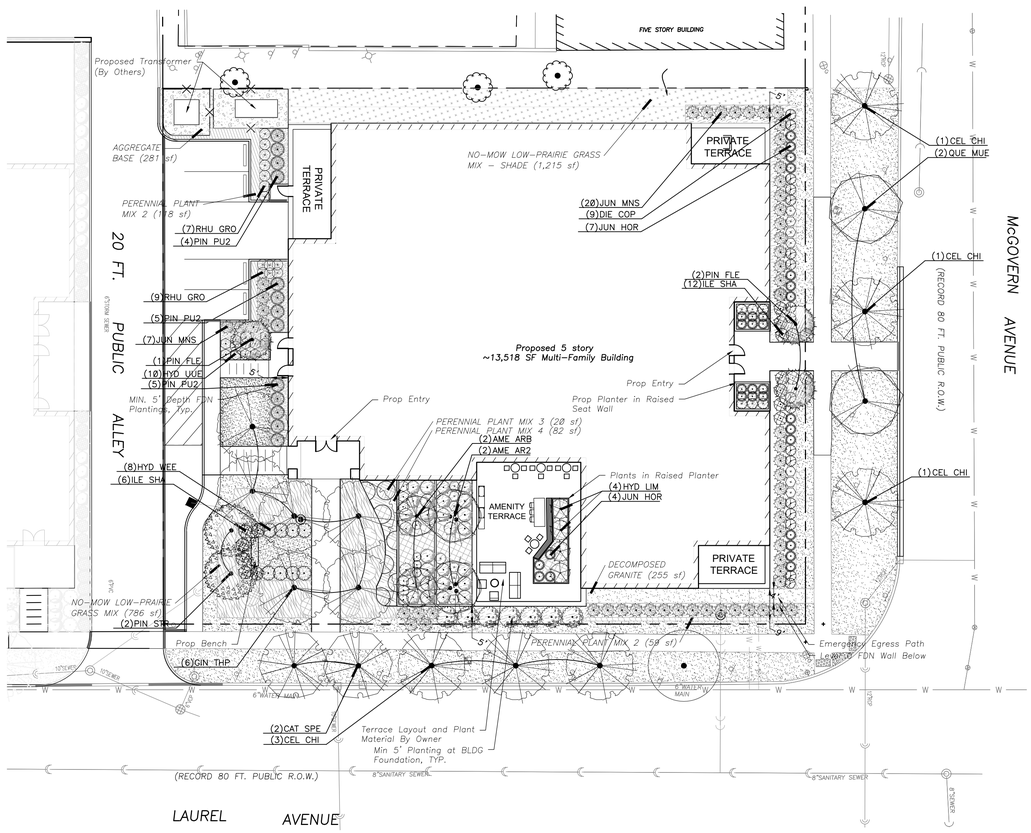
LANDSCAPE QUANTITIES:

TREE REPLACEMENT CALCULATIONS

TREES REMOVED (TYPE)	QUANTITY REMOVED	REQ. TREE REPLACEMENTS (TYPE)	PROVIDED TREE REPLACEMENTS (TYPE)	ADD. COMMENTS
PROTECTED TREES	6 TREES	12 Replacements (A or B or C)	**7 Trees** - 7 Type C	Parkway Trees Added 10 Trees - Type A
KEY TREES	5 TREES	15 Replacements (A or B)	**8 Trees** - 6 Type A, 2 Type B	
HERITAGE TREES	0 TREES	N/A	N/A	

LANDSCAPE PLANTING QUANTITIES = 330 LF

PLANT TYPE	QUANTITY REQUIRED	CALCULATION	SIZE + VARIETY	PLANTS REQUIRED	PLANTS PROVIDED	ADD. COMMENTS
Shade or Ornamnetal	3 caliper inches for every 40 linear feet of the subject lot length or major fraction thereof (measured at the lot line).	330 / 40 = 8.25	Minimum of 3 caliper inches or 8-footheight at installation. No fewer than 3 types, no one type to exceed 50% of total.	8 Shade/Ornamental Trees	10 Shade/Ornamental Trees Provided	10 Parkway Trees Added
Evergreen Trees	3 caliper inches for every 60 linear feet of the subject lot length or major fraction thereof (measured at the lot line), except for lot lines adjacent to streets.	330 / 60 = 5.5	Minimum of 3 caliper inches or 8-footheight at installation.	6 Evergreen Trees	5 Evergreen Trees Provided	
Shrubs	1 for every 5 linear feet of the subject lot length or major fraction thereof (measured at the lot line).	330 / 5 = 66	Minimum 24 inches in height at time of installation. No fewer than 3 types, no one type to exceed 50% of total.	66 Shrubs	241 Shrubs Provided	



PLANT PALETTE : GRAPHIC KEY

FULL SCHEDULE WITH SIZE AND QUANTITIES ON L200

TREE + SHRUB LIST

SYMBOL CODE BOTANICAL NAME

CANOPY TREES
- GIN THP — GINKGO BILOBA 'THE PRESIDENT'

EVERGREEN TREES
- PIN FLE — PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'
- PIN STR — PINUS STROBUS

FLOWERING TREES
- AME AR2 — AMELANCHIER ARBOREA MULTI-STEM
- AME ARB — AMELANCHIER ARBOREA SINGLE-STEM

PARKWAY TREES
- CAT SPE — CATALPA SPECIOSA
- CEL CHI — CELTIS OCCIDENTALIS 'CHICAGOLAND'
- QUE MUE — QUERCUS MUEHLENBERGII

DECIDUOUS SHRUBS
- COR TIP — CORNUS PUMILA
- DIE COP — DIERVILLA LONICERA 'COPPER'
- HYD LIM — HYDRANGEA PANICULATA 'LIMELIGHT'
- HYD WEE — HYDRANGEA QUERCIFOLIA 'PEE WEE'
- HYD UUE — HYDRANGEA SERRATA 'MAKD' TM
- RHU GRO — RHUS AROMATICA 'GRO-LOW'
- RIB GR2 — RIBES ALPINUM 'GREEN MOUND'
- WEI SP9 — WEIGELA FLORIDA 'BOKRASPIWI' TM SUN

EVERGREEN SHRUBS
- JUN HOR — JUNIPERUS HORIZONTALIS
- JUN MNS — JUNIPERUS X PFITZERIANA 'MONSAN'
- PIC NID — PICEA ABIES 'NIDIFORMIS'
- PIN PU2 — PINUS MUGO PUMILIO
- TAX TAU — TAXUS X MEDIA 'TAUNTONII'
- THU SUN — THUJA OCCIDENTALIS 'SUNKIST'

BROADLEAF EVERGREEN
- ILE SHA — ILEX GLABRA 'SHAMROCK'

PLANT MIX AND MATERIAL LIST

- EXISTING PARKWAY TREE
- DECOMPOSED GRANITE — *STABILIZED PATHWAY MIX*
- PERENNIAL PLANT MIX 1 — *ALLIUM ANGULOSUM 'SUMMER BEAUTY' / SUMMER BEAUTY MOUSE GARLIC; GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM; SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS*
- PERENNIAL PLANT MIX 2 — *NEPETA X 'EARLY BIRD' / EARLY BIRD CATMINT; SALVIA NEMOROSA 'WESUWE' / WESUWE MEADOW SAGE*
- PERENNIAL PLANT MIX 3 — *BAPTISIA AUSTRALIS / BLUE WILD INDIGO; ECHINACEA PURPUREA 'ALBA' / WHITE CONEFLOWER; SPOROBOLUS HETEROLEPIS 'TARA' / TARA PRAIRIE DROPSEED*
- PERENNIAL PLANT MIX 4 — *CAREX BROMOIDES / BROME-LIKE SEDGE; HOSTA X 'HALCYON' / HALCYON HOSTA; PHLOX DIVARICATA / WOODLAND PHLOX; POLYSTICHUM ACROSTICHOIDES / CHRISTMAS FERN*
- NO-MOW LOW-PRAIRIE GRASS MIX — *BOUTELOUA DACTYLOIDES / BUFFALO GRASS; BOUTELOUA GRACILIS / BLUE GRAMA GRASS; CAREX BREVIOR / OVAL SEDGE; CAREX PENSYLVANICA / PENNSYLVANIA SEDGE; ERAGROSTIS SPECTABILIS / PURPLE LOVEGRASS*
- NO-MOW LOW-PRAIRIE GRASS MIX - SHADE — *CAREX BLANDA / WOODLAND SEDGE; CAREX BREVIOR / OVAL SEDGE; CAREX BROMOIDES / BROME-LIKE SEDGE; CAREX GRISEA / INFLATED NARROW LEAF SEDGE*
- TURF SOD — *SHADE MASTER BLEND*
- AGGREGATE BASE — *CRUSHED ANGULAR STONE*
- HARDWOOD MULCH

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NO	DATE	ISSUE DESCRIPTION
1	03/12/26	PD SUBMISSION

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX P.M.: XX
QC BY: XX DRAWN BY: XX

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License Number: 184-001505
Expiration Date: April 30, 2027

1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

LANDSCAPE PLAN

L1-00

EXISTING TREE LEGEND

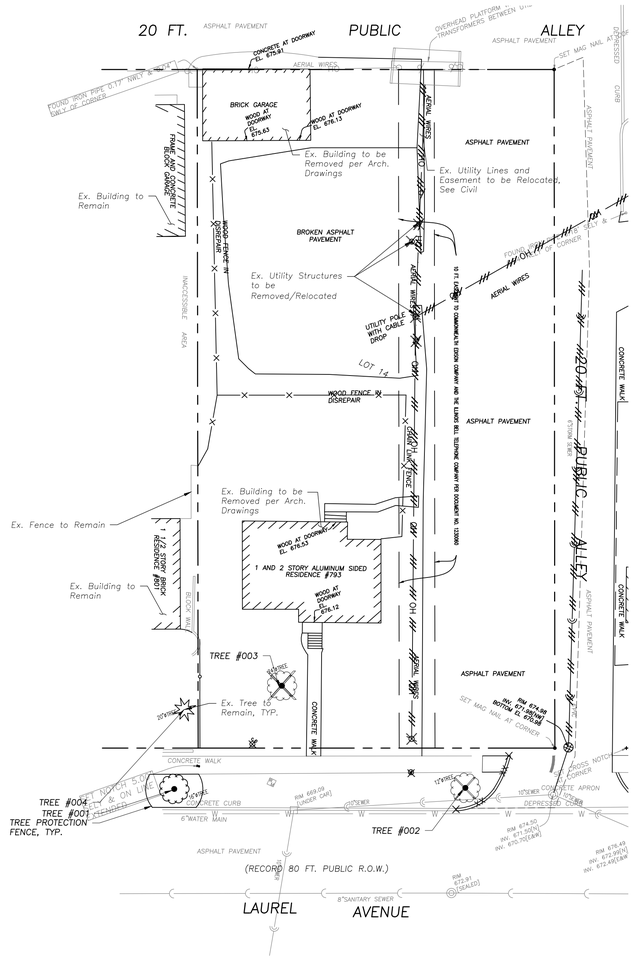
EX TREE – TO BE REMOVED

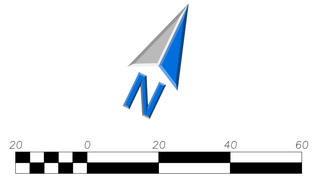
EX TREE – TO BE PRESERVED

TREE PROTECTION FENCE

TREE PRESERVATION NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING AND TREE REMOVAL OPERATIONS.
2. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
3. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
4. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
5. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
6. PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
7. TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.
8. GRIND REMAINING TREE STUMPS MINIMUM 6" BELOW GRADE. ADD TOPSOIL, SEED AND BLANKET; UNLESS PROPOSED PLANS DIRECT OTHERWISE.
9. TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
10. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AS SHOWN IN PLAN.
11. REVIEW TREE PROTECTION FENCE INSTALLATION WITH LANDSCAPE ARCHITECT, CITY FORESTER OR OWNERS REPRESENTATIVE PRIOR TO START OF CONSTRUCTION ACTIVITIES.
12. CONTRACT/ CONSTRUCTION FENCE TO INCLUDE PERIMETER OF TREE PROTECTION FENCE WHERE THESE INTERSECT.
13. MAINTAIN TREE PROTECTION AND FENCE WITHIN CONSTRUCTION/WORK LIMIT FENCE FOR THE DURATION OF THE PROJECT.
14. NO STAGING, TRENCHING, DIGGING, TRAFFICKING, RE–GRADING OR OTHER IMPACT SHALL BE ALLOWED IN TREE PROTECTION AREA.
15. CONTRACTOR MUST COORDINATE PLACEMENT OF EROSION CONTROL FENCE WITH TREE PROTECTION TO ENSURE MAXIMUM PROTECTION OF ROOTS, AND SOIL IN CANOPY ZONE.
16. TREE MAINTENANCE SHALL INCLUDE WATERING, WEEDING, REMOVAL OF DEBRIS ABD DUST PROTECTION. WASH TREE AND LEAVES WITHIN 24 HOURS POST OVERSPRAY FROM DUST, PAINT, CONSTRUCITON RESIDUE.
17. TEMPORARILY TIE CANOPY IF NEEDED FOR OVERHEAD PROTECTION, NOT TO EXCEED 24 HOURS PER WEEK.
18. WHEN CONSTRUCTION ACTIVITIES REQUIRE AGGREGATE FILL WITHIN PROTECTED CRITICAL ROOT ZONE, AN INERT STONE MATERIAL MUST BE USED. (AVOID LIMESTONE)
19. ROOT PRUNE WHERE ESTABLISHED TREE CRITICAL ROOT ZONES ARE IMPACTED BY CONSTRUCTION ACTIVITIES. TO BE DONE UNDER THE GUIDANCE OF A CERTIFIED ARBORIST.
20. CONTRACTOR SHALL CONTACT THE CITY OF HIGHLAND PARK, DIVISION OF FORESTRY TO HAVE ALL TREE PRESERVATION FENCING INSPECTED PRIOR TO STARTING ANY CONSTRUCTION OPERATIONS





TREE REPLACEMENT CALCULATIONS

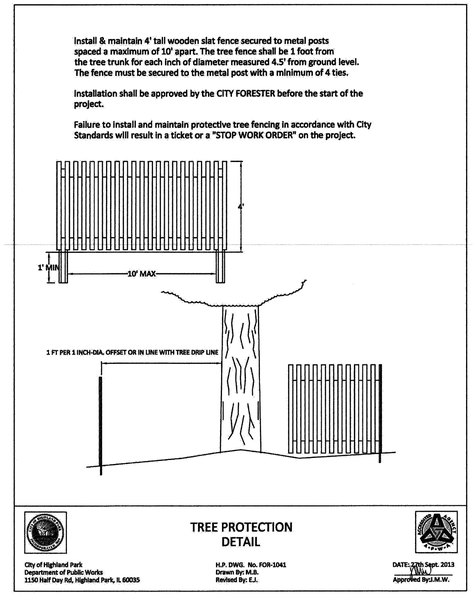
PROTECTED TREE REPLACEMENT DRAWS FROM CATEGORIES A, B, OR C AT A 1:2 RATE (1 REMOVED = 2 REPLACEMENTS)

KEY TREE REPLACEMENT DRAWS FROM CATEGORIES A OR B ONLY AT A 1:3 RATE (1 REMOVED = 3 REPLACEMENTS)

HERITAGE TREE REPLACEMENT DRAWS FROM CATEGORY A ONLY AT A 1:4 RATE (0 REMOVED = 0 REPLACEMENTS)

EXISTING TREE SURVEY

TREE #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION	Status	Category	Req. Replacement Trees	COMMENTS
001	Quercus spp	Oak	16" Cal.	Fair	To Remain	Key		Parkway Tree, Portion of Canopy Missing
002	Quercus spp	Oak	12" Cal.	Poor	To Be Removed	Key		Parkway Tree; Bark Wound, Canopy Gaps
003	Acer saccharinum	Silver Maple	24" Cal.	Good	To Be Removed	Protected	(2) 3" Trees	
004	Taxus chinensis	Chinese Yew	12"x8" Cal.	Good	To Remain	Protected		Adjacent Property



1 TREE PROTECTION DETAIL

Not To Scale

DETAIL–FILE

NO	DATE	ISSUE DESCRIPTION
1	03/12/26	PD SUBMISSION

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PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

SGW ARCHITECTURE & DESIGN

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TREE PROTECTION AND REMOVAL PLAN

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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L0-10

LANDSCAPE NOTES:

1. *PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.*
2. *ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.*
3. *ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.*
4. *ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.*
5. *ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.*
6. *THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.*
7. *ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.*
8. *ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC., SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.*
9. *THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.*
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14. *ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.*
15. *ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.*
16. *ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.*
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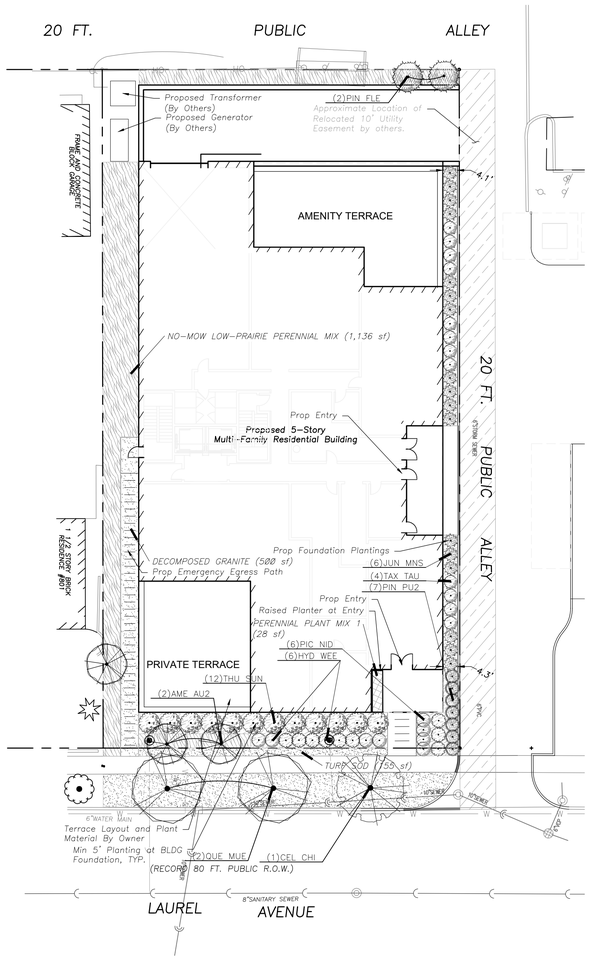
22. *LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.*
23.
24. *REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.*
25. *PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.*



LANDSCAPE QUANTITIES:

TREE REPLACEMENT CALCULATIONS

TREES REMOVED (TYPE)	QUANTITY REMOVED	REQ. TREE REPLACEMENTS (TYPE)	PROVIDED TREE REPLACEMENTS (TYPE)	ADD. COMMENTS
PROTECTED TREES	1 TREE	2 Replacements (A or B or C)	**3 Trees** - 3 Type C	Parkway Trees Added 3 Trees - Type A
KEY TREES	1 TREE	3 Replacements (A or B)	**3 Trees** - 1 Type A, 2 Type B	
HERITAGE TREES	0 TREES	N/A	N/A	

LANDSCAPE PLANTING QUANTITIES = 100 LF

PLANT TYPE	QUANTITY REQUIRED	CALCULATION	SIZE + VARIETY	PLANTS REQUIRED	PLANTS PROVIDED	ADD. COMMENTS
Shade or Ornamnetal	3 caliper inches for every 40 linear feet of the subject lot length or major fraction thereof (measured at the lot line).	100 / 40 = 2.5	Minimum of 3 caliper inches or 8-footheight at installation. No fewer than 3 types, no one type to exceed 50% of total.	3 Shade/Ornamental Trees	3 Shade/Ornamental Trees Provded	3 Parkway Trees Added
Evergreen Trees	3 caliper inches for every 60 linear feet of the subject lot length or major fraction thereof (measured at the lot line), except for lot lines adjacent to streets.	100 / 60 = 1.67	Minimum of 3 caliper inches or 8-footheight at installation.	2 Evergreen Trees	2 Evergreen Trees Provded	
Shrubs	1 for every 5 linear feet of the subject lot length or major fraction thereof (measured at the lot line).	100 / 5 = 20	Minimum 24 inches in height at time of installation. No fewer than 3 types, no one type to exceed 50% of total.	20 Shrubs	65 Shrubs Provided	

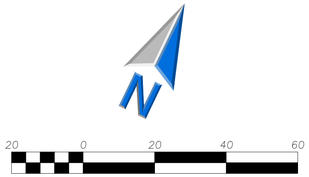
TREE + SHRUB SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PARKWAY TREES					
	CEL CHI	CELTIS OCCIDENTALIS 'CHICAGOLAND' / CHICAGOLAND HACKBERRY	B & B	3" CAL.	1
	QUE MUE	QUERCUS MUEHLENBERGII / CHINKAPIN OAK	B & B	3" CAL.	2
EVERGREEN TREES					
	PIN FLE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE	B & B	8' HT.	2
FLOWERING TREES					
	AME AU2	AMELANCHIER CANADENSIS 'AUTUMN BRILLIANCE' / SERVICEBERRY	B & B	8' HT.	3

SYMBOL	CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS					
	HYD WEE	HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAKLEAF HYDRANGEA	B & B	24" HT.	9
EVERGREEN SHRUBS					
	JUN MNS	JUNIPERUS X PFITZERIANA 'MONSAN' / SEA OF GOLD® PFITZER JUNIPER	B & B	24" HT.	17
	PIC NID	PICEA ABIES 'NIDIFORMIS' / BIRD'S NEST NORWAY SPRUCE	B & B	24" HT.	8
	PIN PU2	PINUS MUGO PUMILIO / DWARF MUGO PINE	B & B	24" HT.	7
	TAX TAU	TAXUS X MEDIA 'TAUNTONII' / TAUNTON'S ANGLO-JAPANESE YEW	B & B	36" HT.	12
	THU SUN	THUJA OCCIDENTALIS 'SUNKIST' / SUNKIST ARBORVITAE	B & B	6' HT.	12

PLANT MIX + MATERIAL SCHEDULE

TURF SOD *SHADE MASTER BLEND*	1,056 SF			
NO-MOW LOW-PRAIRIE PERENNIAL MIX	1,703 SF			
BOUTELOUA DACTYLOIDES / BUFFALO GRASS	*619*	*PLUG*	*35% @ 12" o.c.*	
CAREX ALBICANS / WHITE-TINGED SEDGE	*284*	*PLUG*	*25% @ 15" o.c.*	
CAREX BROMOIDES / BROME-LIKE SEDGE	*442*	*PLUG*	*25% @ 12" o.c.*	
PERENNIAL PLANT MIX 1	28 SF			
ALLIUM ANGULOSUM 'SUMMER BEAUTY' / SUMMER BEAUTY MOUSE GARLIC	*3*	*#1*	*20% @ 18" o.c.*	
GERANIUM SANGUINEUM 'MAX FREI' / MAX FREI BLOODRED GERANIUM	*4*	*#1*	*30% @ 18" o.c.*	
SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS	*7*	*#1*	*50% @ 18" o.c.*	
HARDWOOD MULCH	1,174 SF			
DECOMPOSED GRANITE *STABILIZED*	435 SF			



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QC BY: XX DRAWN BY: XX

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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

LANDSCAPE PLAN

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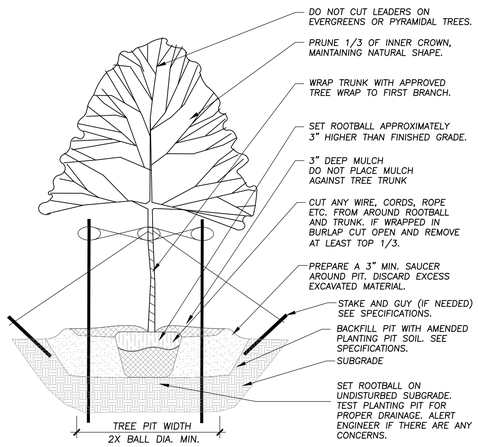
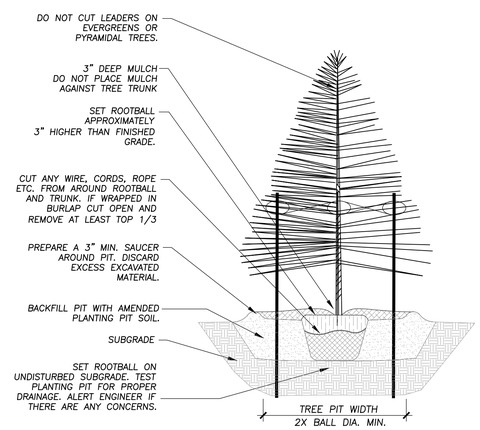


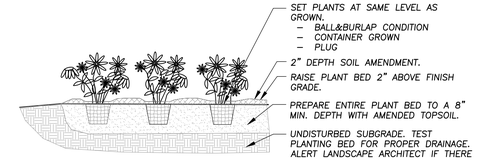
1 TREE PLANTING DETAIL

Not To Scale 329343-23



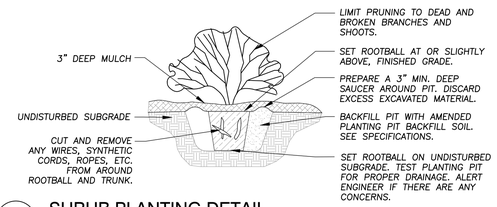
2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-24



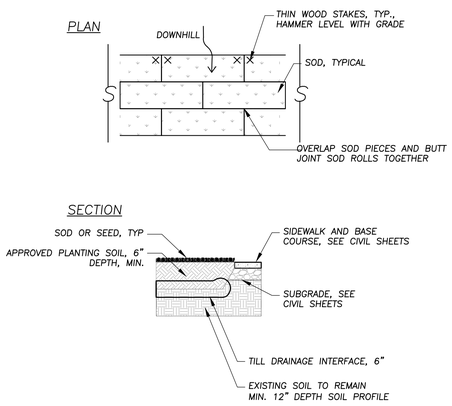
4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

Not To Scale 329301-14



3 SHRUB PLANTING DETAIL

Not To Scale 329333-06

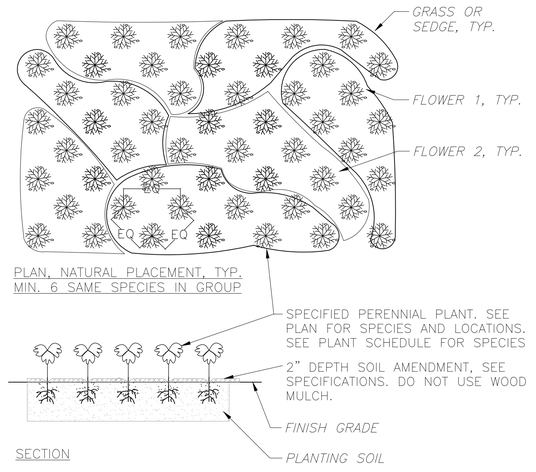


5 SOD AND SEED DETAIL

Not To Scale 329301-12

NOTES:

1. DO NOT DAMAGE EXISTING PLANT ROOTS WHEN EXCAVATING PLANTING HOLES.
2. PLACE PLANTS IN A NATURAL MANNER SIMILAR TO THE DETAIL PLAN SHOWN AND APPROVED BY OWNER IN THE FIELD.
3. PRUNE DEAD STALKS AND REMOVE ANY DEAD LEAVES.
4. REMOVE ALL POTS PRIOR TO PLANTING. BY HAND, REMOVE POT BOUND AND ENCIRCLING ROOTS.
5. PLACE PLANTS SO THAT FINISH GRADE IS FLUSH WITH SOIL POT HEIGHT. LEAVE SPACE BETWEEN PLANT STALKS AND SOIL AMENDMENT.
6. MAINTAIN PROPER PLANTING HEIGHT THROUGHOUT WARRANTY PERIOD.
7. MAINTAIN A WEED-FREE CONDITION THROUGHOUT THE MAINTENANCE PERIOD.



6 PERENNIAL PLANT MIX : LAYOUT

1/4" = 1'-0" 329301-09

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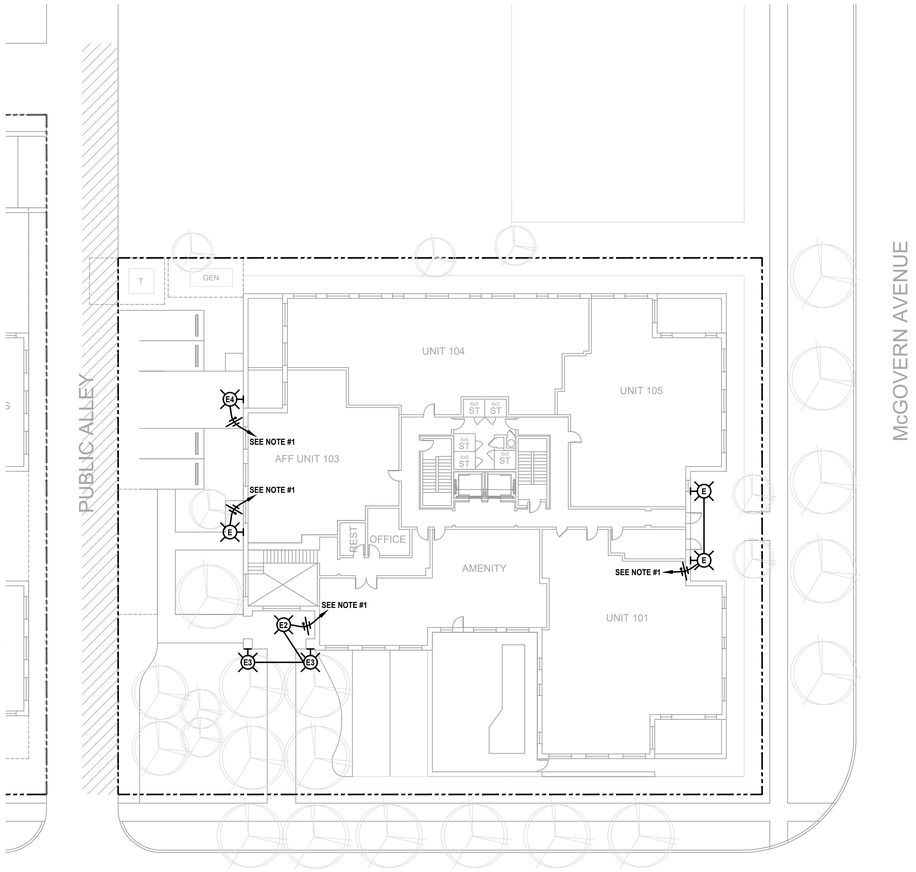

ELECTRICAL SITE PLAN

SCALE: 1"=20'-0"

SYMBOLS / ABBREVIATIONS

	WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE
	SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE
	RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE
	POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE
	SWITCHED CIRCUIT
	BRANCH CIRCUIT
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFI	ARC FAULT INTERRUPTER
AMP	AMPERES/AMPERAGE
AV	AUDIO VISUAL
BB	BATTERY BACKUP
BFC	BELOW FINISHED CEILING
BOL	BUILT-IN OVERLOAD
BRKR	BREAKER
BWE	BAKED WHITE ENAMEL
CBA	COLOR BY ARCHITECT
CP	CONTROL PANEL
CRCT	CIRCUIT
CTL	CONTROL
DCP	DOCK EQUIPMENT CONTROL PANEL
DISC	DISCONNECT
EC	ELECTRICAL CONTRACTOR
EM	EMERGENCY
ER	EXISTING RELOCATED
ETC	ELECTRONIC TIME CLOCK CONTROL
EX	EXISTING TO REMAIN
EXD	EXISTING TO BE DEMO'D
EXR	EXISTING TO BE RELOCATED
EWC	ELECTRIC WATER COOLER
FAAP	FIRE ALARM ANNUNCIATOR PANEL
FACP	FIRE ALARM CONTROL PANEL
FLA	FULL LOAD AMPS
FLSW	FLOAT SWITCH
FPC	FIRE PROTECTION CONTRACTOR
FURN	FURNISHED
GC	GENERAL CONTRACTOR
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
HOA	HAND-OFF-AUTOMATIC SWITCH
HP	HORSEPOWER
HVAC	HEATING AND VENTILATING CONTRACTOR
IG	ISOLATED GROUND
INT	INTEGRAL
IR	IN ROOM
IU	IN UNIT
JB	JUNCTION BOX
KW	KILOWATTS
LCP	LIGHTING CONTROL PANEL
LOC	LOCATION
LT	LOW TEMPERATURE
LTSW	LIGHT SWITCH
LVT	LOW VOLTAGE THERMOSTAT
MAG	MAGNETIC STARTER
MAN	MANUAL STARTER
MCA	MINIMUM CIRCUIT AMPS
MSPL	MANUAL STARTER WITH PILOT LIGHT
NL	NIGHT LIGHT
NU	NEAR UNIT
OHP	OVERHEAT PROTECTION
OS	OCCUPANCY SENSOR
OU	ON UNIT
PB	PUSH BUTTON
PC	PLUMBING CONTRACTOR
PESW	PNEUMATIC ELECTRIC SWITCH
PHOTO	PHOTOCELL
PW	PREWIRED
RC	REFRIGERATION CONTRACTOR
RCC	REFRIGERATION CONTROL CONTRACTOR
RECEPT	RECEPTACLE
SBA	SELECTED BY ARCHITECT
SC	SEPARATE CIRCUIT
SPSW	SPEED SWITCH
SS	SOFT START
ST	SHUNT TRIP
SW	SWITCH
T	LINE VOLTAGE THERMOSTAT
TBD	TO BE DETERMINED
TC	TIME CLOCK
TCC	TEMPERATURE CONTROL CONTRACTOR
TCP	TEMPERATURE CONTROL PANEL
UM	UNIT MANUFACTURER
UNO	UNLESS NOTED OTHERWISE
VFD	VARIABLE FREQUENCY DRIVE
W	WATTS
WP	WEATHER PROOF ("WHILE-IN-USE")
XFMR	TRANSFORMER

NOTES:

1. 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO LIGHTING PANEL VIA PHOTOCELL ON/OFF TO PANEL 'E' WHICH IS BACKED UP BY THE EMERGENCY GENERATOR.

Corporation Registration #184.005374

KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
262-784-3323
2845 S. Moorland Rd., New Berlin, WI 53151

LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 03/11/26
Lic. Exp.: 11/30/27

NO	DATE	ISSUE DESCRIPTION
	03/11/26	SITE PERMIT

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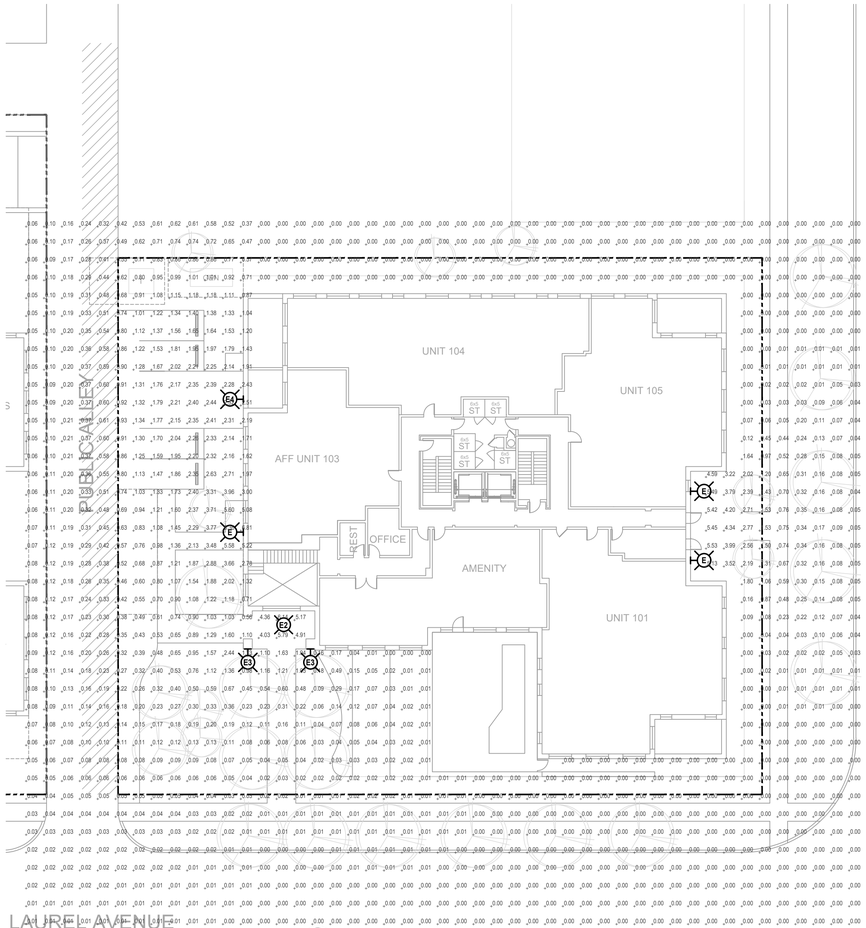
1696
MCGOVERN
AVENUE

HIGHLAND PARK, ILLINOIS 60035

ELECTRICAL SITE PLAN

E1.0



PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

LIGHTING ANALYSIS NOTES: (PARKING LOT)

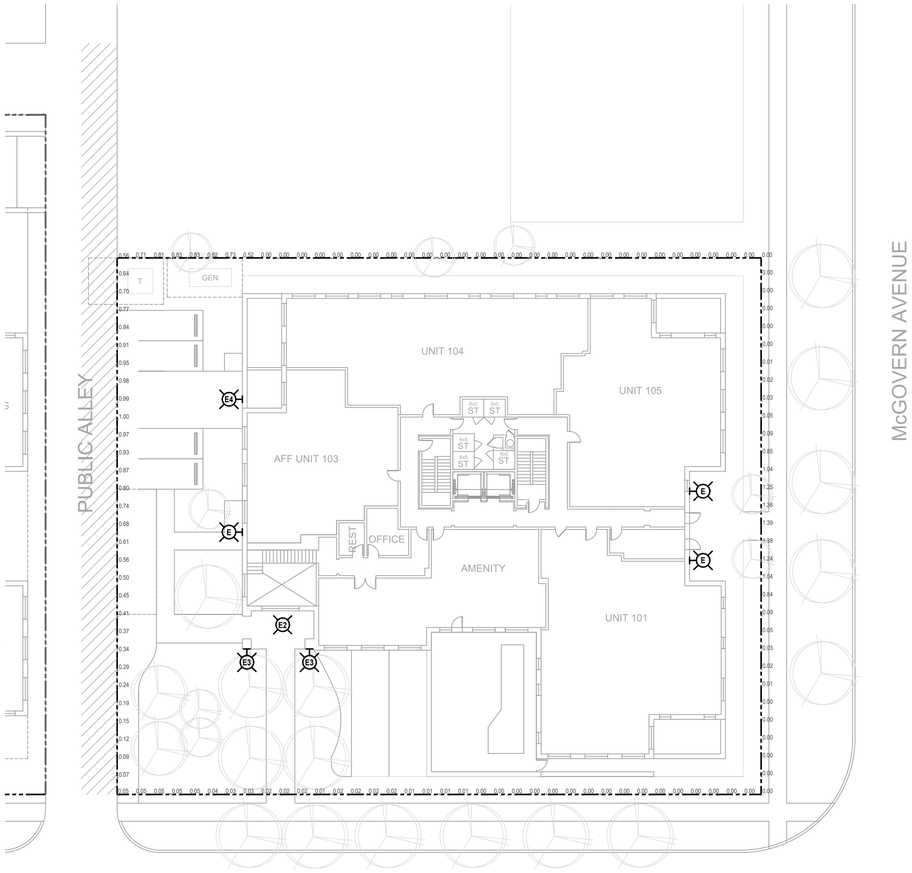
1. AVERAGE FOOTCANDLES: 1.72
2. MAXIMUM FOOTCANDLES: 2.71
3. MINIMUM FOOTCANDLES: 0.74
4. MAXIMUM/MINIMUM RATIO: 3.7:1
5. AVERAGE/MINIMUM RATIO: 2.3:1

LIGHTING ANALYSIS NOTES: (MAIN ENTRANCE)

1. AVERAGE FOOTCANDLES: 5.07
2. MAXIMUM FOOTCANDLES: 6.14
3. MINIMUM FOOTCANDLES: 4.03
4. MAXIMUM/MINIMUM RATIO: 1.5:1
5. AVERAGE/MINIMUM RATIO: 1.3:1

LIGHTING ANALYSIS NOTES: (BACK OF HOUSE ENTRANCE)

1. AVERAGE FOOTCANDLES: 3.24
2. MAXIMUM FOOTCANDLES: 5.53
3. MINIMUM FOOTCANDLES: 1.20
4. MAXIMUM/MINIMUM RATIO: 4.6:1
5. AVERAGE/MINIMUM RATIO: 2.7:1



PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

LIGHTING ANALYSIS NOTES:

1. MAXIMUM FOOTCANDLES AT PROPERTY LINE IS LESS THAN 1.0 EXCEPT AT BUILDING ENTRY/EXIT POINTS.

Corporation Registration #184.005374

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Electrical Design Consultants
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LICENSED PROFESSIONAL ENGINEER
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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

PHOTOMETRIC SITE PLAN

E1.1

WPX LED
Wall Packs

5 YEAR warranty

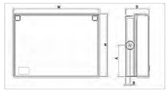
Catalog Number

Notes

Type **E**

Fill the Tab key or mouse over the page to see all interactive elements.

Specifications



Front View Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location A	B	Weight
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.0" (10.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.5 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series		Color Temperature		Voltage		Options		Finish	
WPX1 LED P1	1,550 Lumens, 11W [1]	30K	3000K	MVOLT	120V - 277V	(blank)	None	DDBXD	Dark bronze
WPX1 LED P2	2,900 Lumens, 24W	40K	4000K	347	347V [1]	E4WH	Emergency battery backup, CEC compliant (4W, 0°C min) [2]	DWHXD	White
WPX2 LED	6,000 Lumens, 47W	50K	5000K			E14WC	Emergency battery backup, CEC compliant (14W, -20°C min) [2]	DBLXD	Black
WPX3 LED	9,200 Lumens, 69W					PE	Photocell [3]	Note : For other options, consult factory.	

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES
1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection.
   Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
2. Battery pack options only available on WPX1 and WPX2.
3. Battery pack options not available with 347V or PE options.

FEATURES & SPECIFICATIONS

INTENDED USE
The WPX LED wall packs are designed to provide a cost-effective, energy-efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION
WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66-rated, and sealed against moisture or environmental contaminants.

ELECTRICAL
Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection).
All photocell (PE) operate on MVOLT (120V - 277V) input.

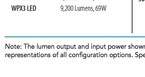
Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION
WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards. The WPX is intended for installation on flat wall surfaces. Other applications may void warranty

LISTINGS
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25°C. Specifications subject to change without notice.



D-Series Size 0
LED Area Luminaire

Catalog Number

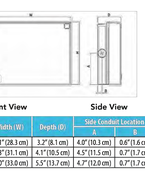
Notes

Type **E4**

Fill the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.
The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

Design Select options indicated by this color background.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

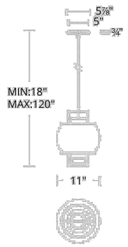
Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature [1]	Color Rendering Index [1]	Distribution		Voltage	Mounting [1]
DSX0 LED	Forward optics: P1 P2 P3 P4 P5 P6 P7	(this section 70CRI only) 30K 3000K, 40K 4000K, 50K 5000K	70CRI	AFR Automotive front row; T1S Type I short; T2M Type II medium; T3M Type III medium; T3G Type III low glare [2]; T4M Type IV medium; T4LG Type IV low glare [2]; T4FTM Forward throw medium; T5M Type V medium; T5LG Type V low glare; T5W Type V wide; BLC3 Type III backlight control [2]; BLC4 Type IV backlight control [2]; LCCO Left corner cutoff [2]; RCCO Right corner cutoff [2]	MVOLT (120V-277V) [3]; HVOLT (347V-480V) [3,4]; XVOLT (277V-480V) [3,4]; 120 [3,4]; 208 [3,4]; 240 [3,4]; 277 [3,4]; 347 [3,4]; 480 [3,4]	Shipped included: SPA Square pole mounting (4ft drilling, 3.5" min. SQ pole); RPA Round pole mounting (4ft drilling, 3" min. RND pole); SPA5 Square pole mounting (4ft drilling, 3" min. SQ pole) [5]; RPA5 Round pole mounting (4ft drilling, 3" min. RND pole) [5]; SPABN Square narrow pole mounting (4ft drilling, 3" min. SQ pole); WBA Wall bracket [6]; MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)
	Rotated optics: P10 [1] P11 [1] P12 [1] P13 [1]	27K 2700K, 30K 3000K, 35K 3500K, 40K 4000K, 50K 5000K	80CRI				

Control options		Other options		Finish (required)
Shipped installed: NLTAIR2 PIRHN nLight AIR gen 2 enabled with 8a-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [7,8,9]; PIR High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc [7,8,9]; PER NEMA twist-lock receptacle only (controls ordered separate) [9]; PERS Five-pin receptacle only (controls ordered separate) [4,9]	PER7 Seven-pin receptacle only (controls ordered separate) [4,9]; FAO Field adjustable output [7,10]; BL30 Bi-level switched dimming, 30% [4,9]; BL50 Bi-level switched dimming, 50% [4,9]; DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [11]	Shipped installed: HS Houseside shield (black finish standard) [2]; L90 Left rotated optics [1]; R90 Right rotated optics [1]; CCE Coastal Construction [2]; HA 50°C ambient operation [2]; BAA Buy America(n) Act and/or Build America Buy America Qualified; SF Single fuse (120, 277, 347V) [4]; DF Double fuse (208, 240, 480V) [4]. Shipped separately: EGSR External Glare Shield (reversible, field install required, matches housing finish); BSDB Bird Spikes (field install required)	DDBXD Dark Bronze; DBLXD Black; DNAXD Natural Aluminum; DWHXD White; DDBTXD Textured dark bronze; DBLBXD Textured black; DNATXD Textured natural aluminum; DWHGXD Textured white



PD-W74615

Project:

Location:

Fixture Type: **E2**

Catalog Number:

AVAILABLE FINISHES:

Lucid
PD-W74615

PRODUCT DESCRIPTION
A reinterpretation of the classic lantern, Lucid combines the grace of glass with a Bauhaus-inspired aluminum frame for an intriguing interplay of styles. Tucked inside the cylindricalopalescent diffuser is high-performance, energy-efficient LED technology, which projects more beautifully and for so much longer than a candle or incandescent ever could.

FEATURES
- ACLED driverless technology
- Mouth-blown clear and etched opal glass
- Slope ceiling adaptable. Hang straight swivels up to 90 degrees
- Three 12" and one 6" down rods included (additional sold separately)

SPECIFICATIONS

Rated Life	50,000 Hours
Standards	ETL, cETL,Wet Location Listed,IP65
Input	120 VAC,50/60Hz
Dimming	ELV
Color Temp	3000K
CRI	90
Construction	Aluminum construction with mouth blown clear etched opal glass

REPLACEMENT PARTS
RPL-GLA-74615-01 - Outer Glass
RPL-GLA-74615-02 - Inner Glass
RPL-ROD-OUT06-BK - 6" Rod BK Finish
RPL-ROD-OUT12-BK - 12" Rod BK Finish

Model & Size	Color Temp	Finish	LED Watts	LED Lumens	Delivered Lumens
❍ PD-W74615 15"	3000K	❍ BK Black	13.2W	860	676

Example: **PD-W74615-BK**
For custom requests please contact customs@modernforms.com

WS-W71928

Project:

Location:

Fixture Type: **E3**

Catalog Number:

AVAILABLE FINISHES:

Frost
WS-W71928

PRODUCT DESCRIPTION
Understated geometry to complement a variety of architectural styles. Sparkling central glass insert draws visual interest while subtle cues of upscale appeal communicate through theheavy gauge frame, the absence of visible hardware, and the quality illumination.

FEATURES
- ACLED driverless technology
- Sparkling glass diffuser creates crystalline effect

SPECIFICATIONS

Rated Life	54000 Hours
Standards	ETL, cETL,Wet Location Listed,IP65,Title 24 JA8: 2019 Compliant
Input	120 VAC,50/60Hz
Dimming	ELV
Mounting	Can be mounted on wall in all orientations
Color Temp	3500K
CRI	90
Construction	Aluminum hardware, sparkling glass

REPLACEMENT PARTS
RPL-GLA-71928-02 - Inner Glass
RPL-GLA-71928-01 - Outer Glass

Model & Size	Color Temp	Finish	LED Watts	LED Lumens	Delivered Lumens
❍ WS-W71928 28"	3500K	❍ BK Black	39.1W	3200	1829

Example: **WS-W71928-BK**
For custom requests please contact customs@modernforms.com

FIXTURE SCHEDULE

26050

TYPE	INPUT WATTS	VOLTS	LUMENS	COLOR TEMP	CRI 70+	CRI 80+	CRI 90+	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	BUG RATING	SHIELDING	FINISH	MOUNTING	CONTROLS INTEGRAL	CONTROLS REMOTE	SEE NOTES
E	24	120	2412	4000K		●		EXTERIOR WALL PACK	LITHONIA	WPX1 LED-P2-40K-MVOLT		ACRYLIC	SBA	WALL ABOVE MAN DOOR		PHOTO ON/OFF	
E2	14	120	676	3000K		●		EXTERIOR PENDANT	MODERN FORMS	PD-W74615-3000K-BK		ACRYLIC	SBA	PENDANT		PHOTO ON/OFF	
E3	40	120	1829	3500K			●	EXTERIOR WALL SCONCE	MODERN FORMS	WS-W71928-3500-BK		ACRYLIC	SBA	WALL		PHOTO ON/OFF	
E4	69	120	8795	4000K	●			EXTERIOR WALL BRACKET	LITHONIA	DSX0 LED-P3-40K-70CRI-T3M-MVOLT-WBA-NLTAIR2 PIRHN	203	ACRYLIC	SBA	WALL ABOVE GARAGE DOOR	OS	PHOTO ON TC OFF	#1

FIXTURE SCHEDULE NOTES:

1. **EACH LIGHT FIXTURE TO HAVE MOTION SENSOR CONTROL. LIGHT FIXTURES TO DIM TO 33% AFTER 15 MINUTES OF NO MOTION DETECTED. ALL LIGHTS ON THAT CIRCUIT TO COME TO FULL BRIGHTNESS WHEN ONE MOTION SENSOR IS ACTIVATED ON THAT CIRCUIT.**

Corporation Registration #184.005374
KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
262-784-3323
2845 S. Moorland Rd., New Berlin, WI 53151

LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 03/11/26
Lic. Exp.: 11/30/27

NO	DATE	ISSUE DESCRIPTION
	03/11/26	SITE PERMIT

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

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QC BY: D.B.K. DRAWN BY: S.M.B.

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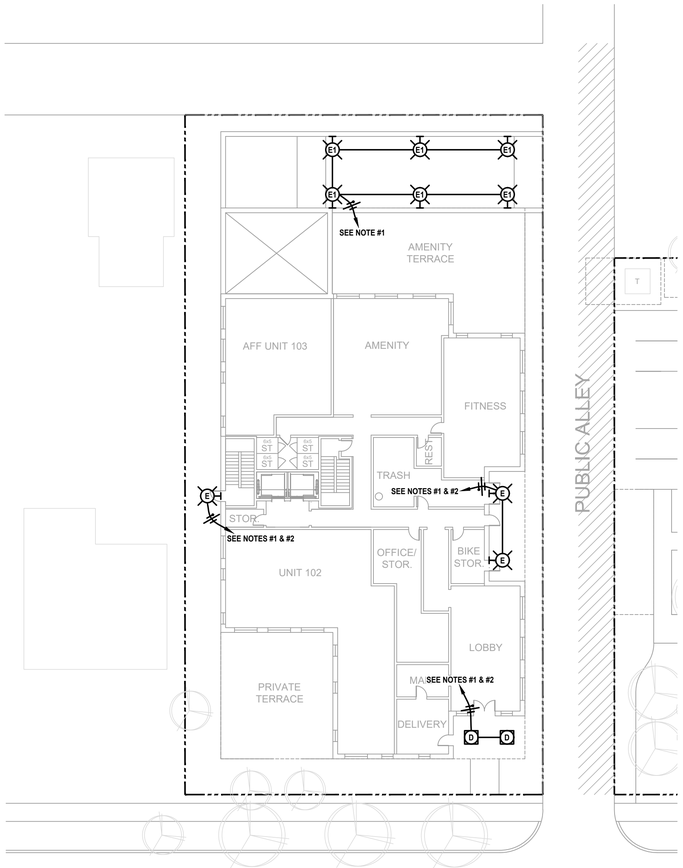
License Number: 184-001505
Expiration Date: April 30, 2027

1696
MCGOVERN
AVENUE

HIGHLAND PARK, ILLINOIS 60035

SCHEDULES

E2.0

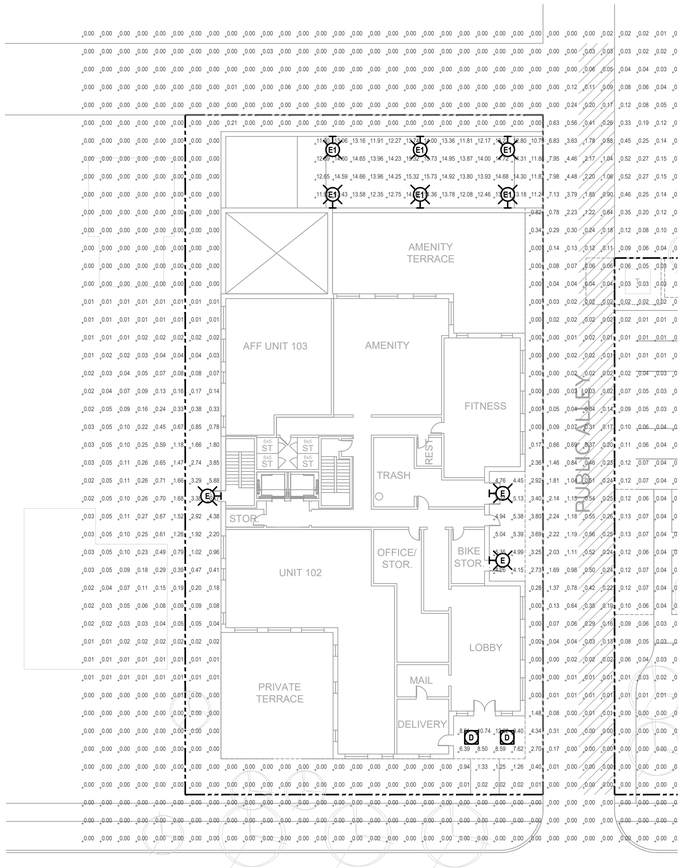


ELECTRICAL SITE PLAN

SCALE: 1"=20'-0"

NOTES:

1. 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO LIGHTING PANEL VIA PHOTOCELL ON/OFF.
2. FIXTURE PROVIDED WITH BATTERY BACKUP TO PROVIDE CODE REQUIRED EMERGENCY EGRESS LIGHTING.



PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

LIGHTING ANALYSIS NOTES: (PARKING GARAGE ENTRANCE)

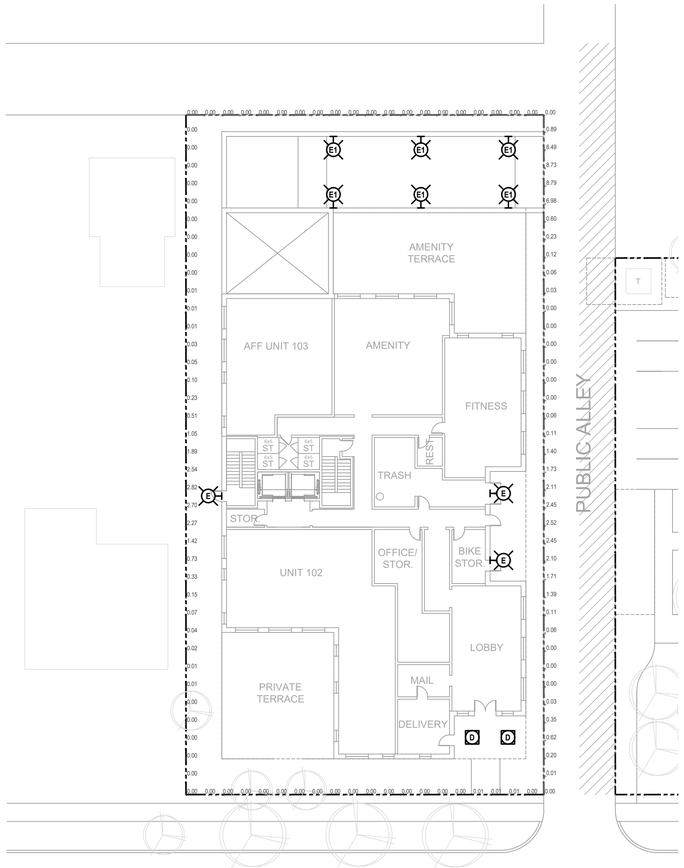
1.	AVERAGE FOOTCANDLES:	13.07
2.	MAXIMUM FOOTCANDLES:	15.73
3.	MINIMUM FOOTCANDLES:	6.83
4.	MAXIMUM/MINIMUM RATIO:	2.3:1
5.	AVERAGE/MINIMUM RATIO:	1.9:1

LIGHTING ANALYSIS NOTES: (MAIN ENTRANCE)

1.	AVERAGE FOOTCANDLES:	9.00
2.	MAXIMUM FOOTCANDLES:	12.22
3.	MINIMUM FOOTCANDLES:	6.39
4.	MAXIMUM/MINIMUM RATIO:	1.9:1
5.	AVERAGE/MINIMUM RATIO:	1.4:1

LIGHTING ANALYSIS NOTES: (BACK OF HOUSE ENTRANCE)

1.	AVERAGE FOOTCANDLES:	4.39
2.	MAXIMUM FOOTCANDLES:	5.39
3.	MINIMUM FOOTCANDLES:	2.73
4.	MAXIMUM/MINIMUM RATIO:	2.0:1
5.	AVERAGE/MINIMUM RATIO:	1.6:1



PROPERTY LINE PHOTOMETRIC SITE PLAN

SCALE: 1"=20'-0"

LIGHTING ANALYSIS NOTES:

1. **MAXIMUM FOOTCANDLES AT PROPERTY LINE IS LESS THAN 1.0 EXCEPT AT BUILDING ENTRY/EXIT POINTS.**

Corporation Registration #184.005374

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NO	DATE	ISSUE DESCRIPTION
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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE PLANS

E1.0

FIXTURE SCHEDULE

26050

TYPE	INPUT WATTS	VOLTS	LUMENS	COLOR TEMP	CRI 70+	CRI 80+	CRI 90+	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	BUG RATING	SHIELDING	FINISH	MOUNTING	CONTROLS INTEGRAL	CONTROLS REMOTE	SEE NOTES
D	18	120	1512	4000K		●		DOWNLIGHT	LITHONIA	LDN4-40/15-LO4-AR-LSS-TR-BL-MVOLT-GZ10-E10WCB		CLEAR ALZAK	BLACK	RECESSED	BB	PHOTO ON/OFF	
E	24	120	2412	4000K		●		EXTERIOR WALL PACK	LITHONIA	WPX1 LED-P2-40K-MVOLT-E14WC		ACRYLIC	SBA	WALL ABOVE MAN DOOR	BB	PHOTO ON/OFF	
E1	47	120	5896	4000K		●		EXTERIOR WALL PACK	LITHONIA	WPX2 LED-40K-MVOLT		ACRYLIC	SBA	WALL-PARKING GARAGE RAMP		PHOTO ON/OFF	

LITHONIA LIGHTING®

FEATURES & SPECIFICATIONS

INTENDED USE — Typical applications include corridors, lobbies, conference rooms and private offices.

CONSTRUCTION — Galvanized steel mounting/plaster frame; galvanized steel junction box with bottom-hinged access covers and spring latches. Reflectors are retained by torsion springs.

Vertically adjustable mounting brackets with commercial bar hangers provide 3-3/4" total adjustment.

Two combination 1/2"-3/4" and four 1/2" knockouts for straight-through conduit runs. Capacity: 8 (4 in, 4 out). No. 12 AWG conductors, rated for 90°C.

Accommodates 12"-24" joist spacing.

Passive cooling thermal management for 25°C standard; high ambient (40°C) option available. Light engine and drivers are accessible from above or below ceiling.

Max ceiling thickness 1-1/2".

OPTICS — LEDs are binned to a 3-step MacAdam Ellipse; 80 CRI minimum. 90 CRI optional.

LED light source concealed with diffusing optical lens.

General illumination lighting with 1.0 S/MH and 55° cutoff to source and source image.

Self-flanged anodized reflectors in specular, semi-specular, or matte diffuse finishes. Also available in white and black painted reflectors.

UGR — UGR is zero for fixtures aimed at nadir with a cut-off equal to or less than 60deg per CIE 117-1996 Discomfort Galre in Interior Lighting. UGR FAQs

ELECTRICAL — Multi-volt (120-277V, 50/60Hz) 0-10V dimming drivers mounted to junction box, 10% or 1% minimum dimming level available.

0-10V dimming fixture requires two (2) additional low-voltage wires to be pulled.

LUMEN MAINTENANCE — 70% lumen maintenance at 60,000 hours.

LISTINGS — Certified to US and Canadian safety standards. Wet location standard (covered ceiling). IP55 rated. Drivers are ROHS compliant

GOVERNMENT PROCUREMENT — BAA – Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY — 5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

PERFORMANCE DATA

LDN4			
Nominal	**Lumens**	**Wattage**	**Lm/W**
500	523.6	5.74	91.2
750	751.1	8.6	87.3
1000	1045	10.58	98.8
1500	1512	17.5	86.4
2000	2006	22.12	90.7
2500	2551	26.1	97.7
3000	3007	32.1	93.7
4000	4212	43	98.0

Notes
Tested in accordance with IESNA LM-79-08
Tested to current IES and NEMA standards under stabilized laboratory conditions
Based on LDN4 AR LSS 35K 80CRI

Catalog Number	
Notes	
Type	D

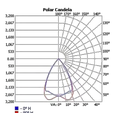
LDN4 STATIC WHITE

4" Open and Wallwash LED
Non-IC
New Construction Downlight

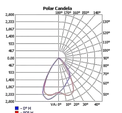
Open Trim

Wallwash Trim

DISTRIBUTIONS



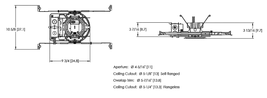
Open



Wallwash

DIMENSIONS

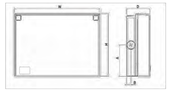
LDN4 500-2000 Lumens



See page 4 for other fixture dimensions

WPX LED
Wall Packs

Specifications



Front View Side View

Luminaire	Height (H)	Width (W)	Depth (D)	Side Conduit Location A	Side Conduit Location B	Weight
WPX1	8.1" (20.6 cm)	11.1" (28.3 cm)	3.2" (8.1 cm)	4.0" (10.3 cm)	0.6" (1.6 cm)	6.1 lbs (2.8kg)
WPX2	9.1" (23.1 cm)	12.3" (31.1 cm)	4.1" (10.5 cm)	4.5" (11.5 cm)	0.7" (1.7 cm)	8.2 lbs (3.7kg)
WPX3	9.5" (24.1 cm)	13.0" (33.0 cm)	5.5" (13.7 cm)	4.7" (12.0 cm)	0.7" (1.7 cm)	11.0 lbs (5.0kg)

Ordering Information

EXAMPLE: WPX2 LED 40K MVOLT DDBXD

Series		Color Temperature		Voltage		Options		Finish	
WPX1 LED P1	1,550 Lumens, 11W [1]	30K	3000K	MVOLT	120V - 277V	(blank)	None	DDBXD	Dark bronze
WPX1 LED P2	2,900 Lumens, 24W	40K	4000K	347	347V [3]	E4WH	Emergency battery backup, CEC compliant (4W, 0°C min) [2]	DWHXD	White
WPX2 LED	6,000 Lumens, 47W	50K	5000K			E14WC	Emergency battery backup, CEC compliant (14W, -20°C min) [2]	DBLXD	Black
WPX3 LED	9,200 Lumens, 69W					PE	Photocell [1]	Note : For other options, consult factory.	

Note: The lumen output and input power shown in the ordering tree are average representations of all configuration options. Specific values are available on request.

NOTES
1. All WPX wall packs come with 6kV surge protection standard, except WPX1 LED P1 package which comes with 2.5kV surge protection standard. Add SPD6KV option to get WPX1 LED P1 with 6kV surge protection.
Sample nomenclature: WPX1 LED P1 40K MVOLT SPD6KV DDBXD
2. Battery pack options only available on WPX1 and WPX2.
3. Battery pack options not available with 347V or PE options.

FEATURES & SPECIFICATIONS

INTENDED USE
The WPX LED wall packs are designed to provide a cost-effective, energy efficient solution for the one-for-one replacement of existing HID wall packs. The WPX1, WPX2 and WPX3 are ideal for replacing up to 150W, 250W, and 400W HID luminaires respectively. WPX luminaires deliver a uniform, wide distribution. WPX is rated for -40°C to 40°C.

CONSTRUCTION
WPX feature a die-cast aluminum main body with optimal thermal management that both enhances LED efficacy and extends component life. The luminaires are IP66 rated, and sealed against moisture or environmental contaminants.

ELECTRICAL
Light engine(s) configurations consist of high-efficacy LEDs and LED lumen maintenance of L90/100,000 hours. Color temperature (CCT) options of 3000K, 4000K and 5000K with minimum CRI of 70. Electronic drivers ensure system power factor >90% and THD <20%. All luminaires have 6kV surge protection (Note: WPX1 LED P1 package comes with a standard surge protection rating of 2.5kV. It can be ordered with an optional 6kV surge protection).
All photocell (PE) operate on MVOLT (120V - 277V) input.

Note: The standard WPX LED wall pack luminaires come with field-adjustable drive current feature. This feature allows tuning the output current of the LED drivers to adjust the lumen output (to dim the luminaire).

INSTALLATION
WPX can be mounted directly over a standard electrical junction box. Three 1/2 inch conduit ports on three sides allow for surface conduit wiring. A port on the back surface allows poke-through conduit wiring on surfaces that don't have an electrical junction box. Wiring can be made in the integral wiring compartment in all cases. WPX is only recommended for installations with LEDs facing downwards. The WPX is intended for installation on flat wall surfaces. Other applications may void warranty.

LISTINGS
CSA Certified to meet U.S. and Canadian standards. Suitable for wet locations. IP66 Rated. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY
5-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions.

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25°C.
Specifications subject to change without notice.

Catalog Number	
Notes	
Type	E,E1

Fill the 3rd-by-yr deuce over the page to see all dimmerlite elements.

Introduction

The WPX LED wall packs are energy-efficient, cost-effective, and aesthetically appealing solutions for both HID wall pack replacement and new construction opportunities. Available in three sizes, the WPX family delivers 1,550 to 9,200 lumens with a wide, uniform distribution.

The WPX full cut-off solutions fully cover the footprint of the HID glass wall packs that they replace, providing a neat installation and an upgraded appearance. Reliable IP66 construction and excellent LED lumen maintenance ensure a long service life. Photocell and emergency egress battery options make WPX ideal for every wall mounted lighting application.

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SYMBOLS / ABBREVIATIONS

	WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE
	SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE
	RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE
	POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE
——	SWITCHED CIRCUIT
— —	BRANCH CIRCUIT

AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFI	ARC FAULT INTERRUPTER
AMP	AMPERES/AMPERAGE
AV	AUDIO VISUAL
BB	BATTERY BACKUP
BFC	BELOW FINISHED CEILING
BOL	BUILT-IN OVERLOAD
BRKR	BREAKER
BWE	BAKED WHITE ENAMEL
CBA	COLOR BY ARCHITECT
CP	CONTROL PANEL
CRCT	CIRCUIT
CTL	CONTROL
DCP	DOCK EQUIPMENT CONTROL PANEL
DISC	DISCONNECT
EC	ELECTRICAL CONTRACTOR
EM	EMERGENCY
ER	EXISTING RELOCATED
ETC	ELECTRONIC TIME CLOCK CONTROL
EX	EXISTING TO REMAIN
EXD	EXISTING TO BE DEMO'D
EXR	EXISTING TO BE RELOCATED
EWC	ELECTRIC WATER COOLER
FAAP	FIRE ALARM ANNUNCIATOR PANEL
FACP	FIRE ALARM CONTROL PANEL
FLA	FULL LOAD AMPS
FLSW	FLOAT SWITCH
FPC	FIRE PROTECTION CONTRACTOR
FURN	FURNISHED
GC	GENERAL CONTRACTOR
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
HOA	HAND-OFF-AUTOMATIC SWITCH
HP	HORSEPOWER
HVAC	HEATING AND VENTILATING CONTRACTOR
IG	ISOLATED GROUND
INT	INTEGRAL
IR	IN ROOM
IU	IN UNIT
JB	JUNCTION BOX
KW	KILOWATTS
LCP	LIGHTING CONTROL PANEL
LOC	LOCATION
LT	LOW TEMPERATURE
LTSW	LIGHT SWITCH
LVT	LOW VOLTAGE THERMOSTAT
MAG	MAGNETIC STARTER
MAN	MANUAL STARTER
MCA	MINIMUM CIRCUIT AMPS
MSPL	MANUAL STARTER WITH PILOT LIGHT
NL	NIGHT LIGHT
NU	NEAR UNIT
OHP	OVERHEAT PROTECTION
OS	OCCUPANCY SENSOR
OU	ON UNIT
PB	PUSH BUTTON
PC	PLUMBING CONTRACTOR
PESW	PNEUMATIC ELECTRIC SWITCH
PHOTO	PHOTOCELL
PW	PREWIRED
RC	REFRIGERATION CONTRACTOR
RCC	REFRIGERATION CONTROL CONTRACTOR
RECEPT	RECEPTACLE
SBA	SELECTED BY ARCHITECT
SC	SEPARATE CIRCUIT
SPSW	SPEED SWITCH
SS	SOFT START
ST	SHUNT TRIP
SW	SWITCH
T	LINE VOLTAGE THERMOSTAT
TBD	TO BE DETERMINED
TC	TIME CLOCK
TCC	TEMPERATURE CONTROL CONTRACTOR
TCP	TEMPERATURE CONTROL PANEL
UM	UNIT MANUFACTURER
UNO	UNLESS NOTED OTHERWISE
VFD	VARIABLE FREQUENCY DRIVE
W	WATTS
WP	WEATHER PROOF ("WHILE-IN-USE")
XFMR	TRANSFORMER

Corporation Registration #184.005374
KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
262-784-3323
2845 S. Moorland Rd., New Berlin, WI 53151

LICENSED PROFESSIONAL ENGINEER
DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 03/11/26
Lic. Exp.: 11/30/27

NO	DATE	ISSUE DESCRIPTION
	03/11/26	SITE PERMIT

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PRINCIPAL: D.B.K. P.M.: D.B.K.
QC BY: D.B.K. DRAWN BY: S.M.B.

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SCHEDULES

E2.0

1696 MCGOVERN AVENUE

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HIGHLAND PARK, ILLINOIS

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Chicago IL 60611
630-346-6122
Attn: Zach Jacobs

CIVIL ENGINEER:
Eriksson Engineering Assoc., Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
847-254-6701
Attn: Mike Renner

OWNER:
Structa LLC
Attn: David Goldman

SITE LOCATION MAP (N.T.S.)

INDEX OF SHEETS

C0-01	Civil Engineering Cover Sheet
C1-00	Site Demolition Plan
C2-00	Site Geometry Plan
C3-00	Site Utility Plan
C4-00	Grading and Paving Plan
C5-00	Erosion and Sediment Control Plan
C6-01	Site Details
C6-02	Site Details
C6-03	Site Details

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PROJECT BENCHMARKS

City of Highland Park Benchmark #31

South Side of Deerfield Road near the SE Corner of Section 22 6"x6"x42" Concrete Monument with Brass Cap

Elevation = 648.788 Feet ESC and GS

J.U.L.I.E.

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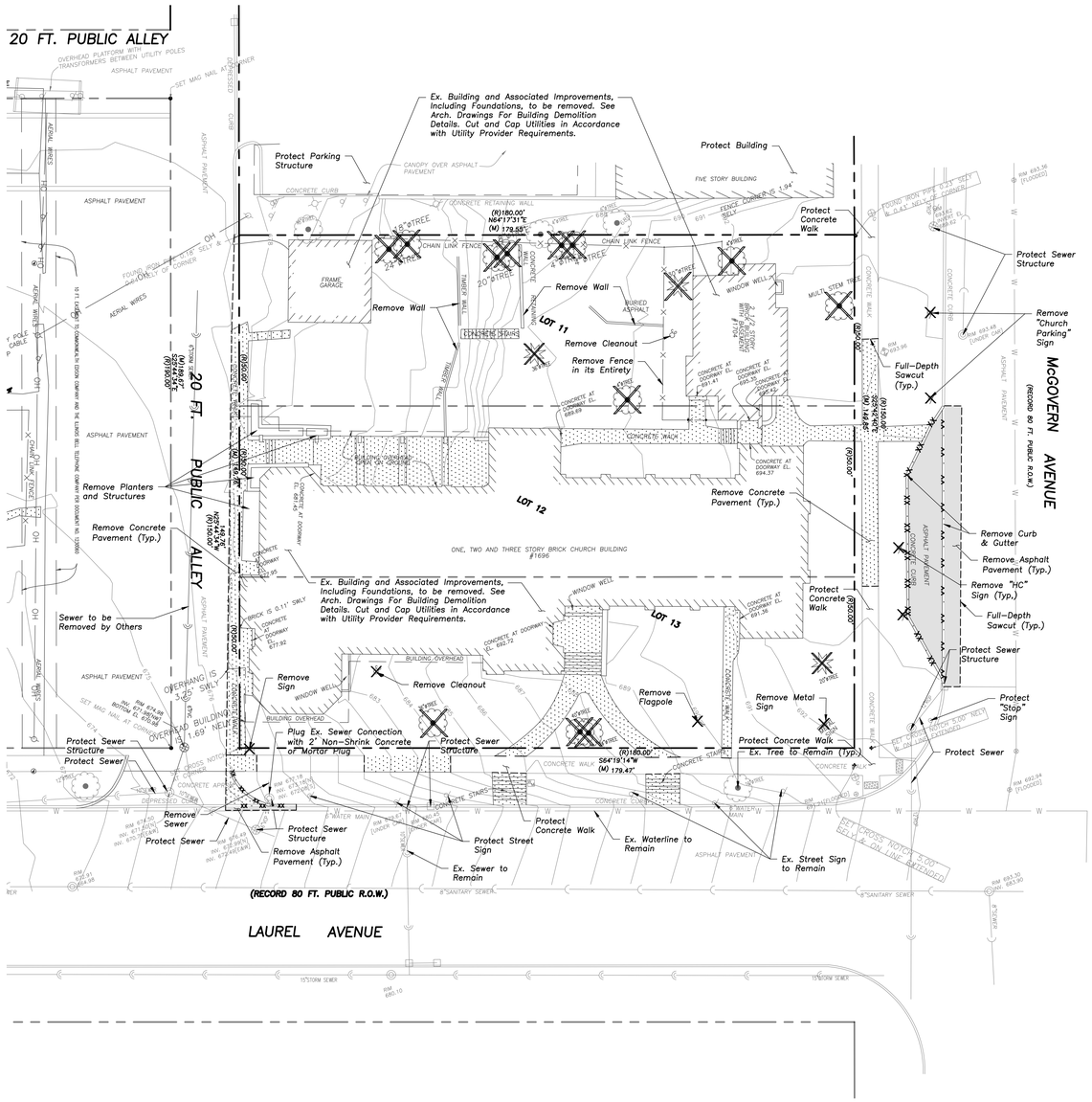
DRAWING NAME

COVER SHEET

C0-01



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Scale: 1"=20'

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

DEMOLITION NOTES

1. *All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.*
2. *Keep All* ***City of Highland Park*** *Streets Free and Clear of Construction Related Dirt/Dust/Debris.*
3. *Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.*
4. *Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.*
5. *All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.*
6. *Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.*
7. *All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.*
8. *Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.*
9. *Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.*
10. *Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	x 784.0
× T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
781	Swale	781
	Contour Line	
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***City of Highland Park.*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly.* ***Contractor Shall Re–Establish Horizontal Control. Horizontal Control Points Not Provided.***
7. *No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.*
8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As–built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.*** *Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.*
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

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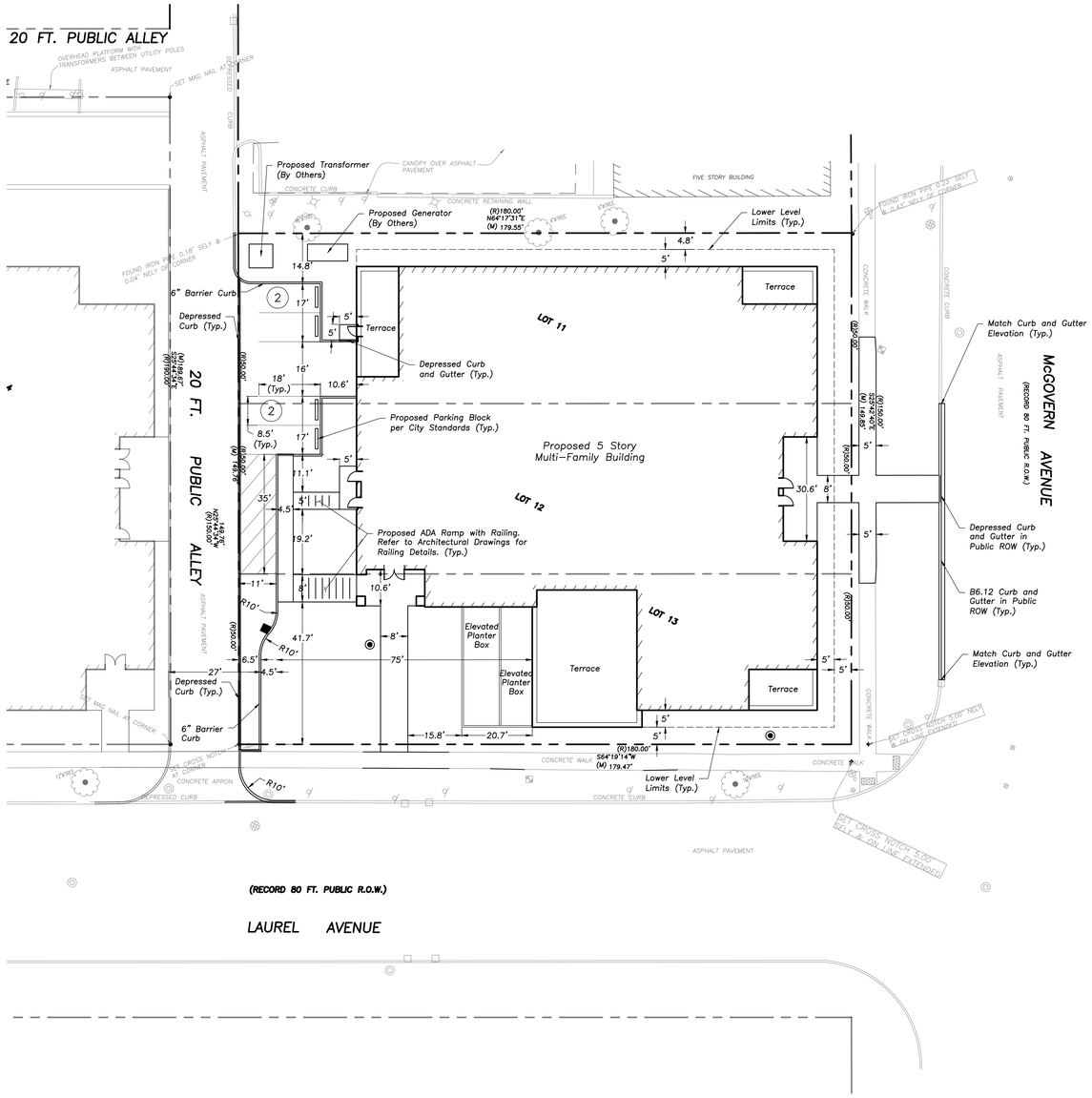
DRAWING NAME

SITE DEMOLITION PLAN

C1-00



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20 0 20 40 60

Scale: 1"=20'

GEOMETRY NOTES

1. *All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.*
2. *All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats for Latex Paints. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.*
3. *Refer to Architectural Drawings for Exact Locations of All Buildings.*
4. *Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.*
5. *Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
S	Storm Sewer	S
S	Sanitary Sewer	S
S	Combined Sewer	S
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
E	Electric Manhole	
H	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
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x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
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	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	x

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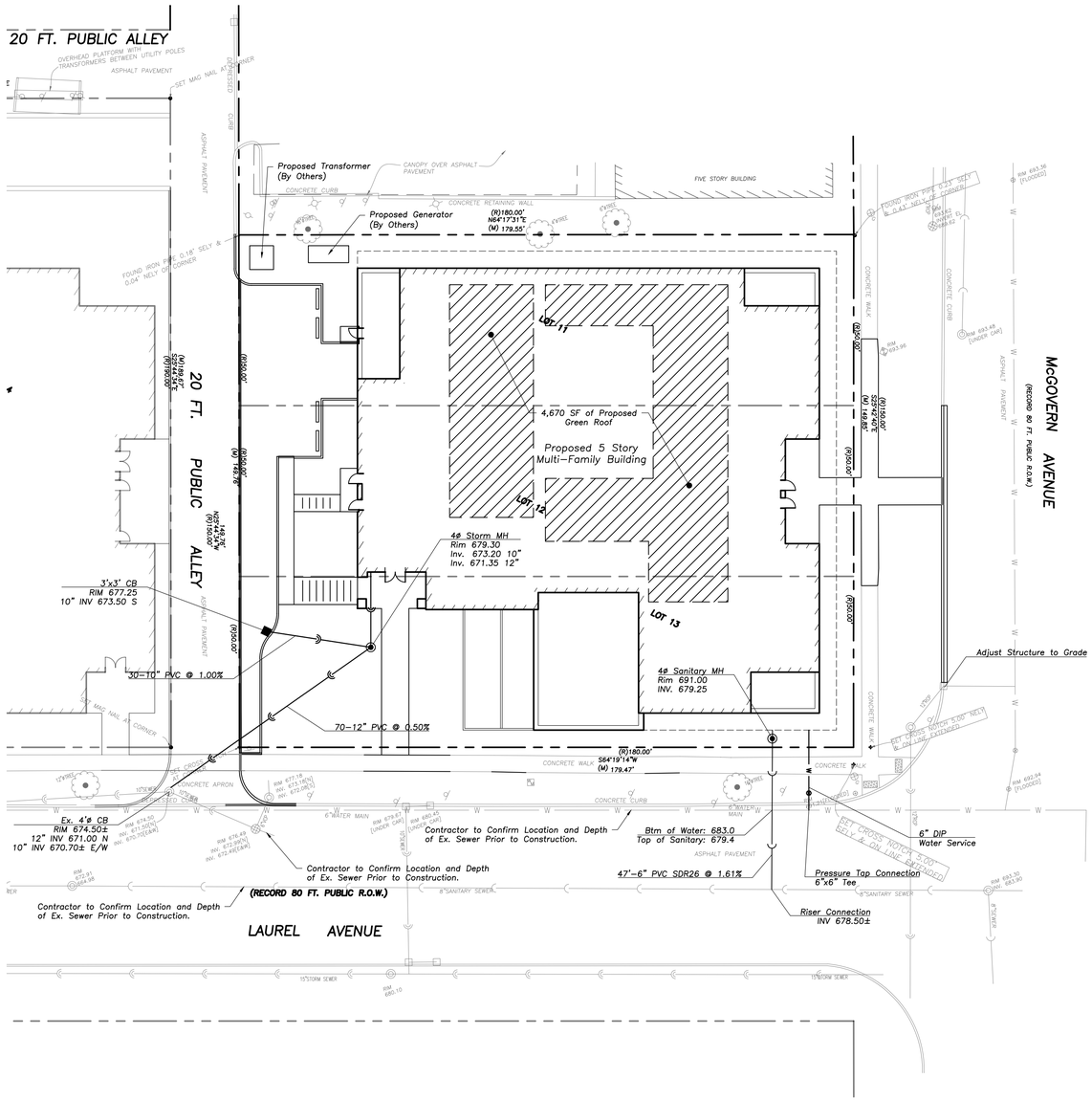
SITE GEOMETRY PLAN

C2-00



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20 0 20 40 60

Scale: 1"=20'

STRUCTURE NOTES

1. *All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.*
2. *All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah* ***R4340-B / R2504-D*** *Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:*
   4' Diameter Structure- 4"
   5' Diameter Structure- 6"
   6' Diameter Structure- 8"
3. *All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.*
4. *All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.*
5. *Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, It Is Intended That the Frame of the Structure Is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.*
6. *All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.*
7. *For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.*
8. *All Sanitary Manholes Shall Include a Chimney Seal.*

UTILITY NOTES

1. *This Project Is Located In A* ***Separate*** *Sewer Area.*
2. *Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.*
3. *Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.*
4. *Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.*
5. *Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.*
6. *All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.*
7. *Protection Of Water Supplies Shall Be As Described In Section 370.350 Of The Illinois Recommended Standards For Sewage Works Or Section 41-2.01 Of The Standard Specifications For Water and Sewer Main Construction in Illinois, Latest Edition.*
8. *Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.*
9. *The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.*
10. ***Adjust Frame Elevations Of All Structures Located Within The Limits Of The Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Seals On Any Sanitary Structures Being Adjusted.***
11. *Obtain As-Built Information For All Pipes, In Accordance With As-Built Document Requirements, Prior To The Installation Of Any Inlet Hoods Or Trash Racks.*
12. ***North Shore Sanitary District:*** *The Ordinances Of The NSSD Relating To Sewers And Sewer Systems Are In Effect. The Ordinances Give The District The Right To Inspect The Work Under Construction To See That It Is Being Performed In Accordance With The Approved Plans, Specifications, And Permit. The Contractor Shall Give The District Twenty-Four (24) Hours Notice Prior To Starting Construction.*

IEPA GENERAL NOTES

Sanitary Sewer Construction, as a Minimum, must comply with the following requirements:

Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, shall govern all sanitary sewer construction on this project.

Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

Flexible thermoplastic sanitary sewer pipe shall be installed in accordance with ASTM 2321-89 using _____ embedment material. Processed materials produced for highway construction should be classified in accordance with ASTM 2321-89, Section 5 and Table 1 according to particle size, shape and gradation.

4. Sewer bedding for rigid pipe sanitary sewers shall be Class B in accordance with ASTM D2321 as described in Appendix 'A' of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

All sanitary sewers shall be tested for infiltration, exfiltration or exfiltration of air under pressure, and for deflection of flexible thermoplastic pipe as described in Section 31-1 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.

Pickholes in sanitary sewer manhole covers shall not be larger than 1 inch in diameter or shall be of the concealed type.

A drop pipe shall be provided for a sanitary sewer entering a manhole where its invert is more than 24 inches above the manhole invert.

Contractor shall test manhole tightness in accordance with ASTM C969-94 or ASTM C1244-93.

Leakage Testing Shall Be Conducted On All Manholes For Watertightness In Accordance With ASTM C969-94 "Standard Practice For Infiltration And Exfiltration Acceptance Testing Of Installed Precast Concrete Pipe Sewer Lines", Vol. 04.05, Chemical Resistant Materials, Vitrified Clay, Concrete, Fiber-Cement Products; Mortars; Masonry (1996) (No Later Editions Or Amendments) Or ASTM C1244-93 "Standard Test Method For Concrete Sewer Manholes By The Negative Pressure (Vacuum) Test", Vol. 04.05, Chemical Resistant Materials, Vitrified Clay, Concrete, Fiber-Cement Products; Mortars; Masonry (1996) (No Later Editions Or Amendments) Prior To Placing Into Service.

NORTH SHORE SANITARY DISTRICT NOTES

Notify the North Shore Sanitary District at 847-623-6060 a Minimum of 24 Hours Prior to the Start of Construction

All sanitary sewer extensions shall be televised in the presence of North Shore Sanitary District personnel after having notified the District at 847-623-6060 a minimum of 24 hours prior to televising. A copy of the tape in VHS format is to be submitted to the District for approval.

All sanitary sewer pipe will be bedded with a minimum of 6" below the pipe and 12" above the pipe in CA-6 crushed material. CA-7 may be allowed at the discretion of the District if extremely wet conditions are encountered. This is the only acceptable materials within the boundaries of the North Shore Sanitary District.

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
S	Storm Sewer	S
S	Sanitary Sewer	S
C	Combined Sewer	C
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
E	Electric Manhole	
H	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
T	Telephone Pedestal	
T	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	x

GENERAL NOTES

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2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The* ***City of Highland Park.*** *A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.*
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9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.*** *Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.*
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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License Number: 184-001505
Expiration Date: April 30, 2027

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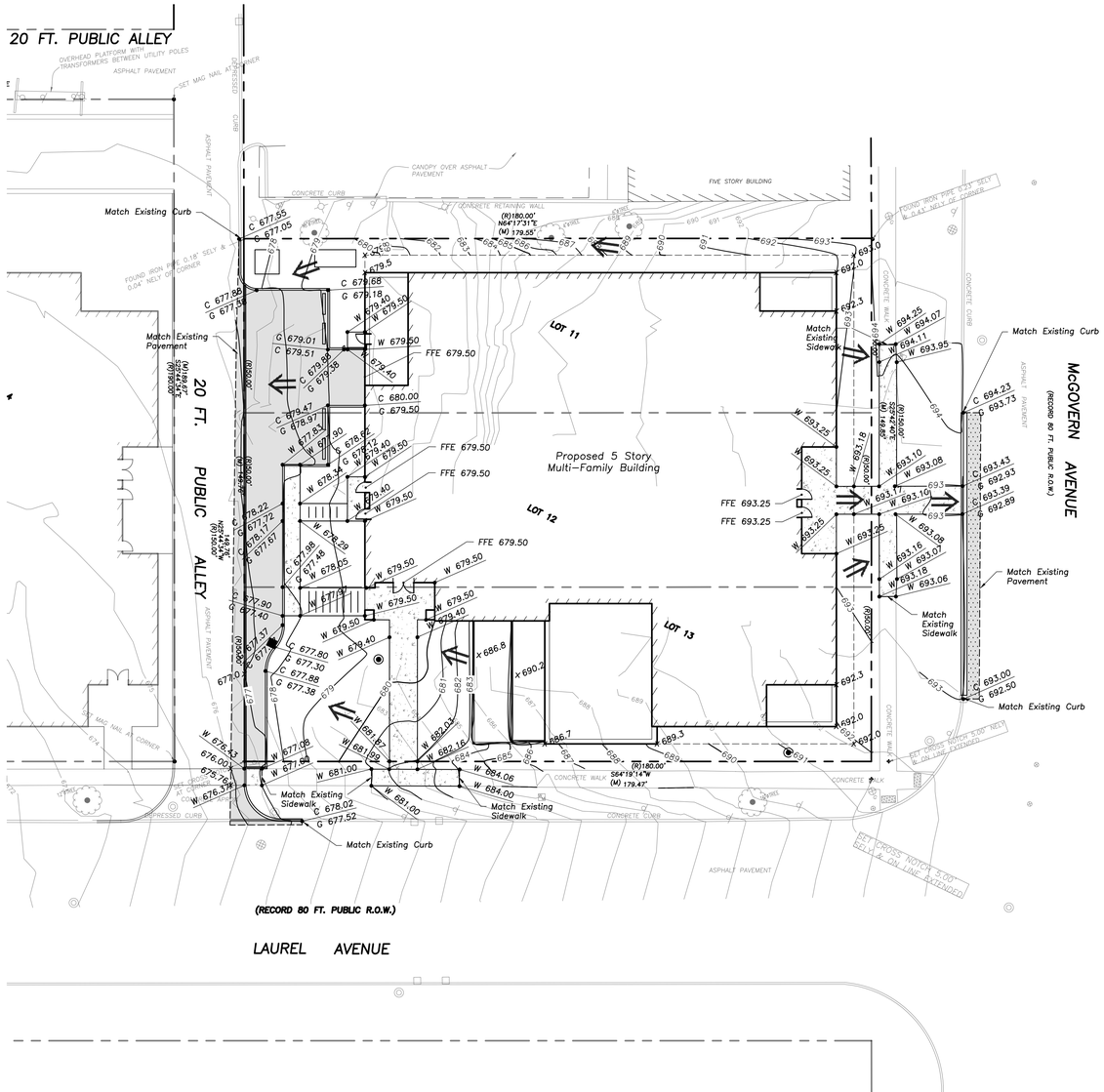
HIGHLAND PARK. IL

CHICAGO, ILLINOIS XXXXX

DRAWING NAME
SITE UTILITY PLAN

C3-00



SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By Gremley & Biedermann, ordered by Structa LLC on May 8, 2025. Order Number 2025-32823-001.

PROJECT BENCHMARKS

City of Highland Park Benchmark #31

South Side of Deerfield Road near the SE Corner of Section 22 6"x6"x42" Concrete Monument with Brass Cap

Elevation = 648.788 Feet ESC and GS

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

Scale: 1"=20'

GRADING NOTES

1. *Install And Maintain Silt Fence at the Perimeter of the Construction Zone.*
2. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
3. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and* ***Hydroseeded*** *Unless Noted Otherwise On The Landscape Drawings.*
4. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
5. *Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
6. *Maximum ADA Ramp Cross Slopes Shall be 2.0%. Maximum Longitudinal ADA Ramp Slope Shall Be 8.33%. Contact Engineer if Conflicts Exist.*
7. ***Adjust Frame Elevations Of All Structures Located Within The Limits Of The Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Seals On Any Sanitary Structures Being Adjusted***

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LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
CO	Clean Out	CO
	Flared End Section	
S	Storm Sewer	S
S	Sanitary Sewer	S
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
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	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

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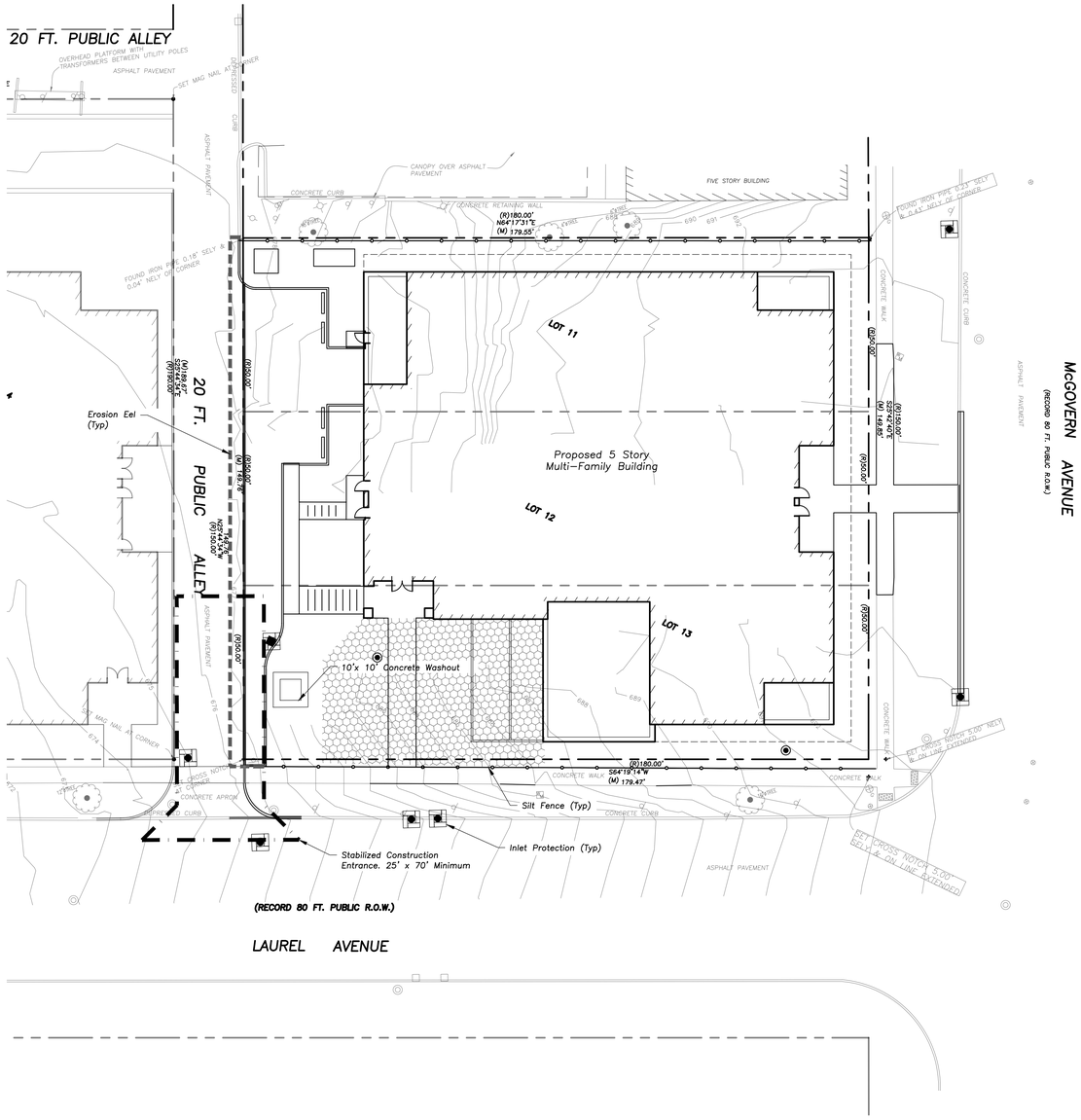
HIGHLAND PARK. IL

CHICAGO, ILLINOIS XXXXX

DRAWING NAME

GRADING AND PAVING PLAN

C400



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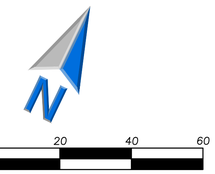

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LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. *Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.*
2. ***Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.***
3. *Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.*
4. *Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.*
5. *Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas. Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.*
6. *All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed, Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.*
7. *Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.*
8. ***All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge Into Waterways.***
9. *All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA-NPDES Phase II And Lake County DECI Requirements.*
10. *Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.*
11. *Install And Maintain Silt Fence At The Perimeter Of The Construction Zone As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.*
12. *The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.*
13. *Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.*
14. *Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.*
15. *All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.*
16. *If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.*
17. *Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water into Storm Sewers Tributary to Open Water.*

GENERAL NOTES

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CHICAGO, ILLINOIS XXXXX

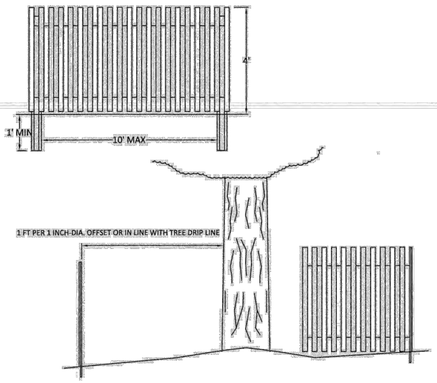
DRAWING NAME
SITE EROSION AND SEDIMENT CONTROL PLAN

C5-00

install & maintain 4' tall wooden slat fence secured to metal posts spaced a maximum of 10' apart. The tree fence shall be 1 foot from the tree trunk for each inch of diameter measured 4.5' from ground level. The fence must be secured to the metal post with a minimum of 4 ties.

Installation shall be approved by the CITY FORESTER before the start of the project.

Failure to install and maintain protective tree fencing in accordance with City Standards will result in a ticket or a "STOP WORK ORDER" on the project.



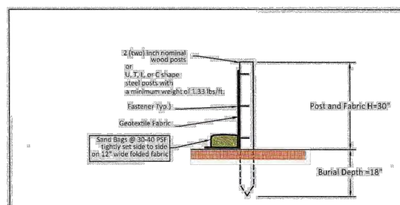
TREE PROTECTION DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

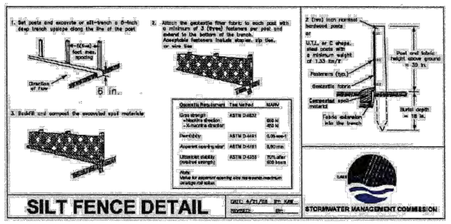
H.P. DWG. No. FOR-1041
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

1



ALTERNATE TO FABRIC TRENCH (WITH SAND BAGS)



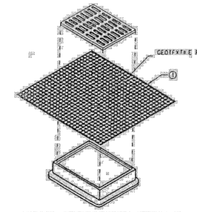
SILT FENCE DETAIL & Alternate Detail (USE L.C.S.M.C STD. DETAIL)

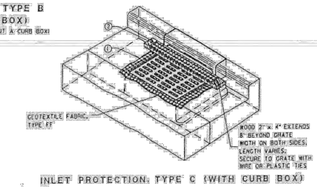
City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. FOR-1042A/Silt Fence-Alternate
Drawn By: M.B.
Revised By: E.J.

DATE: 24 Feb 2012
Approved By: E.Charles

2





INSTALLATION NOTES:

1. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.
2. TYPE C SHALL BE UTILIZED WITH CURB HEADS, A 1½" X 3½" MINIMUM, PIECE OF LUMBER SHALL BE WRAPPED AND SECURED IN THE FABRIC AND PLACED IN FRONT OF THE CURB HEAD AS SHOWN ON THE PLAN. THE LUMBER SHALL NOT BLOCK THE ENTIRE OPENING OF THE CURB BOX AND BE SECURED TO THE GRATE WITH WIRE OR PLASTIC TIES.
3. ALL FABRICS USED AS PART OF AN INLET PROTECTION DEVICE MUST BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEO-TEXTILE FABRIC, IN ACCORDANCE WITH STATE STANDARD SPECS FOR ROAD AND BRIDGES CONSTRUCTION - JANUARY 1, 2012, ARTICLE 1080.05 ON PAGE 971..

INLET PROTECTION (TYPE B - W/O CURB BOX; TYPE C - W/ CURB BOX)

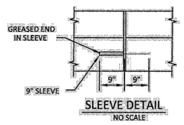
City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR-1037
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

3

CURB & GUTTER TYPE B-6.12 (IN CONFORMANCE WITH I.D.O.T. STD 606001-04)



SLEEVE DETAIL
NO SCALE

NOTES:
1. EXPANSION JOINTS W/ 3/4 " PREFORMED EXPANSION JOINT MATERIAL & TWO (2) SMOOTH 1-1/4" EPOXY COATED DOWEL BARS WITH GREASE CAPS SHALL BE PLACED:
   a. AT ENDS OF INTERSECTION RADII, P.C.'S, RADIUS POINTS, & BACK OF CUL-DE-SACS
   b. 5 FT. ON EACH SIDE OF DRAINAGE STRUCTURES
   c. MAX. OF 60 FT. INTERVALS
   d. WHERE NEW CURB MEETS EXISTING CURB, THE EXISTING CURB SHALL BE DRILLED AND TWO (2) SMOOTH 1-1/4" DOWEL BARS GROUTED IN PLACE W/ THE GREASE CAP PLACED ON THE SIDE OF THE NEW CURB & GUTTER.
2. TOOL OR SAWCUT CONTRACTION JOINTS AT 15 FT. INTERVALS.
3. SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HRS. AND SEALED W/ JOINT SEALANT, JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.

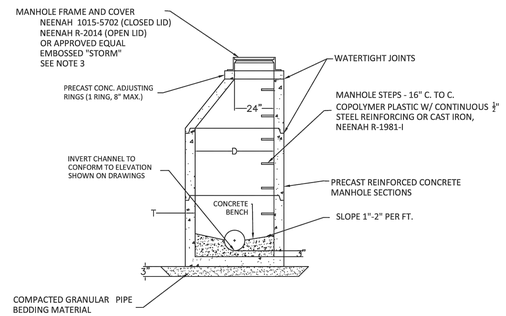
TYPE B-6.12 CURB & GUTTER DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR-1036
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

11



If D=4', then T=4"
If D=5', then T=5"

NOTES:
1. USE ECCENTRIC CONES UNLESS OTHERWISE INDICATED ON THE DRAWINGS. FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. USE:
   4'-0" DIAMETER FOR SEWER SIZES 12" THRU 24",
   5'-0" DIAMETER FOR SEWER SIZES 27" AND LARGER UNLESS OTHERWISE NOTED.
3. FOR CLOSED LIDS USE ITEM: HIGHLAND PARK FRAME LID (SPECIAL).

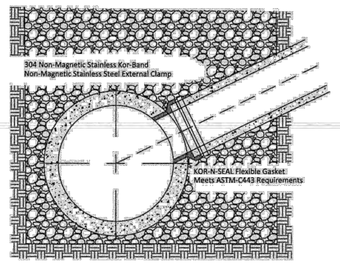
STORM SEWER MANHOLE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1013
Drawn By: M.B.
Revised By: JP3

DATE: 26th March 2019
Approved By:

12



STORM SEWER LATERAL CONNECTION DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1022
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

13

NO	DATE	ISSUE DESCRIPTION
1	03/17/2026	PD SUBMISSION

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PRINCIPAL:
QC BY:
P.M.:
DRAWN BY:

SGW ARCHITECTURE & DESIGN

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CHICAGO, IL 60611

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PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

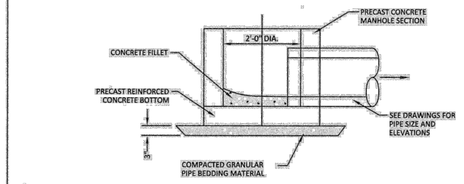
1696 McGOVERN AVE
HIGHLAND PARK. IL

CHICAGO, ILLINOIS XXXXX

DRAWING NAME

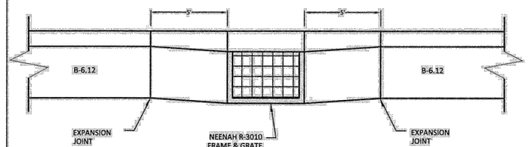
DETAILS

C6-00



SECTION

INLET TYPE B

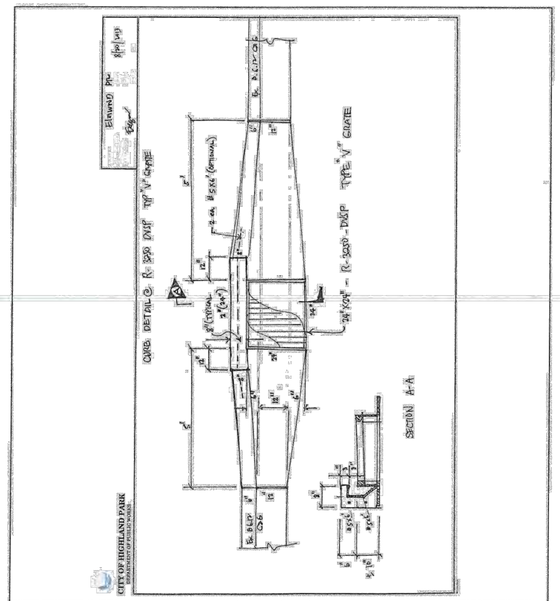


CURB AT INLET DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1023
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.



CURB INLET DETAIL (W/ R3250 DVSP FRAME TYPE "V" GRATE)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

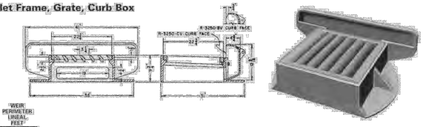
H.P. Engg. Ref. No: ST-1024
Drawn By: E.J.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

Note: When specifying/ordering grates, refer to "Grounding Bar Proper Identification" on pages 155-156.
Grate numbers ending in "SE" have open areas and cross-sectional geometry of standard grates, but are solid (see ST-122).

R-3250-CV
Combination Inlet Frame, Grate, Curb Box

Heavy Duty

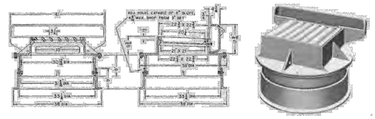


CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3252-CV	S	1.3	5.8
R-3253-CV	V	1.3	5.8

Also available with tapered face curb box, under R-3250-BV.

R-3250-DV
Adjustable Combination Inlet

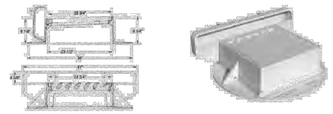
Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3252-DV	S	1.3	5.8
R-3253-DV	V	1.3	5.8

R-3250-DVSP
Combination Inlet Frame, Grate, Curb Box

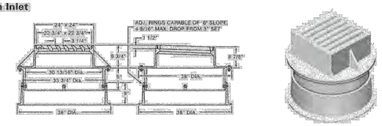
Heavy Duty



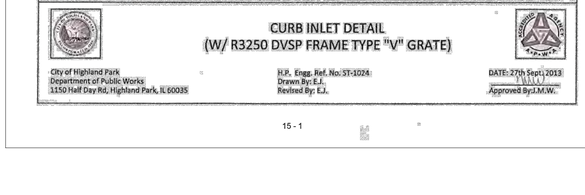
CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3252-DVSP	S	1.3	5.8

R-3250-EV
Adjustable Combination Inlet

Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WEIR PERIMETER LINEAL FEET
R-3254-EV	S	1.3	4.0

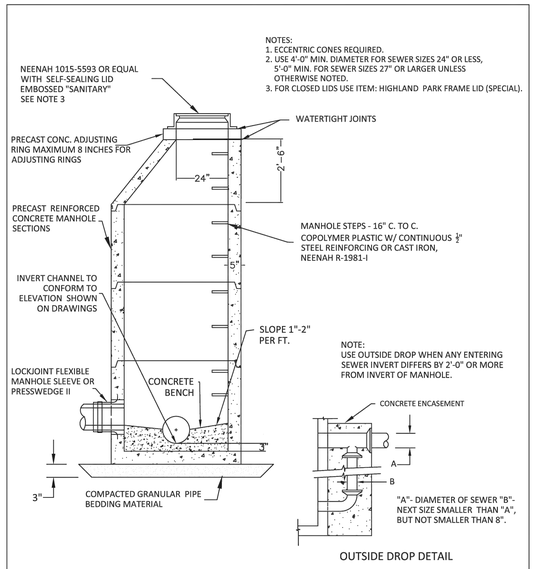


SANITARY SEWER SERVICE RISER DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No: SAN-1011
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

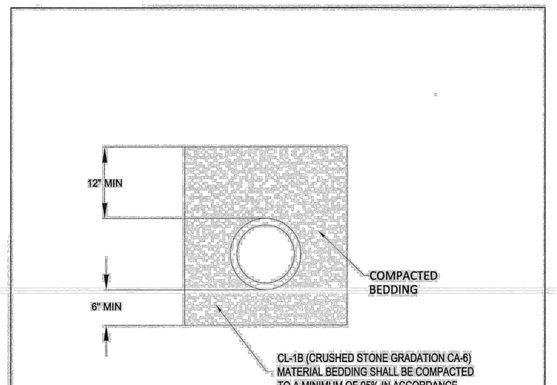


SANITARY SEWER MANHOLE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. SAN-1012
Drawn By: M.B.
Revised By: JP3

DATE: 26th March 2019
Approved By:



N.S.S.D. SANITARY SEWER PIPE BEDDING DETAIL

STANDARD PIPE BEDDING (FOR SANITARY SEWER)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. Engg. No: SAN-1014
Drawn By: E.J.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

NO	DATE	ISSUE DESCRIPTION
1	03/17/2026	PD SUBMISSION

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PRINCIPAL:
QC BY:
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DRAWN BY:

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444 N MICHIGAN AVE
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1696 McGOVERN AVE
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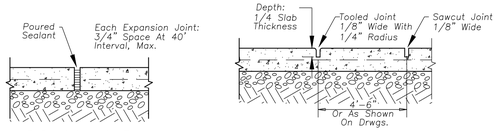
CHICAGO, ILLINOIS XXXXX

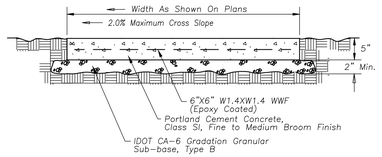
DRAWING NAME
DETAILS

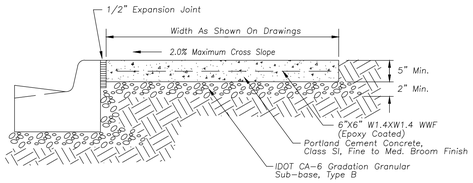
C6-01



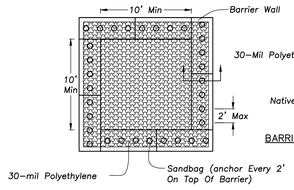
EXPANSION JOINT

CONTROL JOINT

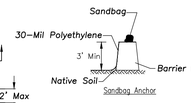




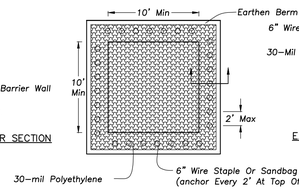
PORTLAND CEMENT CONC. SIDEWALK



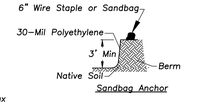
BARRIER WALL OPTION



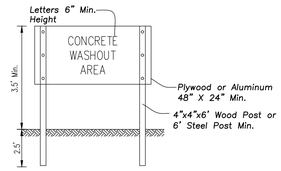
BARRIER WALL ANCHOR SECTION



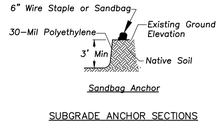
EARTHEN TYPE OPTION



EARTHEN BERM ANCHOR SECTIONS



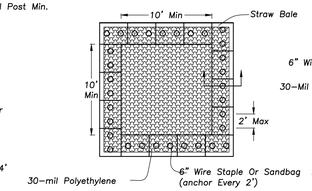
SIGN DETAIL



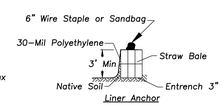
SUBGRADE ANCHOR SECTIONS

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

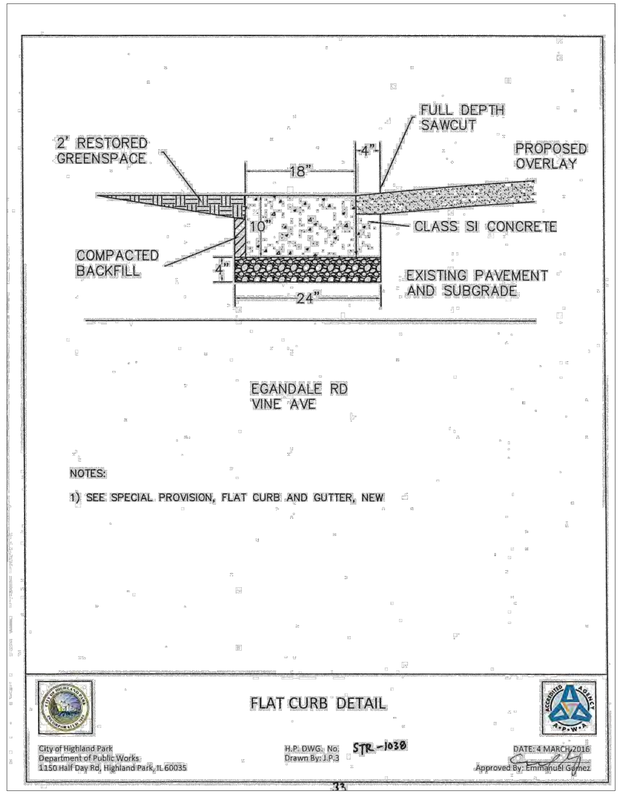


STRAW BALE OPTION



STRAW BALE ANCHOR SECTIONS

CONCRETE WASHOUT FACILITY



NOTES:

1) SEE SPECIAL PROVISION, FLAT CURB AND GUTTER, NEW

FLAT CURB DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR.-1030
Drawn By: J.P.3

DATE: 4 MARCH 2016
Approved By: Emmanuel Gomez

33

NO	DATE	ISSUE DESCRIPTION
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QC BY: DRAWN BY:

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Expiration Date: April 30, 2027

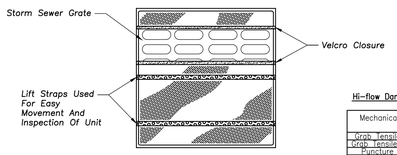
1696 McGOVERN AVE
HIGHLAND PARK. IL

CHICAGO, ILLINOIS XXXXX

DRAWING NAME
DETAILS

C6-02

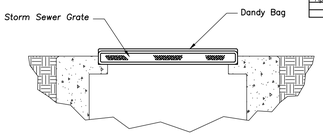
Dandy Bag



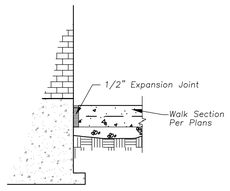
Note: The Dandy Bag Will Be Manufactureed In The Usa From A Woven Monofilament Fabric That Meets Or Exceeds The Following Specifications:

Hi-flow Dandy Bag (safety Orange)

Mechanical Properties	Test Method	Units	Marv
Grab Tensile Strength	Astm D 4632	Kn (lbs)	.62 (365) X 0.89 (200)
Grab Tensile Elongation	Astm D 4632	%	24 X 10
Puncture Strength	Astm D 4833	Kn (lbs)	0.40 (90)
Mullen Burst Strength	Astm D 3786	Kpa (psi)	2097 (450)
Trapezoid Tear Strength	Astm D 4533	Kn (lbs)	0.51 (115) X 0.33 (75)
Uv Resistance	Astm D 4355	%	80
Apparent Opening Size	Astm D 4751	Mm (us Std Sieve)	0.425 (40)
Flow Rate	Astm D 4491	l/min/m^2 (gal/min/ft^2)	5907 (145)
Permittivity	Astm D 4491	Sec^-1	2.1



DANDY BAG INLET SEDIMENT CONTROL DEVICE



WALK ADJACENT TO BUILDING

GENERAL NOTES

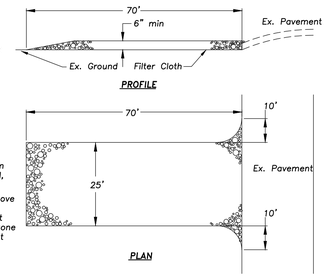
STONE SIZE – Use IDOT gradation CA-1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean-out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights-of-way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

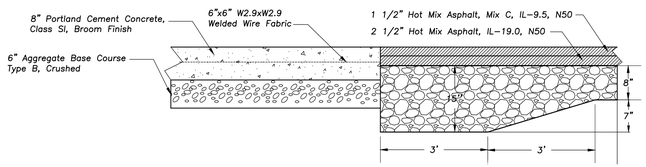
WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



CONCRETE TO ASPHALT CHANGE OF PAVEMENT SECTION

793 LAUREL AVENUE

793 LAUREL AVE
HIGHLAND PARK, ILLINOIS

ARCHITECT:
SGW Architecture and Design
444 N Michigan Ave, Suite 1850
Chicago IL 60611
630-346-6122
Attn: Zach Jacobs

CIVIL ENGINEER:
Eriksson Engineering Assoc., Ltd.
135 S. Jefferson St., Suite 135
Chicago, IL 60661
847-254-6701
Attn: Mike Renner

OWNER:
Structa LLC
Attn: David Goldman

N

SITE LOCATION MAP (N.T.S.)

INDEX OF SHEETS

C0-01	Civil Engineering Cover Sheet
C1-00	Site Demolition Plan
C2-00	Site Geometry Plan
C3-00	Site Utility Plan
C4-00	Grading and Paving Plan
C5-00	Erosion and Sediment Control Plan
C6-01	Site Details
C6-02	Site Details
C6-03	Site Details

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By Gremley & Biedermann, ordered by Structa LLC on May 8, 2025. Order Number 2025-32823-001.

PROJECT BENCHMARKS

City of Highland Park Benchmark #31

South Side of Deerfield Road near the SE Corner of Section 22 6"x6"x42" Concrete Monument with Brass Cap

Elevation = 648.788 Feet ESC and GS

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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EMAIL INFO@EEA-LTD.COM

NO	DATE	ISSUE DESCRIPTION
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QC BY: DRAWN BY:

SGW ARCHITECTURE & DESIGN
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Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

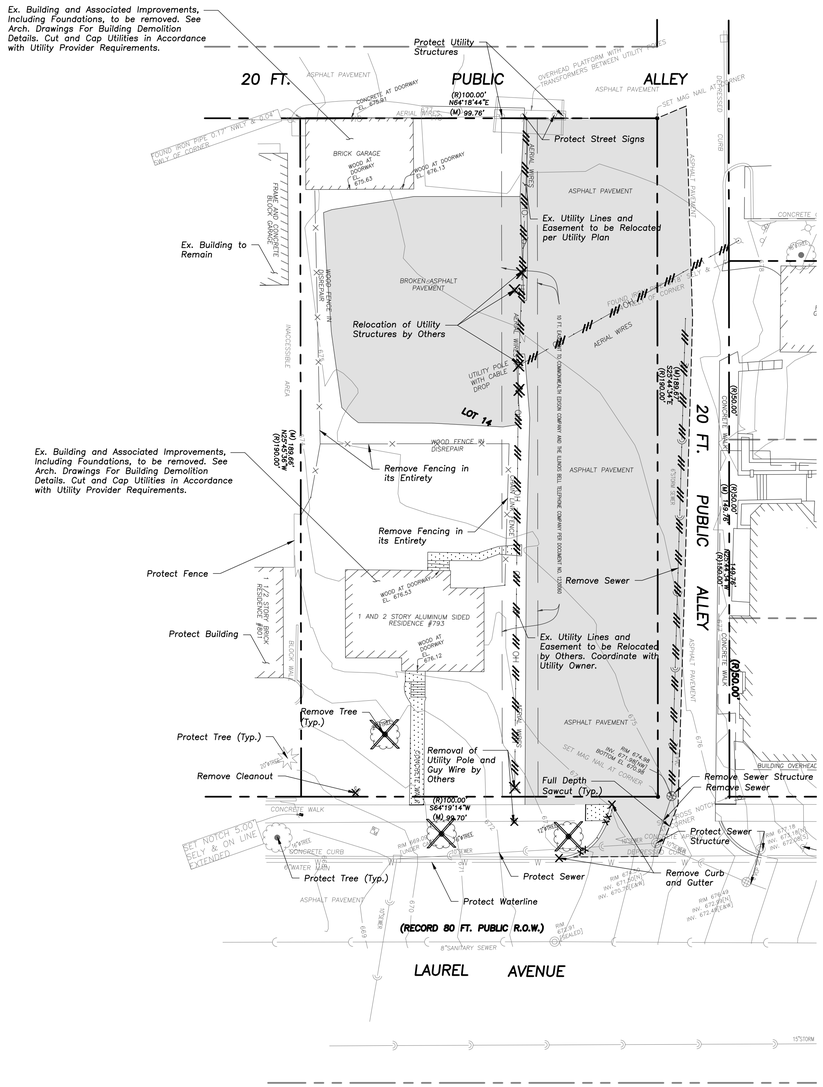
793 LAUREL AVE
HIGHLAND PARK, IL

HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME

COVER SHEET

C0-01



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Scale: 1"=20'

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

DEMOLITION NOTES

1. *All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.*
2. *Keep All **City of Highland Park** Streets Free and Clear of Construction Related Dirt/Dust/Debris.*
3. *Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.*
4. *Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.*
5. *All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.*
6. *Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.*
7. *All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.*
8. *Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.*
9. *Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.*
10. *Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The **City of Highland Park.** A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
7. *No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.*
8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.*** *Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.*
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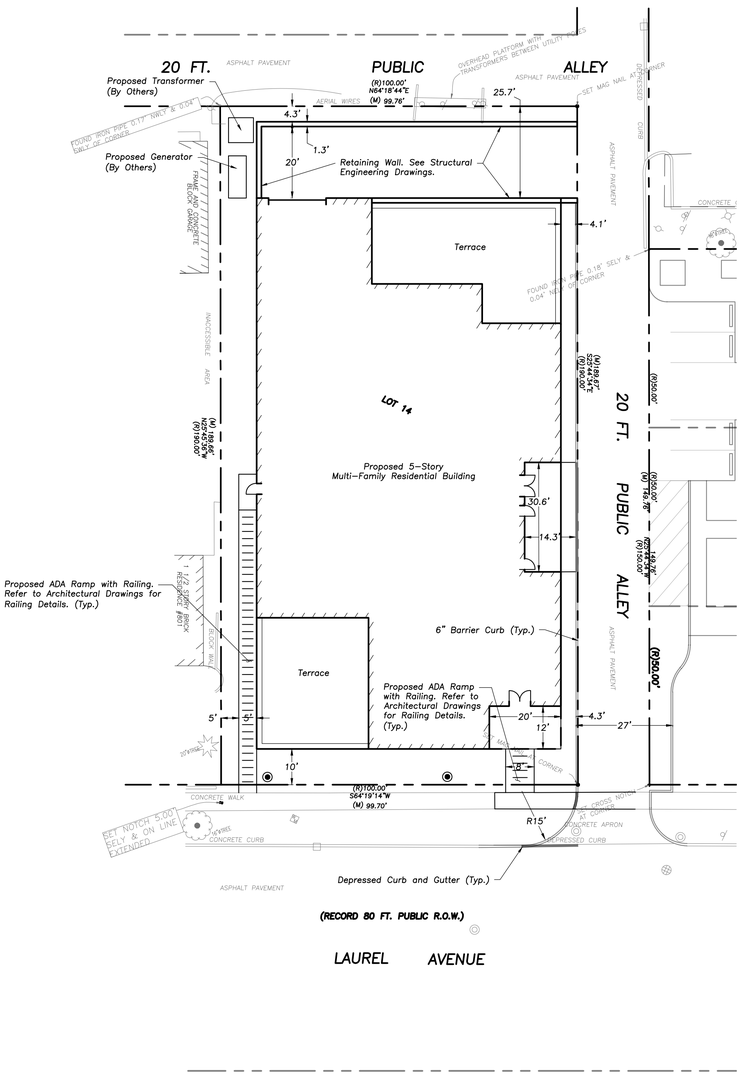
HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME

SITE DEMOLITION PLAN

C1-00



(RECORD 80 FT. PUBLIC R.O.W.)

LAUREL AVENUE

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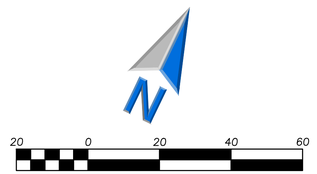

Scale: 1"=20'

GEOMETRY NOTES

1. *All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.*
2. *All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, **Two Coats for Latex Paints.** All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.*
3. *All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.*
4. *Refer to Architectural Drawings for Exact Locations of All Buildings.*
5. *Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.*
6. *Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
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x G 782.00	Gutter Elevation	G 782.00
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	Swale	
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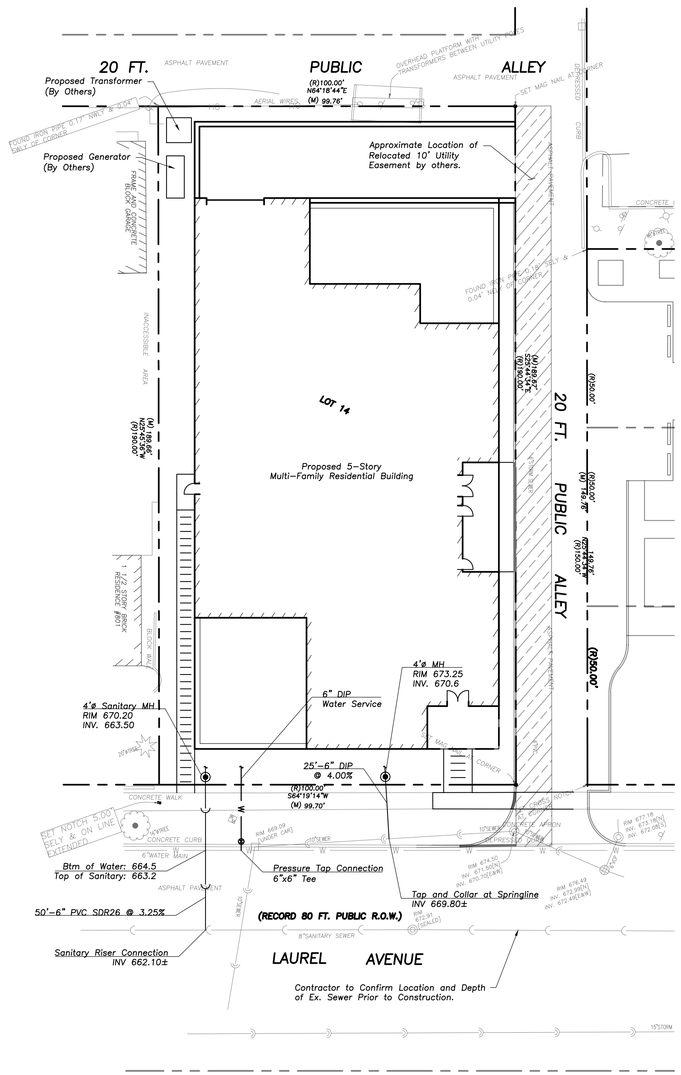
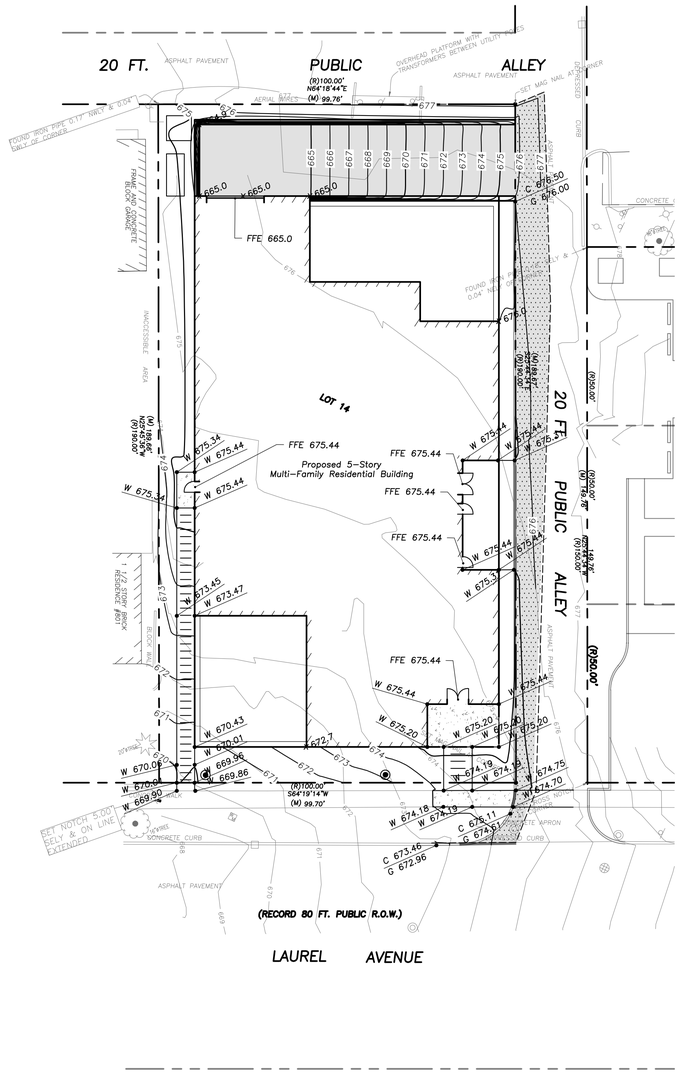
HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME

SITE GEOMETRY PLAN

C2-00


20 FT.
PUBLIC
ALLEY
ASPHALT PAVEMENT
OVERHEAD PLATFORM WITH TRANSFORMERS BETWEEN UTILITY POLES
Proposed Transformer (By Others)
Proposed Generator (By Others)
(R)100.00'
N64°18'44"E
(M) 99.76'
AERIAL WIRES
SET MAG NAIL & WASHER
CONCRETE CURB
Approximate Location of Relocated 10' Utility Easement by others.
CONCRETE
FOUND IRON PIPE 0.17' NWLY & 0.04' EALY OF CORNER
FOUND IRON PIPE 0.04' NELY OF CORNER
(R)189.97'
(M) 189.76'
(R)190.00'
N24°41'16"W
(M) 190.00'
LOT 14
Proposed 5-Story Multi-Family Residential Building
(R)150.00'
(M) 149.76'
(R)150.00'
1 1/2 STORY BRICK RESIDENCE #931
4'ø MH
RIM 673.25
INV. 670.6
4'ø Sanitary MH
RIM 670.20
INV. 663.50
6" DIP
Water Service
25'-6" DIP
@ 4.00%
(R)100.00'
S64°19'14"W
(M) 99.70'
CONCRETE WALK
REF. NOTICE 5.00' NELY & ON LINE EXTENDED
LEVERS
CONCRETE CURB
6"WATER MAIN
Btm of Water: 664.5
Top of Sanitary: 663.2
ASPHALT PAVEMENT
50'-6" PVC SDR26 @ 3.25%
Pressure Tap Connection
6"x6" Tee
Tap and Collar at Springline
INV 669.80±
(RECORD 80 FT. PUBLIC R.O.W.)
8"SANITARY SEWER
Sanitary Riser Connection
INV 662.10±
LAUREL AVENUE
Contractor to Confirm Location and Depth of Ex. Sewer Prior to Construction.
15"STORM
RIM 669.09
INVERT (W)
RIM 674.50
INV. 670.70(NW)
INV. 670.70(SW)
RIM 677.18
INV. 673.18(NW)
INV. 673.08(SE)
RIM 676.48
INV. 672.98(NW)
INV. 672.88(SE)
RIM 677.19
INV. 673.09(SE)
INV. 673.19(NW)
175'W
FENCE
FENCE
GARAGE
GARAGE
GARAG



SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By Gremley & Biedermann, ordered by Structa LLC on May 8, 2025. Order Number 2025-32823-001.

PROJECT BENCHMARKS

City of Highland Park Benchmark #31

South Side of Deerfield Road near the SE Corner of Section 22 6"x6"x42" Concrete Monument with Brass Cap

Elevation = 648.788 Feet ESC and GS

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
4" Aggregate Base Course, Type B, Crushed, CA-6
4" Drainage Course, CA-7
Non-Woven Geotextile Fabric, 5 oz/sy

Concrete Sidewalk Section
5" Portland Cement Concrete
Curing and Sealing Compound
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

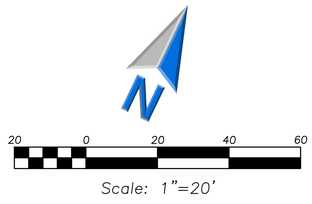
Pavement Restoration in Public Way
See Detail

Stormwater Overland Flow Path

Ridge Line/High Point

GRADING NOTES

1. *Install And Maintain Silt Fence at the Perimeter of the Construction Zone.*
2. *The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.*
3. *All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and **Hydroseeded** Unless Noted Otherwise On The Landscape Drawings.*
4. *Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.*
5. *Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.*
6. *Maximum ADA Ramp Cross Slopes Shall be 2.0%. Maximum Longitudinal ADA Ramp Slope Shall Be 8.33%. Contact Engineer if Conflicts Exist.*
7. ***Adjust Frame Elevations Of All Structures Located Within The Limits Of The Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Seals On Any Sanitary Structures Being Adjusted***



LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50 / G 782.00
x G 782.00	Gutter Elevation	
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. *The Location of Existing Underground Utilities, Such As Watermains, Sewers, Gas Lines, Etc., As Shown On The Plans, Has Been Determined From The Best Available Information and Is Given For The Convenience of The Contractor. However, The Owner and The Engineer Do Not Assume Responsibility In The Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That The Actual Location of Those Which Are Shown May Be Different From The Location As Shown On The Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.*
2. *Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.*
3. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The **City of Highland Park.** A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
7. *No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.*
8. *The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.** Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.*
10. *The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.*

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO.: 184-003220
EXPIRES: 04-30-2025

NO	DATE	ISSUE DESCRIPTION
1	03/17/2026	PD SUBMISSION

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: P.M.:
QC BY: DRAWN BY:

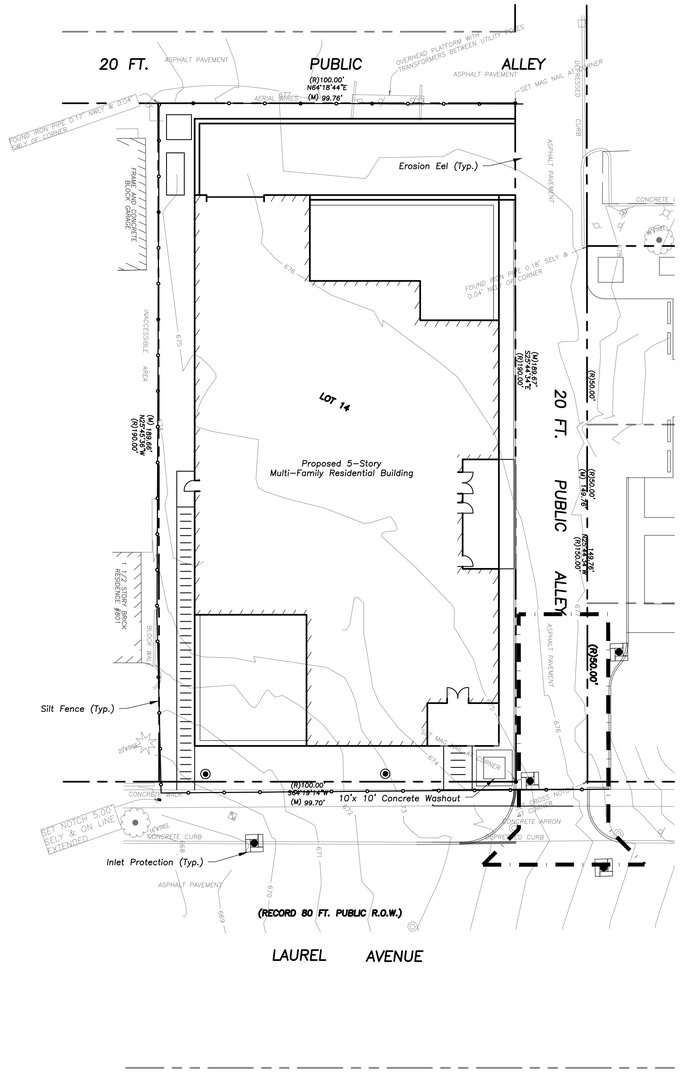
SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgvarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

793 LAUREL AVE
HIGHLAND PARK, IL

HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME
GRADING AND PAVING PLAN

C4-00



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PROJECT BENCHMARKS

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J.U.L.I.E.

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SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Catch-All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Filter Wattle Inlet Protection with Dandy Pop (or equal) Landscape Areas

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. *Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.*
2. ***Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.***
3. *Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.*
4. *Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.*
5. *Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days. Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.*
6. *All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.*
7. *Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.*
8. ***All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal, such as Pork Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge Into Waterways.***
9. *All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA-NPDES Phase II **And Lake County DECI** Requirements.*
10. *Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.*
11. *Install And Maintain Silt Fence At The Perimeter Of The Construction Zone As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.*
12. *The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.*
13. *Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.*
14. *Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.*
15. *All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.*
16. *If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.*
17. *Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
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x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
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NO	DATE	ISSUE DESCRIPTION
1	03/17/2026	PD SUBMISSION

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PRINCIPAL: P.M.:
QC BY: DRAWN BY:

SGV ARCHITECTURE & DESIGN
444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgvarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

793 LAUREL AVE
HIGHLAND PARK, IL

HIGHLAND PARK, ILLINOIS 60035

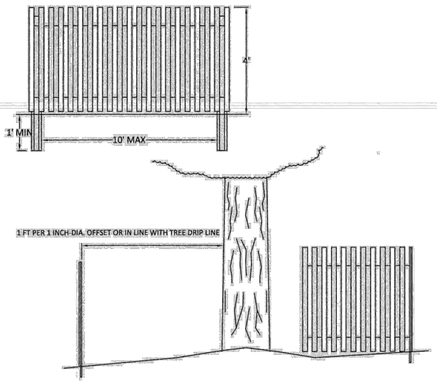
DRAWING NAME
SITE EROSION AND SEDIMENT CONTROL PLAN

C5-00

install & maintain 4' tall wooden slat fence secured to metal posts spaced a maximum of 10' apart. The tree fence shall be 1 foot from the tree trunk for each inch of diameter measured 4.5' from ground level. The fence must be secured to the metal post with a minimum of 4 ties.

Installation shall be approved by the CITY FORESTER before the start of the project.

Failure to install and maintain protective tree fencing in accordance with City Standards will result in a ticket or a "STOP WORK ORDER" on the project.



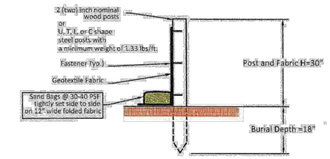
TREE PROTECTION DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

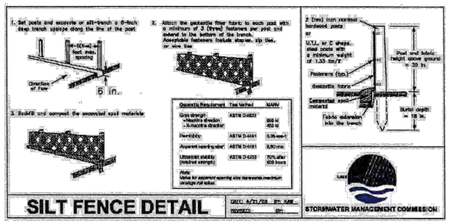
H.P. DWG No. FOR-1041
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

1



ALTERNATE TO FABRIC TRENCH (WITH SAND BAGS)



SILT FENCE DETAIL

DATE: 4/21/08 BY: MM
REVISED: BY:

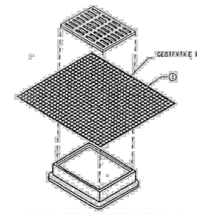
SILT FENCE DETAIL & Alternate Detail (USE L.C.S.M.C STD. DETAIL)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

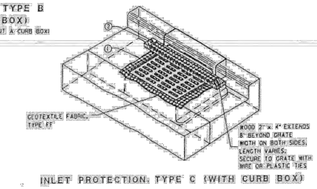
H.P. DWG. No. FOR-1042A/Silt Fence-Alternate
Drawn By: M.B.
Revised By: E.J.

DATE: 24 Feb 2012
Approved By: E.Charles

2



INLET PROTECTION: TYPE B (WITHOUT CURB BOX)
CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX



INLET PROTECTION: TYPE C (WITH CURB BOX)

INSTALLATION NOTES:

1. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.
2. TYPE C SHALL BE UTILIZED WITH CURB HEADS, A 1½" X 3½" MINIMUM, PIECE OF LUMBER SHALL BE WRAPPED AND SECURED IN THE FABRIC AND PLACED IN FRONT OF THE CURB HEAD AS SHOWN ON THE PLAN. THE LUMBER SHALL NOT BLOCK THE ENTIRE OPENING OF THE CURB BOX AND BE SECURED TO THE GRATE WITH WIRE OR PLASTIC TIES.
3. ALL FABRICS USED AS PART OF AN INLET PROTECTION DEVICE MUST BE SELECTED FROM THE LIST OF APPROVED FABRICS CERTIFIED FOR INLET PROTECTION, GEO-TEXTILE FABRIC, IN ACCORDANCE WITH STATE STANDARD SPECS FOR ROAD AND BRIDGES CONSTRUCTION - JANUARY 1, 2012, ARTICLE 1080.05 ON PAGE 971..

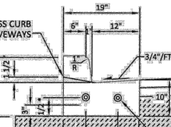
INLET PROTECTION (TYPE B - W/O CURB BOX; TYPE C - W/ CURB BOX)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

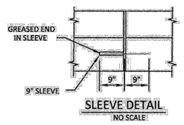
H.P. DWG. No. STR-1037
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

3



CURB & GUTTER TYPE B-6.12 (IN CONFORMANCE WITH I.D.O.T. STD 606001-04)



SLEEVE DETAIL
NO SCALE

NOTES:
1. EXPANSION JOINTS W/ 3/4 " PREFORMED EXPANSION JOINT MATERIAL & TWO (2) SMOOTH 1-1/4" EPOXY COATED DOWEL BARS WITH GREASE CAPS SHALL BE PLACED:
   a. AT ENDS OF INTERSECTION RADII, P.C.'S, RADIUS POINTS, & BACK OF CUL-DE-SACS
   b. 5 FT. ON EACH SIDE OF DRAINAGE STRUCTURES
   c. MAX. OF 60 FT. INTERVALS
   d. WHERE NEW CURB MEETS EXISTING CURB, THE EXISTING CURB SHALL BE DRILLED AND TWO (2) SMOOTH 1-1/4" DOWEL BARS GROUTED IN PLACE W/ THE GREASE CAP PLACED ON THE SIDE OF THE NEW CURB & GUTTER.
2. TOOL OR SAWCUT CONTRACTION JOINTS AT 15 FT. INTERVALS.
3. SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HRS. AND SEALED W/ JOINT SEALANT, JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.

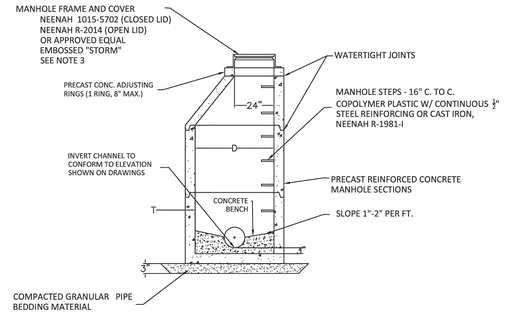
TYPE B-6.12 CURB & GUTTER DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. STR-1036
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

11



If D=4', then T=4"
If D=5', then T=5"

NOTES:
1. USE ECCENTRIC CONES UNLESS OTHERWISE INDICATED ON THE DRAWINGS. FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. USE:
   4'-0" DIAMETER FOR SEWER SIZES 12" THRU 24",
   5'-0" DIAMETER FOR SEWER SIZES 27" AND LARGER UNLESS OTHERWISE NOTED.
3. FOR CLOSED LIDS USE ITEM: HIGHLAND PARK FRAME LID (SPECIAL).

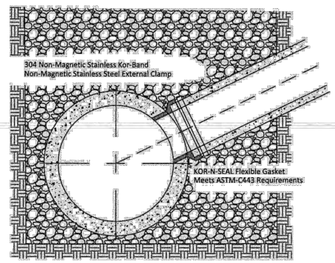
STORM SEWER MANHOLE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1013
Drawn By: M.B.
Revised By: JP3

DATE: 26th March 2019
Approved By:

12



STORM SEWER LATERAL CONNECTION DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1022
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By: J.M.W.

13

NO	DATE	ISSUE DESCRIPTION
1	03/17/2026	PD SUBMISSION

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P.M.:
DRAWN BY:

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CHICAGO, IL 60611
Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

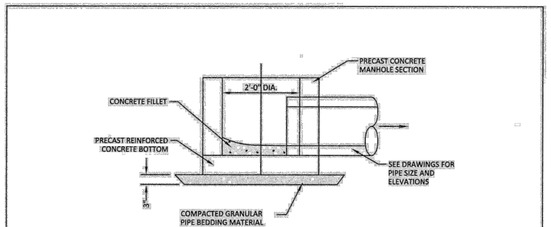
793 LAUREL AVE
HIGHLAND PARK, IL

HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME

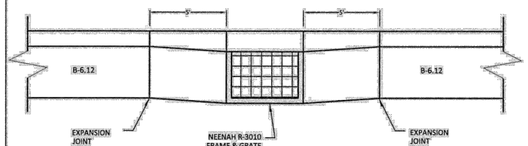
Details

C6-00



SECTION

INLET TYPE B

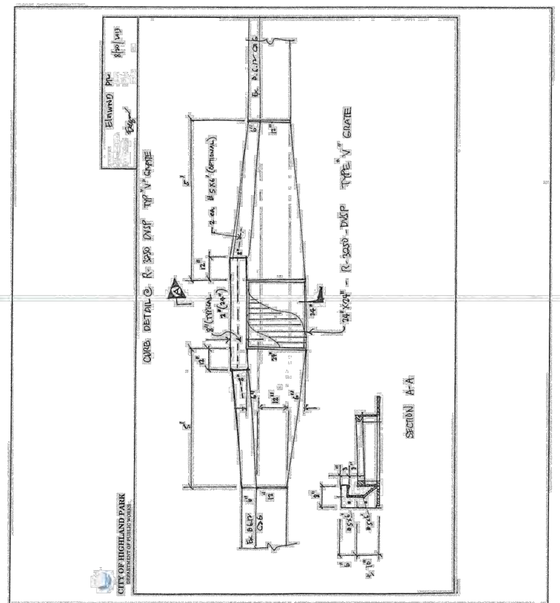


CURB AT INLET DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. ST-1023
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.



CURB INLET DETAIL (W/ R3250 DVSP FRAME TYPE "V" GRATE)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

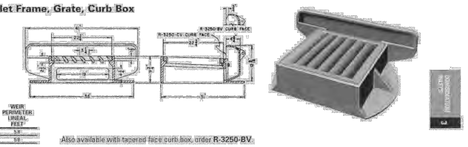
H.P. Engg. Ref. No: ST-1024
Drawn By: E.J.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

Note: When specifying/ordering grates, refer to "Grating Bar Proper Inlet Units" on pages 132-133.
Bike Bypass Grate is Free Open Area Between Perimeter of Perimeter Grate. Refer Page 134-135.

R-3250-CV
Combination Inlet Frame, Grate, Curb Box

Heavy Duty

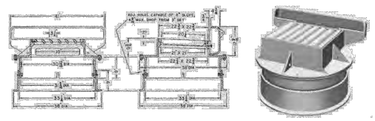


CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WIER PERIMETER LINEAL FEET
R-3250-CV	V	1.3	5.8
R-3250-BV	V	1.3	5.8

Also available with tapered face curb box, order R-3250-BV.

R-3250-DV
Adjustable Combination Inlet

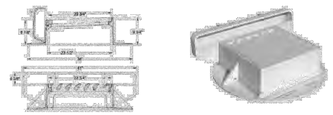
Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WIER PERIMETER LINEAL FEET
R-3250-DV	V	1.3	5.8

R-3250-DVSP
Combination Inlet Frame, Grate, Curb Box

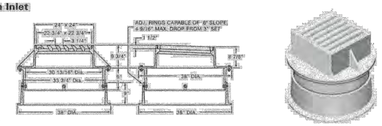
Heavy Duty



CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WIER PERIMETER LINEAL FEET
R-3250-DVSP	V	1.3	5.8

R-3250-EV
Adjustable Combination Inlet

Heavy Duty



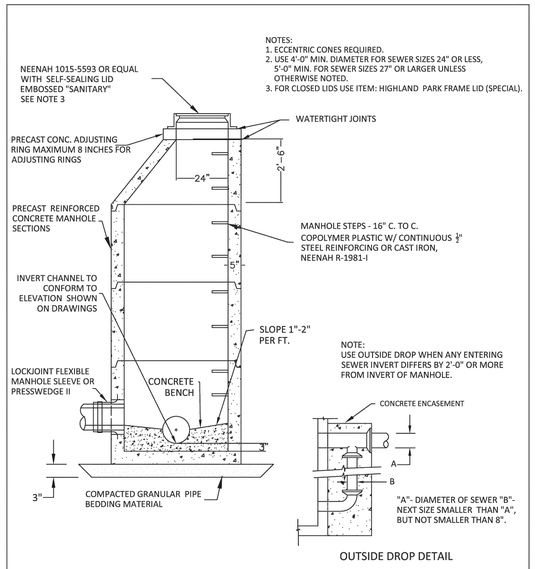
CATALOG NUMBER	GRATE TYPE	SQ. FT. OPEN	WIER PERIMETER LINEAL FEET
R-3250-EV	V	1.3	4.0

SANITARY SEWER SERVICE RISER DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. SAN-1011
Drawn By: M.B.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

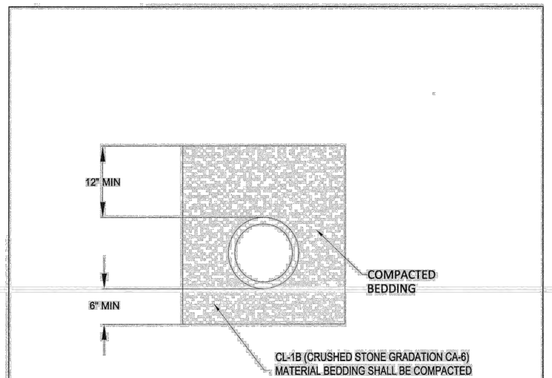


SANITARY SEWER MANHOLE DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No. SAN-1012
Drawn By: M.B.
Revised By: JP3

DATE: 26th March 2019
Approved By:



N.S.S.D. SANITARY SEWER PIPE BEDDING DETAIL

STANDARD PIPE BEDDING (FOR SANITARY SEWER)

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. Engg. No. SAN-1014
Drawn By: E.J.
Revised By: E.J.

DATE: 27th Sept. 2013
Approved By:J.M.W.

NO	DATE	ISSUE DESCRIPTION
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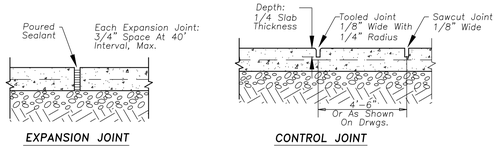
793 LAUREL AVE
HIGHLAND PARK, IL

HIGHLAND PARK, ILLINOIS 60035

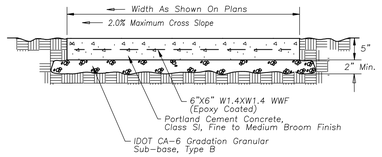
DRAWING NAME

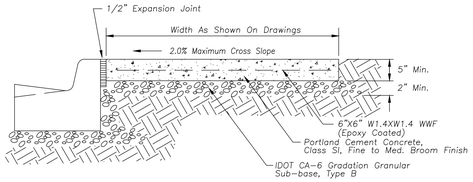
Details

C6-01

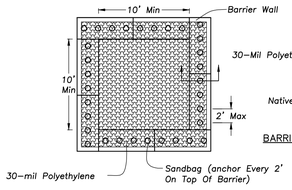


EXPANSION JOINT | CONTROL JOINT

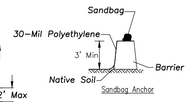




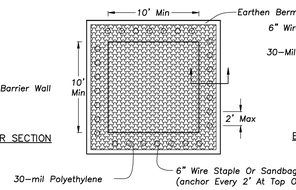
PORTLAND CEMENT CONC. SIDEWALK



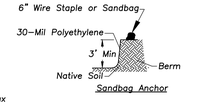
BARRIER WALL OPTION



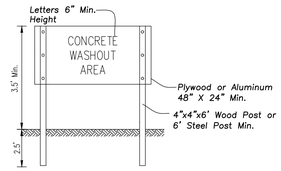
BARRIER WALL ANCHOR SECTION



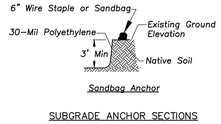
EARTHEN TYPE OPTION



EARTHEN BERM ANCHOR SECTIONS



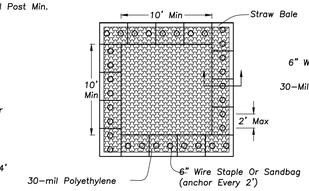
SIGN DETAIL



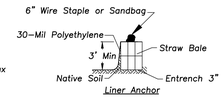
SUBGRADE ANCHOR SECTIONS

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

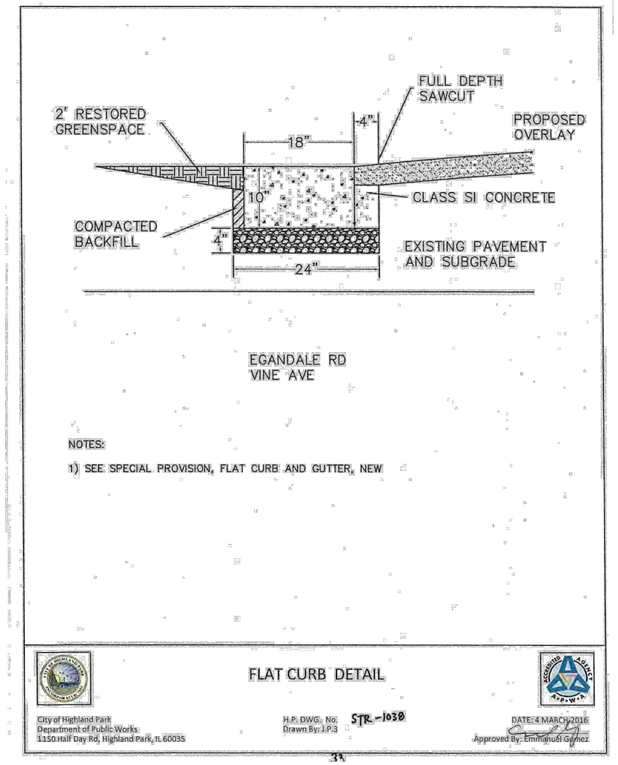


STRAW BALE OPTION



STRAW BALE ANCHOR SECTIONS

CONCRETE WASHOUT FACILITY



NOTES:

1) SEE SPECIAL PROVISION, FLAT CURB AND GUTTER, NEW

FLAT CURB DETAIL

City of Highland Park
Department of Public Works
1150 Half Day Rd, Highland Park, IL 60035

H.P. DWG. No: STR-1030
Drawn By: J.P.B

DATE: 4 MARCH 2016
Approved By: Emmanuel Gomez

NO	DATE	ISSUE DESCRIPTION
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QC BY: | DRAWN BY:

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793 LAUREL AVE
HIGHLAND PARK, IL

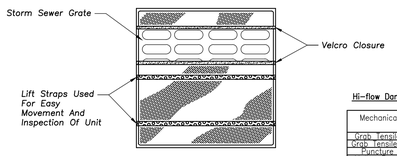
HIGHLAND PARK, ILLINOIS 60035

DRAWING NAME

Details

C6-02

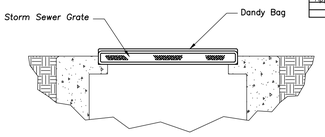
Dandy Bag



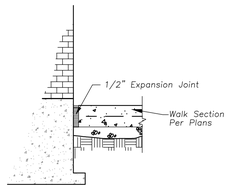
Note: The Dandy Bag Will Be Manufactureed In The Usa From A Woven Monofilament Fabric That Meets Or Exceeds The Following Specifications:

Hi-flow Dandy Bag (safety Orange)

Mechanical Properties	Test Method	Units	Marv
Grab Tensile Strength	Astm D 4632	Kn (lbs)	.62 (365) X 0.89 (200)
Grab Tensile Elongation	Astm D 4632	%	24 X 10
Puncture Strength	Astm D 4833	Kn (lbs)	0.40 (90)
Mullen Burst Strength	Astm D 3786	Kpa (psi)	2097 (450)
Trapezoid Tear Strength	Astm D 4533	Kn (lbs)	0.51 (115) X 0.33 (75)
Uv Resistance	Astm D 4355	%	80
Apparent Opening Size	Astm D 4751	Mm (us Std Sieve)	0.425 (40)
Flow Rate	Astm D 4491	l/min/m^2 (gal/min/ft^2)	5807 (145)
Permittivity	Astm D 4491	Sec^-1	2.1



DANDY BAG INLET SEDIMENT CONTROL DEVICE



WALK ADJACENT TO BUILDING

GENERAL NOTES

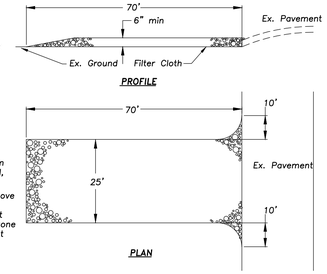
STONE SIZE – Use IDOT gradation CA-1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean-out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights-of-way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

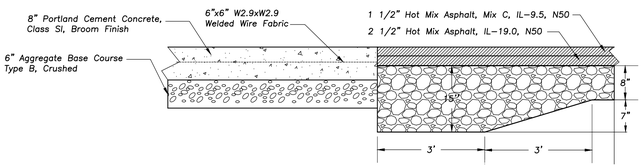
WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.

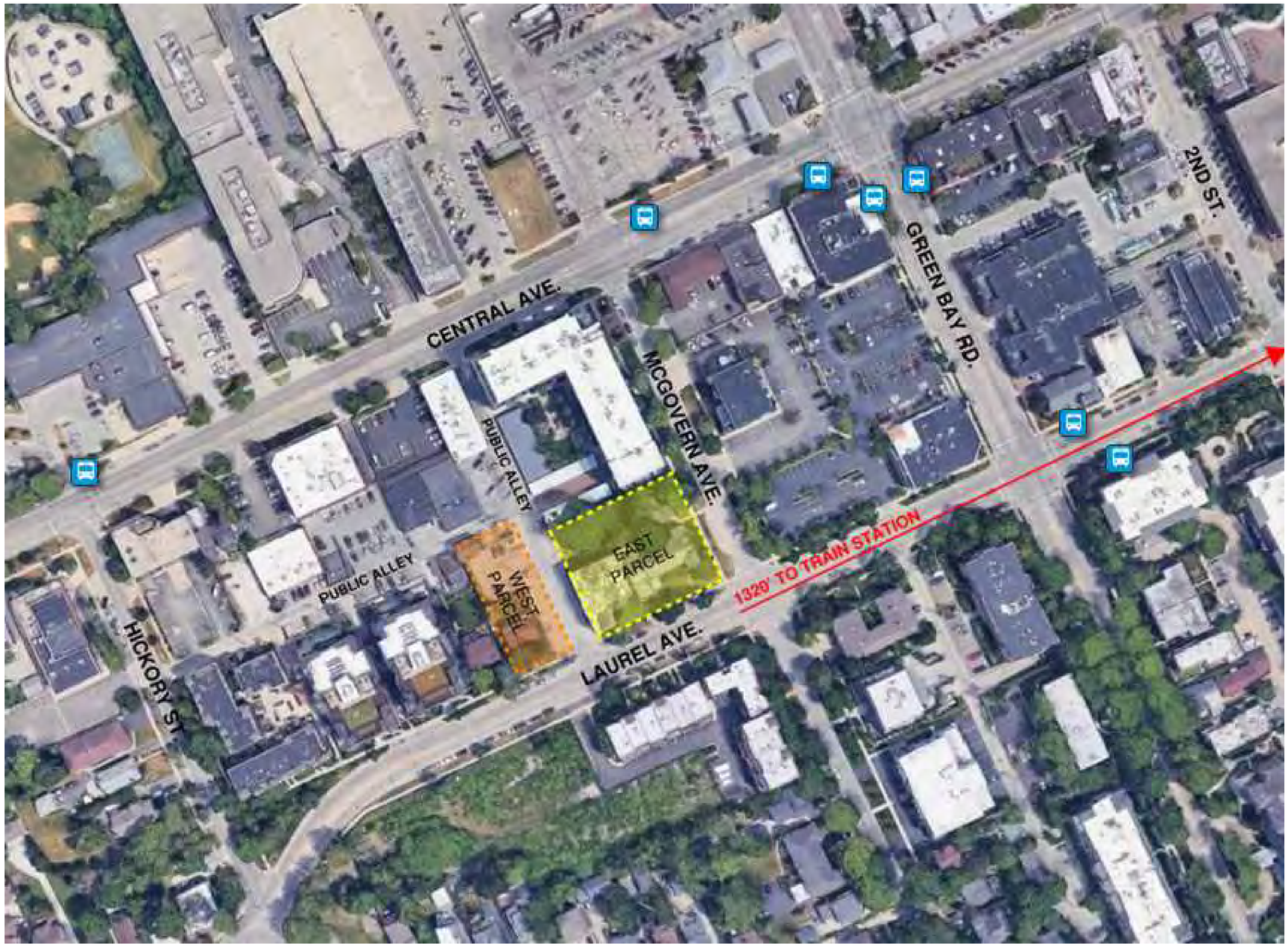


STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



CONCRETE TO ASPHALT CHANGE OF PAVEMENT SECTION



1 SITE LOCATION

1	03/17/26	PD SUBMISSION
NO	DATE	ISSUE DESCRIPTION

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PRINCIPAL: XX P.M.: XX
QC BY: XX DRAWN BY: XX

SGW ARCHITECTURE & DESIGN

444 N MICHIGAN AVE
SUITE 1850
CHICAGO, IL 60611

Ph 312.988.7412
Fx 312.988.7409
www.sgwarch.com

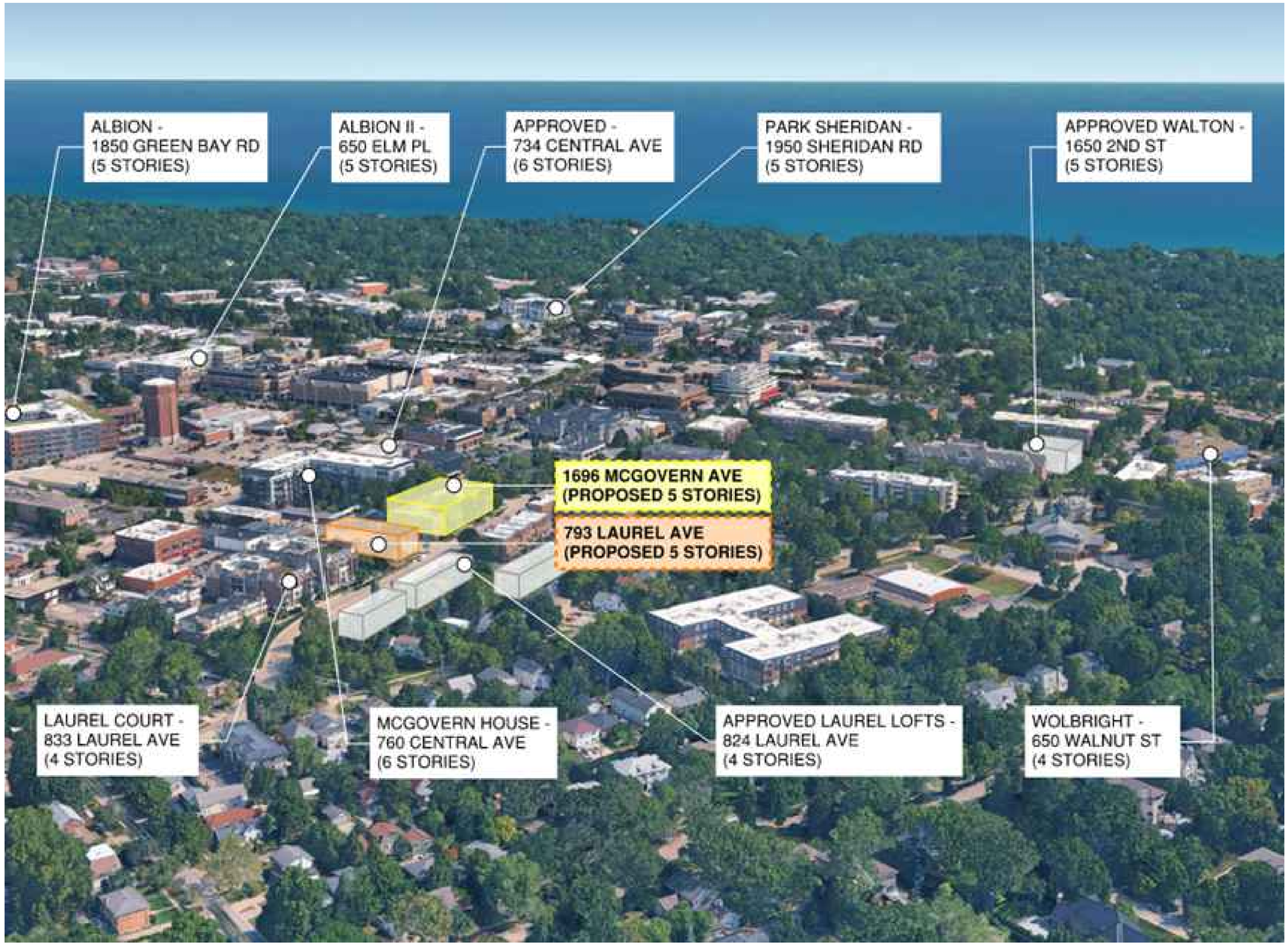
PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE LOCATION

NORTH



1 RECENT DEVELOPMENT CONTEXT

NO	DATE	ISSUE DESCRIPTION
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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

RECENT DEVELOPMENT CONTEXT

1 EXISTING CONDITIONDS AERIAL

1	03/17/26	PD SUBMISSION
NO	DATE	ISSUE DESCRIPTION

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EXISTING CONDITIONS AERIAL

4 VIEW OF ALLEY FROM LAUREL AVE

3 VIEW IN ALLEY - FACING SOUTHEAST

2 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING WEST

1 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING NORTH

1	03/17/26	PD SUBMISSION
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EXISTING CONDITIONS

4 VIEW IN ALLEY FACING WEST

3 VIEW IN ALLEY FACING NORTHEAST

2 VIEW IN ALLEY FACING NORTHWEST

1 VIEW IN ALLEY FACING SOUTH

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

EXISTING CONDITIONS

2 VIEW ON LAUREL AVE - FACING EAST

1 VIEW ON LAUREL AVE - FACING EAST

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HIGHLAND PARK, ILLINOIS 60035

EXISTING CONDITIONS

2 SITE TYPOGRAPHY

1 VIEW OF LAUREL AVE HILL

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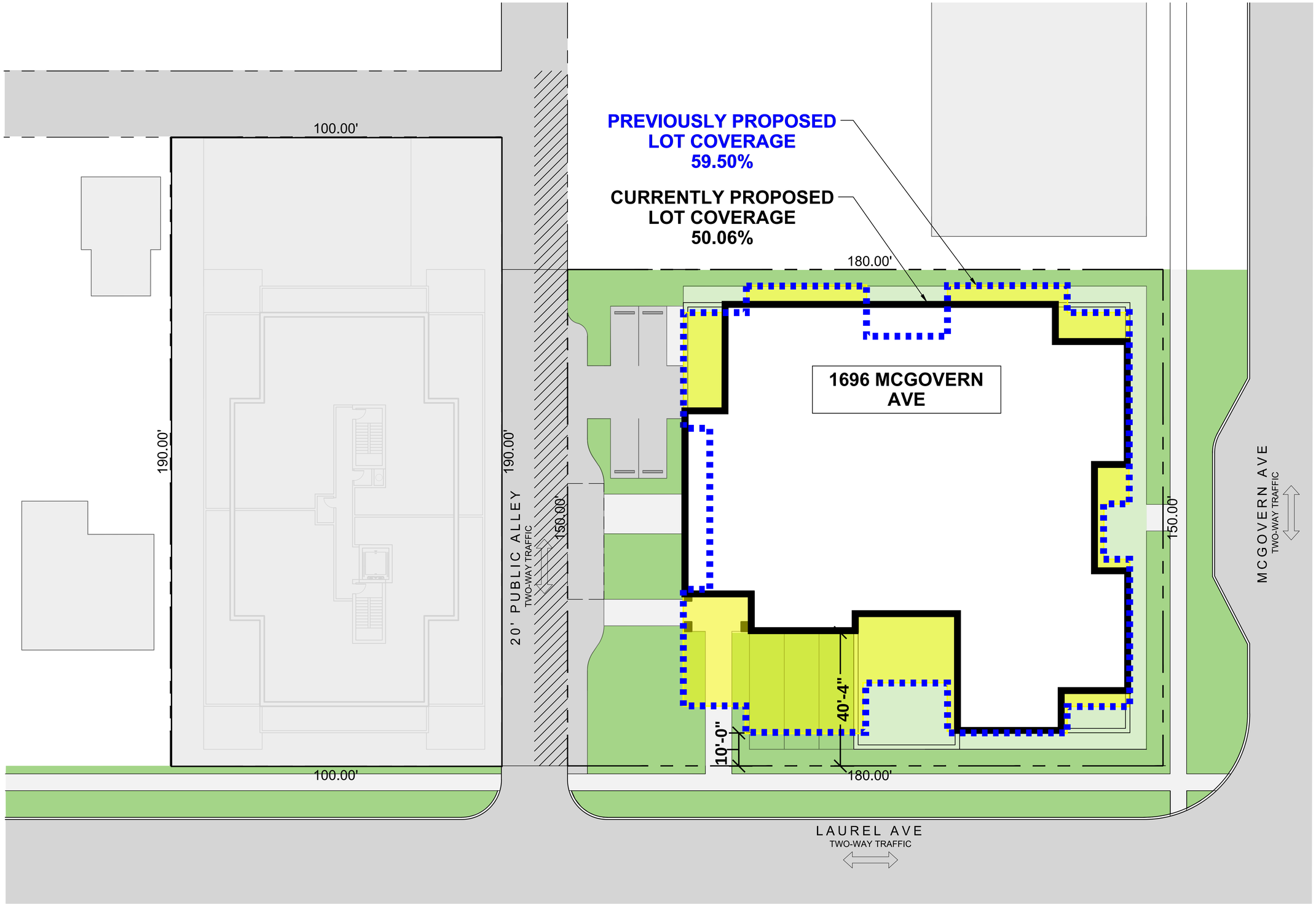
SITE TYPOGRAPHY- THE HILL



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REVISIONS TO DESIGN

NORTH

1 PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 - PRE APPLICATION MEETING

NO	DATE	ISSUE DESCRIPTION
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PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 -
PRE APPLICATION MEETING

1 CURRENT MASSING STUDY

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CURRENT MASSING STUDY

1696 MCGOVERN AVE

HIGHLAND PARK, ILLINOIS 60035

1 SOUTHEAST CORNER OF LAUREL AND MCGOVERN AVENUE

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RENDER

1696 MCGOVERN AVE

HIGHLAND PARK, ILLINOIS 60035

1 VIEW LOOKING NORTHEAST AT 793 LAUREL AND 1696 MCGOVERN AVENUE

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RENDER

1696 MCGOVERN AVE

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1 WEST VIEW LOOKING DOWN LAUREL AVENUE

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RENDER

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1 EAST VIEW LOOKING UP LAUREL AVENUE

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RENDER

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1 VIEW LOOKING NORTH DOWN PUBLIC ALLEY

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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

RENDER

1696 MCGOVERN AVE

HIGHLAND PARK, ILLINOIS 60035

1 SOUTHWEST CORNER OF 1696 MCGOVERN AVENUE

NO	DATE	ISSUE DESCRIPTION
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1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

RENDER

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SITE CONTEXT
AERIAL VIEW
1

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1 AERIAL VIEW LOOKING WEST

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RENDER

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1 AERIAL VIEW LOOKING NORTHEAST

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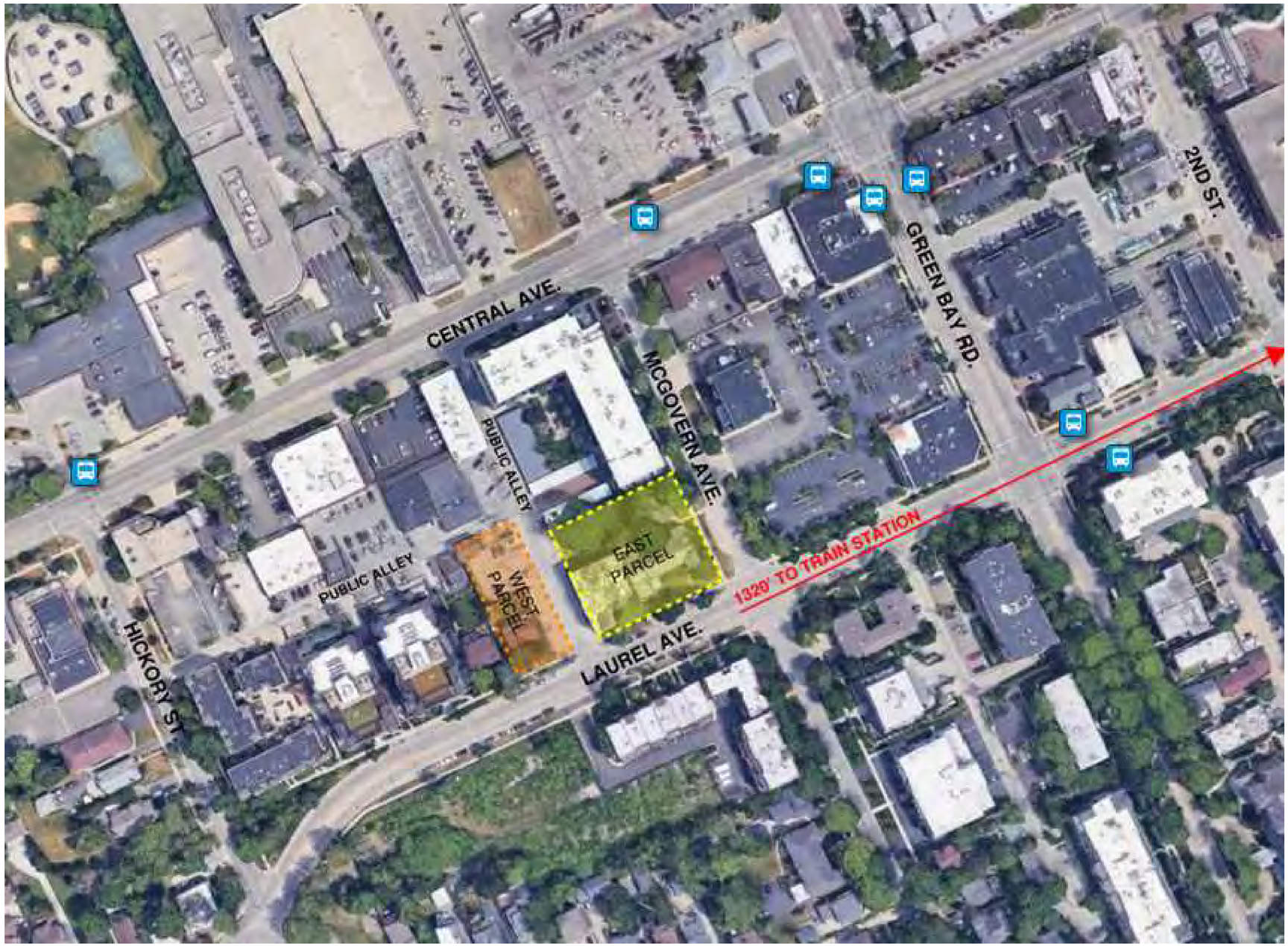
RENDER



1 SITE LOCATION

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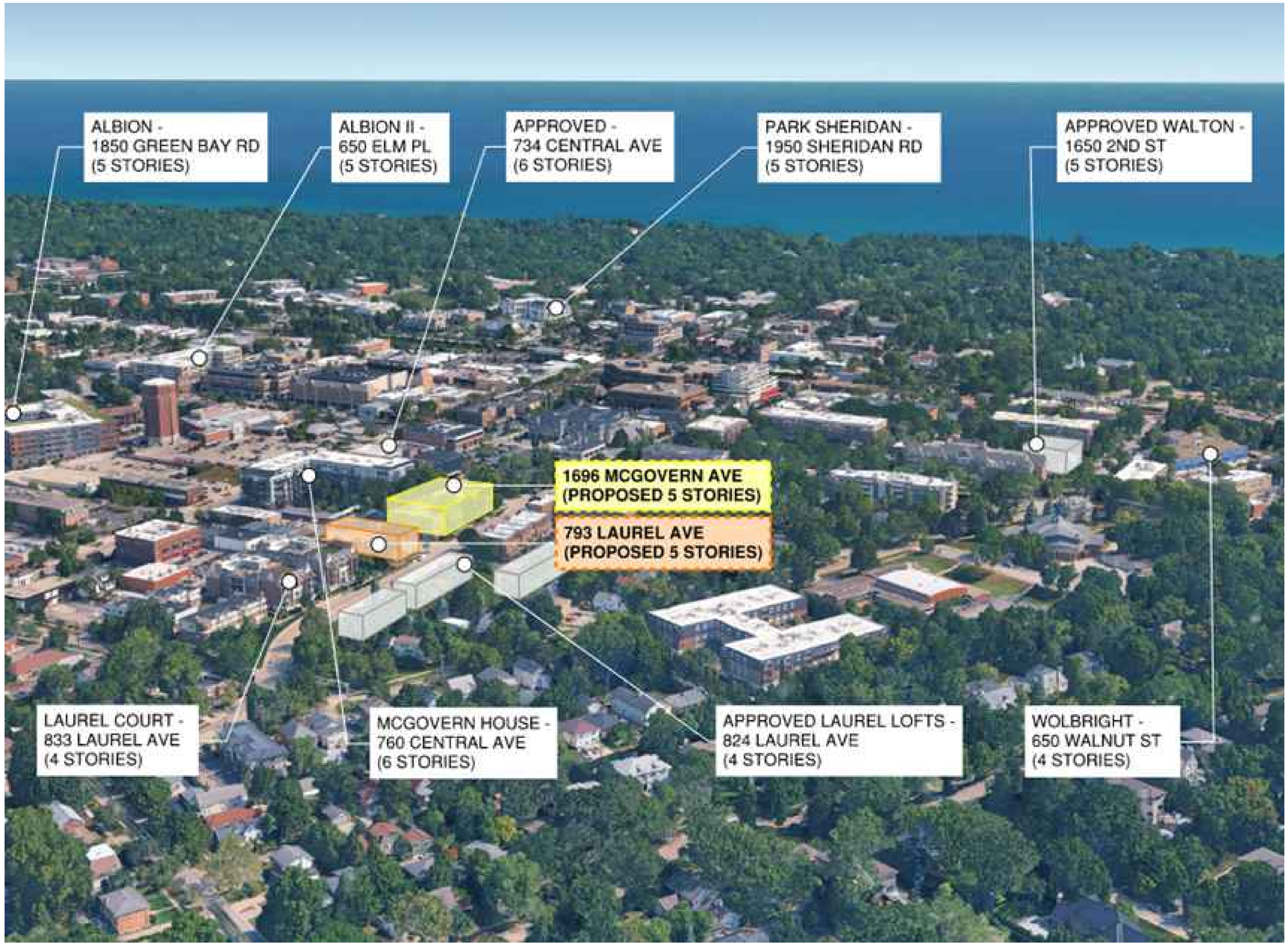
793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE LOCATION

NORTH



1 RECENT DEVELOPMENT CONTEXT

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RECENT DEVELOPMENT CONTEXT

1 EXISTING CONDITIONDS AERIAL

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793 LAUREL AVENUE

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EXISTING CONDITIONS AERIAL

4 VIEW OF ALLEY FROM LAUREL AVE

3 VIEW IN ALLEY - FACING SOUTHEAST

2 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING WEST

1 VIEW FROM CORNER OF LAUREL AVE & MCGOVERN AVE - FACING NORTH

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793 LAUREL AVENUE

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EXISTING CONDITIONS

4 VIEW IN ALLEY FACING WEST

3 VIEW IN ALLEY FACING NORTHEAST

2 VIEW IN ALLEY FACING NORTHWEST

1 VIEW IN ALLEY FACING SOUTH

NO	DATE	ISSUE DESCRIPTION
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793 LAUREL AVENUE

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EXISTING CONDITIONS

2 VIEW ON LAUREL AVE - FACING EAST

1 VIEW ON LAUREL AVE - FACING EAST

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EXISTING CONDITIONS

2 SITE TYPOGRAPHY

1 VIEW OF LAUREL AVE HILL

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SITE TYPOGRAPHY- THE HILL

1 PROPOSED TRANSFORMER AND UTILITY POLE RELOCATION

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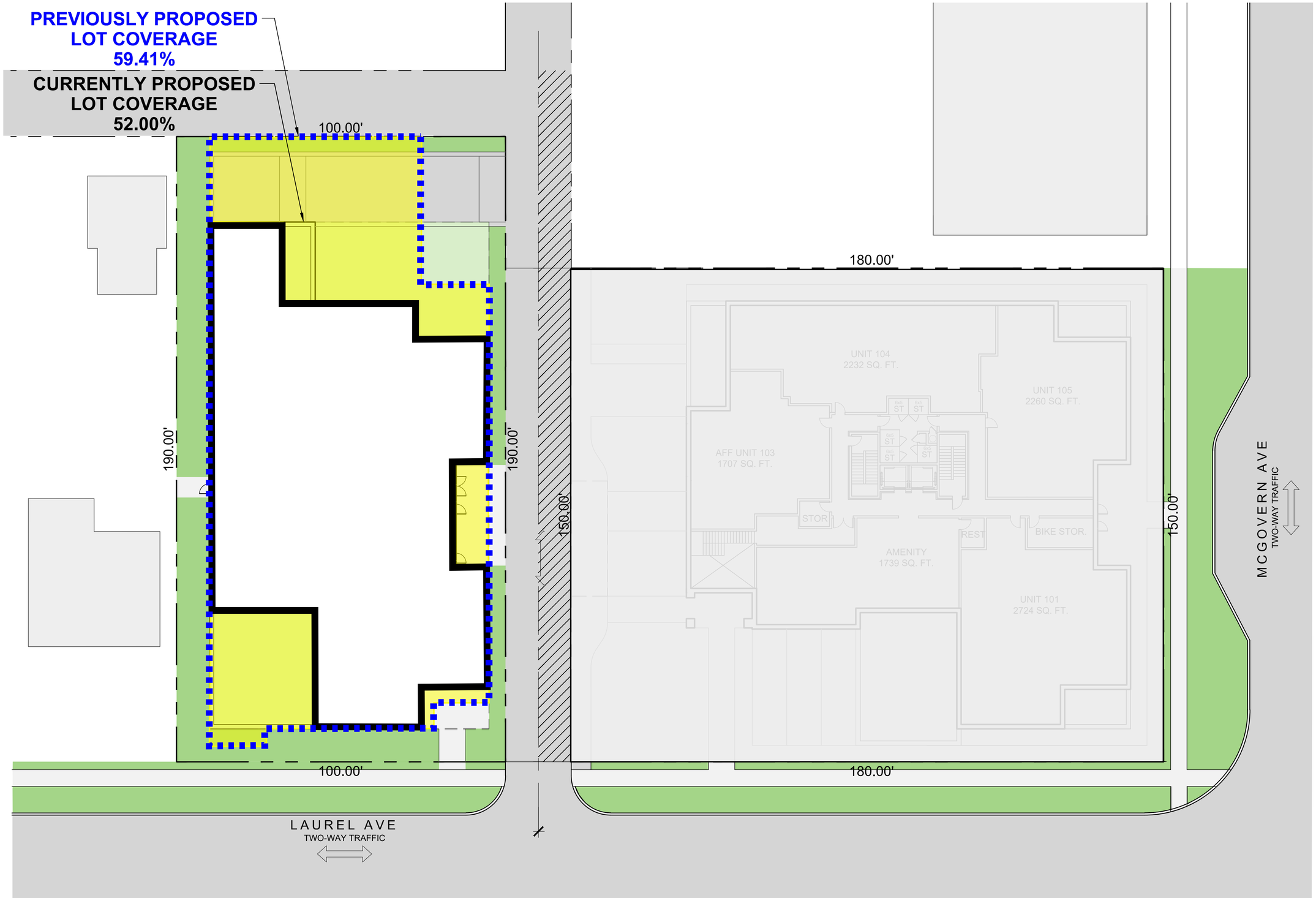
PROPOSED TRANSFORMER AND UTILITY POLE RELOCATION



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REVISIONS TO DESIGN

NORTH

1 PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 - PRE APPLICATION MEETING

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PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 -
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1 CURRENT MASSING STUDY

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QC BY: XX
P.M.: XX
DRAWN BY: XX

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793 LAUREL AVENUE

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PREVIOUS MASSING STUDY -
OCTOBER 21, 2025 -
PRE APPLICATION MEETING

1 CURRENT MASSING STUDY

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793 LAUREL AVENUE

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CURRENT MASSING STUDY

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

1 SOUTHEAST CORNER OF LAUREL AND MCGOVERN AVENUE

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793 LAUREL AVENUE

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RENDER

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

1 VIEW LOOKING NORTHEAST AT 793 LAUREL AND 1696 MCGOVERN AVENUE

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793 LAUREL AVENUE

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RENDER

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

1 WEST VIEW LOOKING DOWN LAUREL AVENUE

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RENDER

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

1 EAST VIEW LOOKING UP LAUREL AVENUE

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RENDER

793 LAUREL AVE

HIGHLAND PARK, ILLINOIS 60035

1 VIEW LOOKING NORTH DOWN PUBLIC ALLEY

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793 LAUREL AVENUE

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RENDER

793 LAUREL AVE

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1 SOUTHEAST CORNER OF 793 LAUREL AVENUE

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1 SITE CONTEXT AERIAL VIEW

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1 AERIAL VIEW LOOKING WEST

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1 AERIAL VIEW LOOKING NORTHEAST

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793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

RENDER

Metal Panel – Market Pearl White Mica

◀ **Window Frame** - Graphite

Brick - Glen-Gery Stonington Gray Velour

Samples in daylight

Laurel McGovern Condominiums

Market Study and Fiscal Impact Study

793 Laurel Avenue / 1696 McGovern Street

Highland Park, Illinois

Prepared by Structa LLC

March 17, 2026

Executive Summary

This market study has been prepared in support of the Planned Development application for Laurel McGovern Condominiums, a proposed residential condominium development on two parcels at 793 Laurel Avenue (14 Units) and 1696 McGovern Street (20 Units) in Highland Park, Illinois. The study evaluates current market conditions, comparable developments, pricing benchmarks, and demand indicators to demonstrate the viability and market support for the proposed project.

The analysis demonstrates that Highland Park's downtown luxury condominium market is characterized by strong and sustained demand, as evidenced by the rapid sales velocity of comparable projects delivered in the past several years. *Laurel McGovern Condominiums are positioned to capture continued demand in this market by offering high quality product at competitive price points compared to other recently announced or marketed projects*.

Market Overview

Highland Park Demographics and Economic Profile

Highland Park is an affluent suburban city in Lake County, Illinois, approximately 25 miles north of downtown Chicago on the North Shore of Lake Michigan. The city is served by Metra commuter rail, providing direct access to downtown Chicago, and has long been recognized as one of the most desirable residential communities on the North Shore.

Key demographic indicators support strong demand for luxury residential product. Highland Park's median household income is approximately $150,000, with per capita income of approximately $97,000—placing it among the wealthiest communities in Illinois. The median age is in the late forties, consistent with a mature, financially established resident base. Approximately 25% of the workforce works from home, one of the highest rates in the country, reflecting a concentration of knowledge-based professionals for whom quality of residence is a primary lifestyle priority. Owner-occupied housing accounts for approximately 83% of the housing stock.

Location and Connectivity

Highland Park sits in Lake County, Illinois, on Chicago's North Shore. The subject property is served by state and local expressways and tollways, Metra UP-N commuter rail and PACE suburban bus routes. In addition, the buildings front Laurel Avenue and it's dedicated bicycle lanes. The Highland Park Metra station is approximately one quarter mile from the site.

The subject property is approximately 46,000 square feet, containing two parcels separated by a public alley. The surrounding area includes a variety of restaurants, shops, national retail chains, healthcare facilities, and access to the Lake Michigan shoreline, all within walking distance.

The project's traffic engineering consultant, KLOA, Inc. has independently studied the Project's impact on surrounding area traffic patterns and determined there will be a negligible impact on traffic from this development.

Downtown Highland Park Condominium Market

Downtown Highland Park has experienced a notable transformation in recent years, with several new luxury condominium developments. This market has been driven by affluent North Shore residents seeking a more convenient condominium lifestyle—including penthouse-caliber units with premium finishes and full amenity packages—without relocating to downtown Chicago. All of these current developments are priced in a similar range and seek to fulfill the demand for larger, "home-replacement" living options in Highland Park, and the North Shore in general.

Since at least 2020, as buyers have been migrating from Chicago to the suburbs in larger numbers, while the reverse is not true, the North Shore communities have seen significant demand increase and supply limitations, driving up prices and allowing developers to overcome increases in construction and land costs.

The success of this market segment is demonstrated by the track record of recent luxury condominium developments in Highland Park, including several with multimillion-dollar penthouses. Each successive project has achieved pricing at or above its predecessor, indicating a market that is not only absorbing supply but supporting price escalation. Additionally, several recently approved condominium developments demonstrate additional depth in the market

The broader Highland Park housing market remains a seller's market. As of early 2026, the median home price is approximately $779,000, with average sale prices near $918,000. Homes sell in an average of 20 to 56 days depending on price tier. These conditions indicate strong underlying demand and limited inventory across all segments, including the luxury condominium tier.

Project Overview

Laurel McGovern Condominiums is a luxury condominium project planned for downtown Highland Park, Illinois. The project consists of two buildings. The East Building at 1696

McGovern will be a five-story building consisting of 20 residential units and 42 parking spaces, including 2 guest parking spaces. The West Building at 793 Laurel Avenue will be a five-story building consisting of 14 residential units and 29 parking spaces including 2 guest parking spaces. The target market demographics include buyers seeking a high-end residential experience in an established suburban setting.

The proposed unit mix contains 2-, 3-, and 4-bedroom units with dens and/or offices ranging from approximately 1,100 to 3,900 Square feet of interior living space. All units will have outdoor terraces to enhance the living experience. *The project prioritizes thoughtful design, ease of living, and accessibility, delivering a high-caliber residential product within a well-regarded community.*

Project Description

Laurel McGovern Condominiums provides needed housing options in Highland Park. Starting back in 2020 and before, Suburban Chicago has seen a net increase in demand, while the City of Chicago has seen a net decrease. This trend was amplified following the summer of 2020 when world and local events created a market for suburban housing which has influenced the housing market on Chicago's North Shore ever since. The North Shore in general, and Highland Park specifically, continue to see strong demand for housing with challengingly low supply, causing upward pricing pressure and highly competitive market conditions. This is evidenced by a series of new residential developments in Highland Park, including several luxury condominium buildings recently completed and several more recently approved and beginning construction.

The Project will consist of two buildings, designed in context with each other and the adjacent properties in the neighborhood. The location is within close walking distance to downtown Highland Park and its increasingly active restaurant and commercial areas. Drawing from the success of recent developments in the city, Laurel McGovern Condominiums aims to provide attractive housing options for prospective buyers in the following demographics:

- Empty-Nester couples seeking to stay in the community but no longer desiring a larger single-family property, looking for an option that still provides the room to accommodate their changing family dynamics while providing a lower-maintenance lifestyle.
- Multi-generational households seeking to accommodate changing family needs.
- Single parent households needing housing flexibility.
- Young families looking to relocate to the area from Chicago or other cities that may not be able to immediately find a suitable single-family home due to current market conditions.
- Former Highland Park or area residents that now have younger family members living in the area and wanting to re-establish residency close to their families.

Laurel McGovern Condominiums offers these groups and several others flexible housing options in the community with desirable amenities such as:

- Generous floor plans designed with varying options for flexible family living.

- Proximity to downtown Highland Park and all it has to offer.
- Ease of access to multiple transportation options.
- Outdoor terraces for each unit to provide connection to natural spaces.
- Common resident lounge and meeting space enhancing the options to entertain, work and gather in a communal setting.
- Secure package and grocery delivery rooms to bring additional convenience.
- In building fitness rooms and equipment.
- Bicycle and private tenant storage for each unit and its occupants

Product Differentiation

While Laurel McGovern Condominiums draws on the same market fundamentals as its comparables, the project offers several points of differentiation that expand its market reach:

Unit size range. Laurel McGovern Condominium's units span approximately 1,150 to 3,900 square feet—a wider range than any comparable. This allows the project to serve both downsizers seeking efficient luxury living and families requiring larger residences with four bedrooms and a dedicated office.

Bedroom count. The inclusion of two, three and four-bedroom configurations extends options for buyers seeking flexible family living configurations and capturing demand segments not fully served by existing supply.

Transit and bicycle access. The property is within 1,320 feet of the Highland Park Metra Station and fronts dedicated bicycle lanes along Laurel Avenue, supporting the lifestyle preferences of the target buyer demographic—particularly the 25% of Highland Park's workforce that works from home.

Demand and Absorption

The absorption history of comparable developments provides compelling evidence of sustained demand for luxury condominiums in downtown Highland Park. Collectively, recent developments have been fully absorbed or quickly committed, demonstrating that the Highland Park market has consistently absorbed the new supply without evidence of demand saturation. Other local developments continuing to bring to market successive projects at escalating price points, along with the market's willingness to continue purchasing demonstrates evidence of this dynamic.

Laurel McGovern Condominiums' 34 units across two buildings represent a significant increment of supply in the market. However, several factors mitigate absorption risk. First, the project will be delivered in two phases—the East Building (20 units) followed by the West Building (15 units)—allowing the Applicant to calibrate the second phase based on market response to the first. Second, Laurel McGovern Condominiums offers a wider range of unit sizes and bedroom counts (two through four bedrooms, 1,150 to 3,900 square feet) than the comparables, broadening the potential buyer pool. Third, the project's site offers distinct

amenities not available at some comparable developments, including the scale to support two separate amenity packages and unique programs.

Property Tax Revenue and Commercial Impact

Currently, the vacant former church property generates little property tax revenue (793 Laurel and 1696-1704 McGovern combined generated slightly over $7,000 annually based on 2024 tax bills) and provides no boost to commercial activity. The vacant property detracts from the vibrancy of the downtown area in its current state. Laurel McGovern Condominiums and its residents will bring needed financial benefits to Highland Park and the area. Following completion of the project and assessment by Lake County of new property tax receipts the project is anticipated to generate in excess of $1.5 million in property tax revenues annually upon full occupancy, in addition to increased consumer and business activity generated by the addition of new residents to the community.

The increase in the property tax base and the additional boost to commercial activity during the construction phases and following final completion and occupancy will generate significant benefits to Highland Park and Township school districts 112 and 113, the Park District, the Public Library and other local institutions and businesses for many years to come.

Furthermore, the addition of new housing units in Highland Park will create opportunities for existing residents to move to lower-maintenance condominiums and sell existing single-family homes to new potential residents seeking to move to Highland Park but currently facing the historically low supply of resale options in the City. This increased supply frees up demand limitations that currently suppress the available options and apply upward pressure on prices.

Conclusion

The Highland Park downtown luxury condominium market has demonstrated strong, consistent demand in recent years, evidenced by increasing development activity and applications for entitlements. Demographic fundamentals including high area incomes, high rates of owner-occupancy, and a large remote-working professional population support continued demand for high-quality residential product in the downtown area.

Laurel McGovern Condominiums is well-positioned to capture this demand. The project's competitive pricing, broad unit mix, phased delivery, and transit-served location in the heart of downtown Highland Park provide a compelling market opportunity.

Sources:

Comparable project data derived from public records, MLS listings, and published reports in Crain's Chicago Business and The Real Deal. Demographic and economic data from U.S. Census Bureau, Redfin, and NeighborhoodScout. Highland Park housing market statistics from Redfin and Rocket Homes market reports.

Traffic Impact Study
1696 McGovern Street
Highland Park, Illinois

Prepared For:

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

March 17, 2026

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 proposed residential developments to be located at 793 Laurel Avenue and 1696 McGovern Street in Highland Park, Illinois. As proposed, 1696 McGovern Street will be redeveloped to contain a condominium building with 20 units and a parking garage with 40 parking spaces. Access to the parking garages will be provided off the north-south public alley west of the site. Two guest surface parking spaces will be provided with direct access off the east-west alley.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

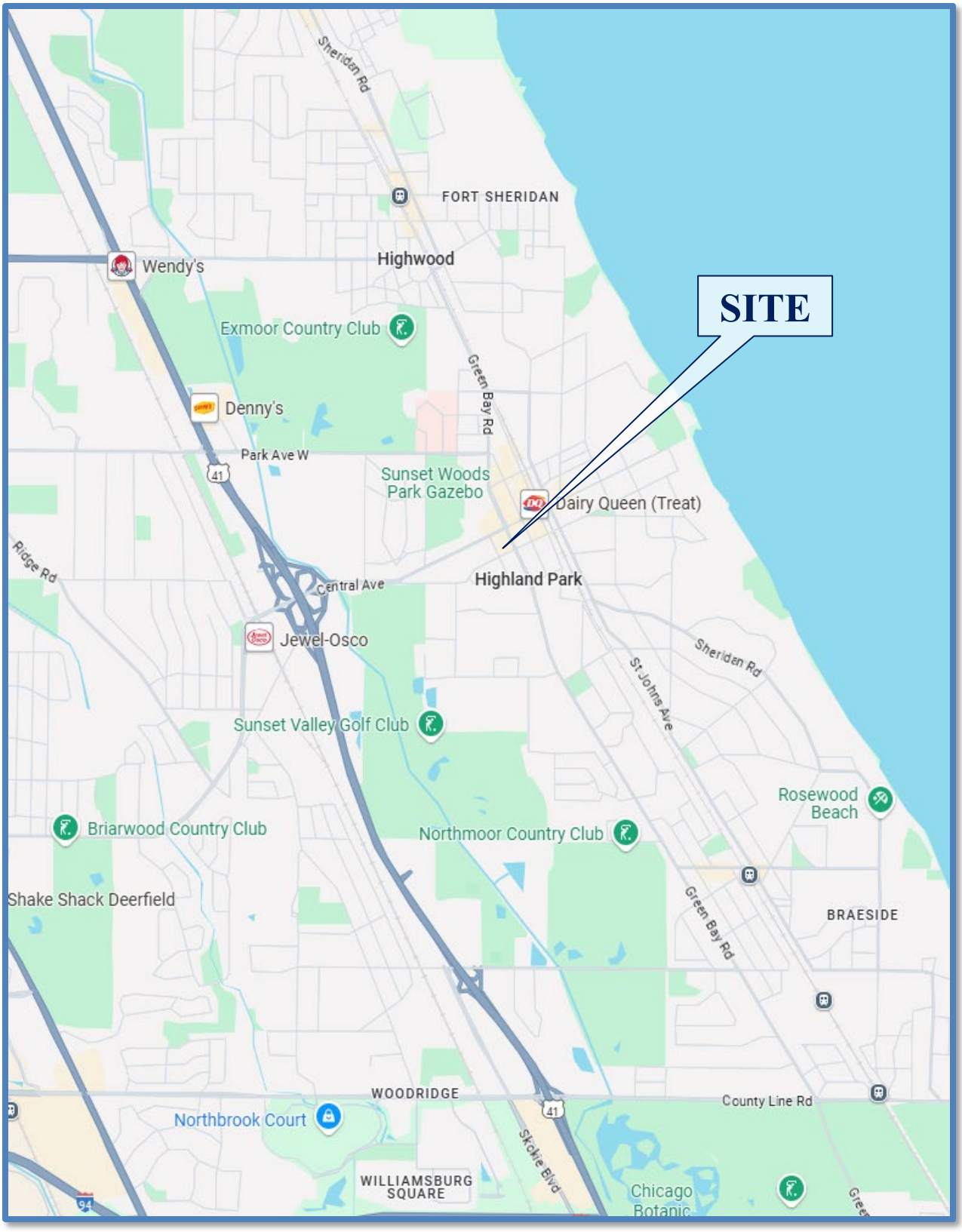
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

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

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

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

The site currently contains the Galilee United Methodist Church. Land uses in the vicinity of the site are primarily residential with commercial uses along Central Avenue and Green Bay Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. All roads are under the jurisdiction of the City of Highland Park and have a posted/unposted speed limit of 25 miles per hour within the vicinity of the site. **Figure 3** illustrates the existing roadway characteristics.

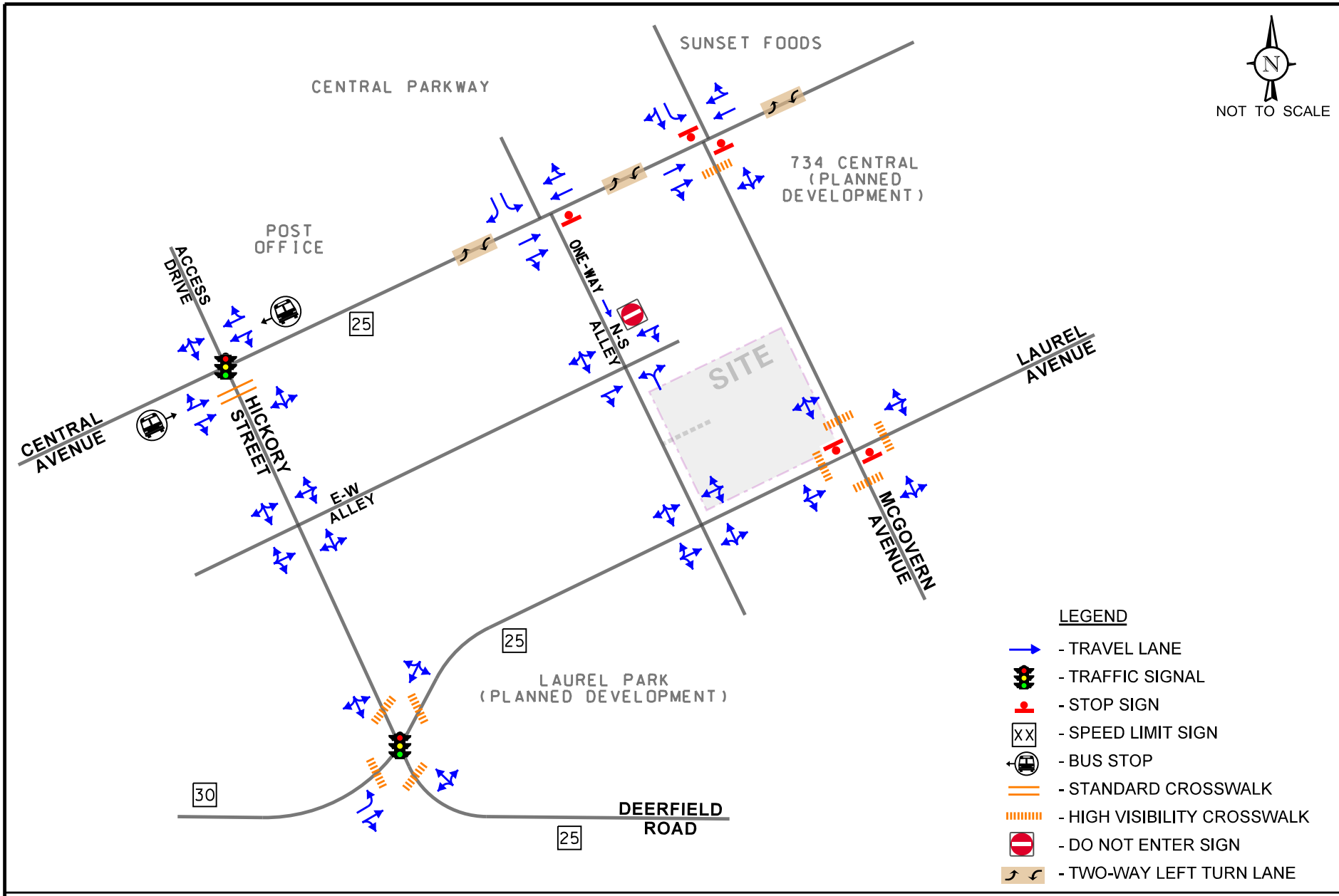
Central Avenue
- East-west minor arterial roadway.
- Generally provides two travel lanes in each direction.
- Carries an annual average daily traffic (AADT) volume of 15,300 vehicles (IDOT 2023).

Laurel Avenue
- East-west major collector roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on both sides of the street.

McGovern Street
- North-south local roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on the west side of the street.

Hickory Street
- North-south local roadway.
- Provides one travel lane in each direction.

Deerfield Road
- East-west major collector roadway.
- Provides one travel lane in each direction.



1696 McGovern Avenue
Highland Park, Illinois

Existing Roadway Characteristics

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Figure: 3

Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below. **Figure 4** illustrates the existing public transportation system.

Metra Service The development area is located approximately one third of a mile west of the Highland Park Metra Station. This station is served by the Union Pacific North (UP-N) line, which runs between Ogilvie Transportation Center to Kenosha.

Pace Bus Service

The following CTA bus routes serve the immediate area and have stops near the development:

- *Route 213 (Green Bay Road)* provides weekday and Saturday service between the Highland Park Metra Station and the Howard CTA Station, making stops at Northbrook Court, and the Davis Street CTA Purple Line/Metra Station.

- *Route 471(Northbrook Court)* provides weekday and Saturday service between Highland Park and Northbrook along Deerfield Road, Waukegan Road, and Lake Cook Road.

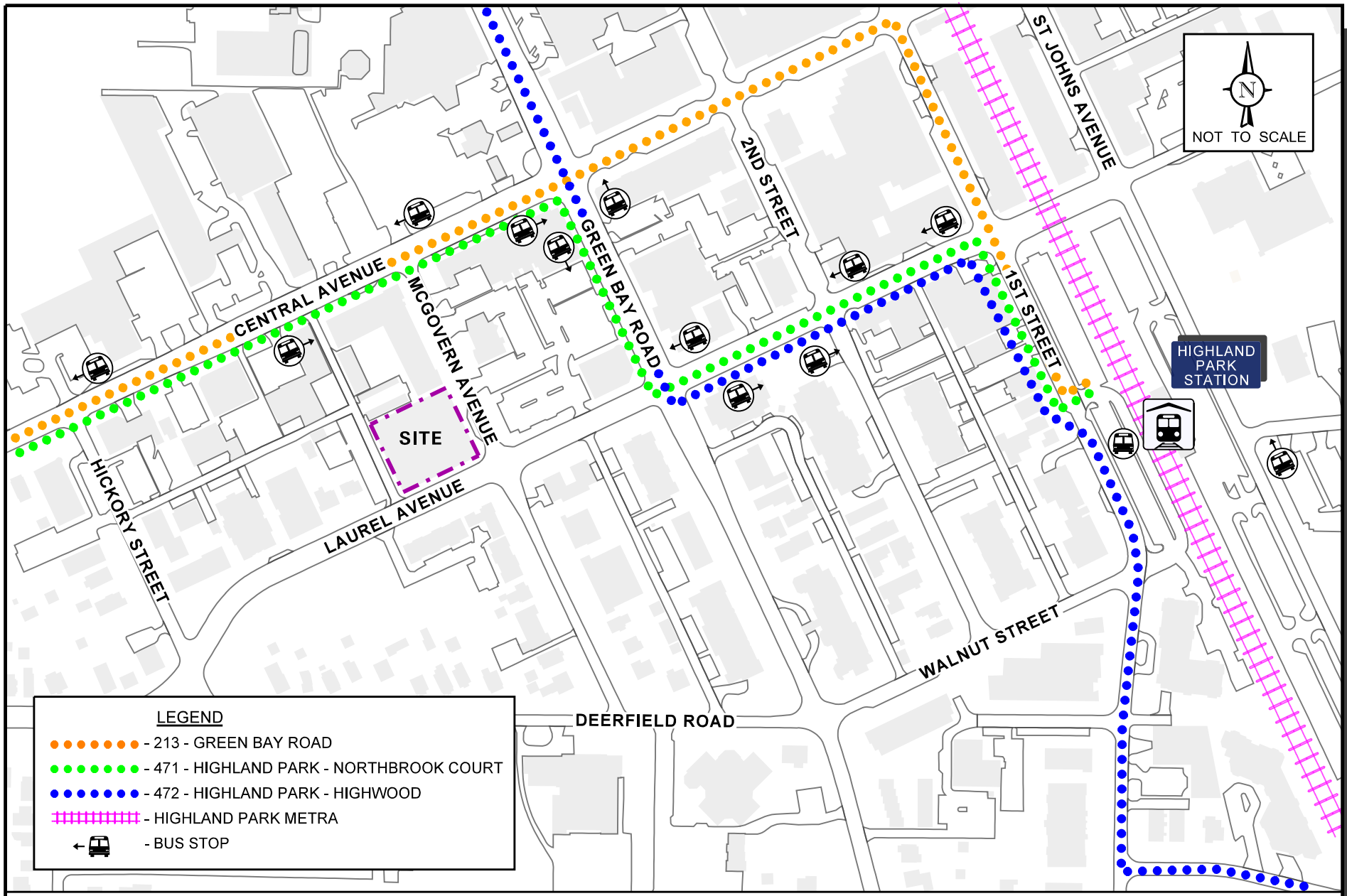
- *Route 472 (Northbrook Court)* Provides service between downtown Highland Park and Highland Park Metra Station along Half Day Road, Saint Johns Avenue, and Green Bay Road.

Pedestrian Facilities.

Sidewalks are generally provided on all public roads within the study area. High visibility crosswalks are provided at the intersections of Central Avenue with Hickory Street, Deerfield Road with Laurel Avenue and Hickory Street, and Laurel Avenue with McGovern Street and on McGovern Street at its intersection with Central Avenue. Countdown pedestrian signals are provided at the signalized intersections of Hickory Street with Central Avenue and Laurel Avenue.

Bicycle Facilities.

Central Avenue, Laurel Avenue, and Hickory Street are designated Bike Routes. In addition, Laurel Avenue provides “sharrow” pavement markings.



1696 McGovern Avenue
Highland Park, Illinois

Public Transit

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Job No: 26-025

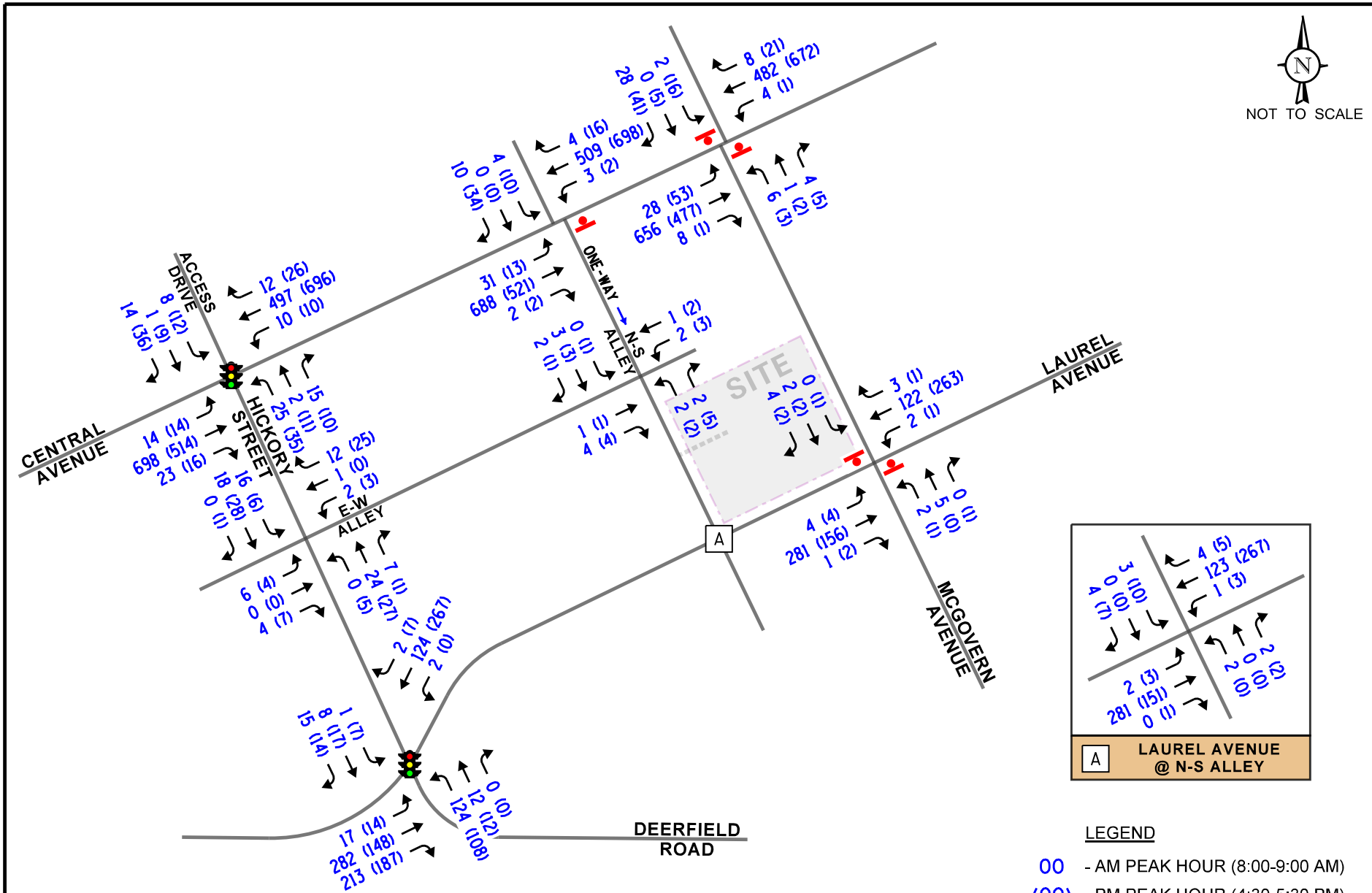
Figure: 4

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, January 27, 2026, during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Central Avenue with Hickory Street
- Central Avenue with the North-South Alley
- Central Avenue with McGovern Street
- Laurel Avenue with Hickory Street
- Laurel Avenue with the North-South Alley
- Laurel Avenue with McGovern Street
- Hickory Street with the East-West Alley
- The East-West Alley with The North-South Alley

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 5** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



1696 McGovern Avenue
Highland Park, Illinois

Existing Traffic Volumes

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Job No: 26-025 Figure: 5

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped with a five story building with 20 condominium units. Parking for residents will be provided within a parking garage with 40 parking spaces. Access to the garage will be provided via the north-south alley. Four surface guest parking spaces will be provided with direct access via the alley. Two of these spaces will serve the proposed 793 Laurel Avenue development. As part of the development, the existing pick-up/drop-off area on McGovern Street will be removed allowing for two additional on-street parking spaces. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

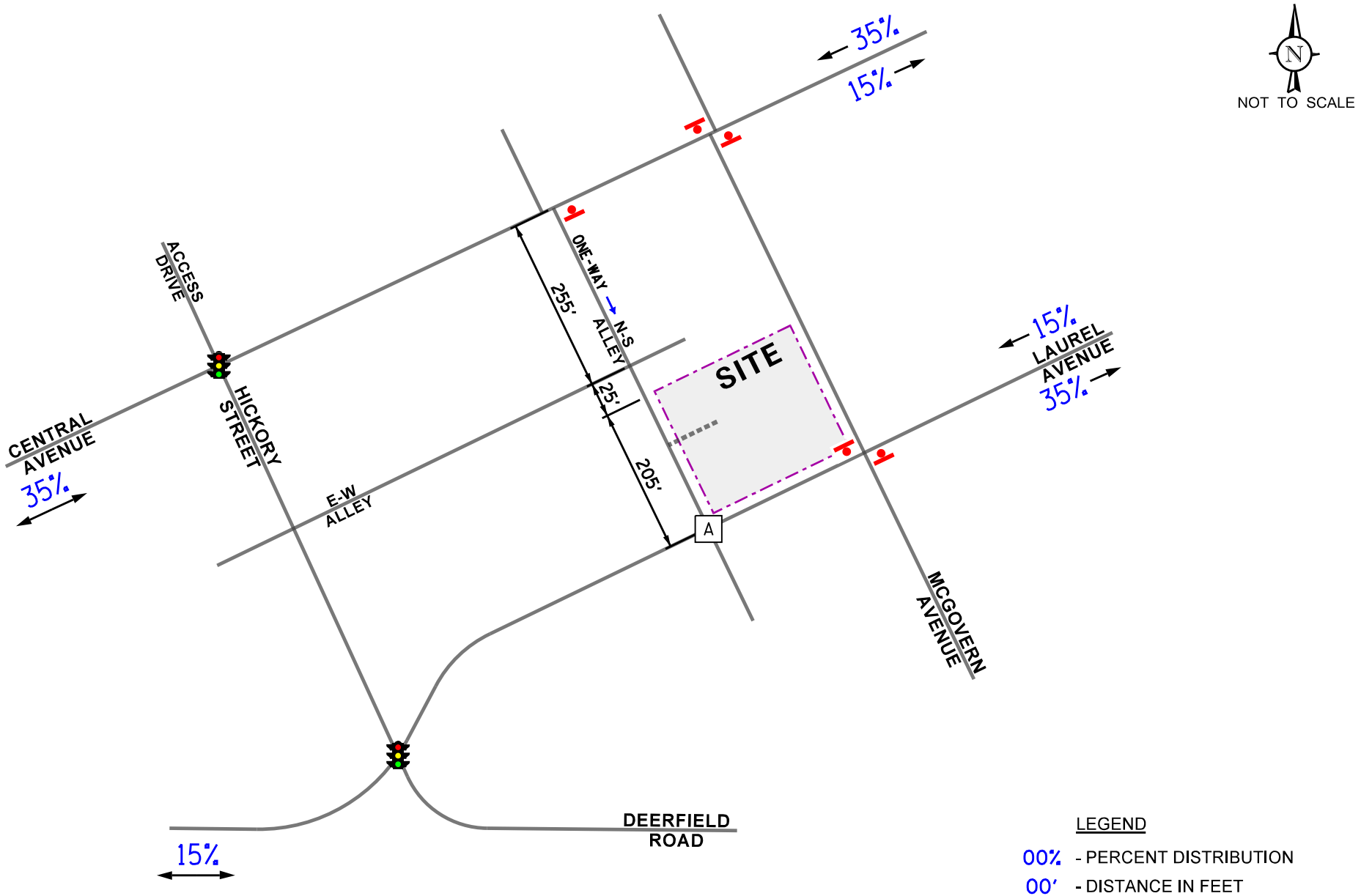
The directions from which residents of the residential development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the residential development were estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. It should be noted that the proposed apartment development is located within one-half mile of the Highland Park Union Pacific – North Metra Commuter Railway Station. As such, some of the residents will be expected to utilize public transportation to get to and from work. Based on census data provided for households located within one-half mile of the Highland Park Metra Station, approximately 20 percent of residents utilize public transportation to travel to/from work. However, in order to provide a conservative analysis, the trips estimated to be generated by the proposed development were not reduced. **Table 1** summarizes the peak hour and daily vehicle trips that will be generated by the proposed development.

Table 1
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 20 units	2	6	8	5	3	8	45	45	90



1696 McGovern Avenue
Highland Park, Illinois

Directional Distribution

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Figure: 6

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and weekday evening hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment for the development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing 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 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.15 percent per year for six years (buildout year plus five years) for a total of less than one percent. A one percent growth rate was used. A copy of the CMAP 2050 projections letter is included in the Appendix. Additionally, the traffic estimated to be generated by the following planned developments was included:

793 Laurel Avenue which will be developed at the same time as the proposed development. This development will be a five story building with 14 condominium units located immediately west of the site. Access to this development will also be provided on the north-south alley. The volumes of trips estimated to be generated by this development is shown in **Table A** in the appendix.

734 Central Avenue will be a five story residential building with 11 units and first floor parking garage.

Laurel Park Phase II (768-844 Laurel Avenue and 1652-1682 McGovern Street) will be a four story residential building with 12 units and first floor parking garage and 18 townhomes.

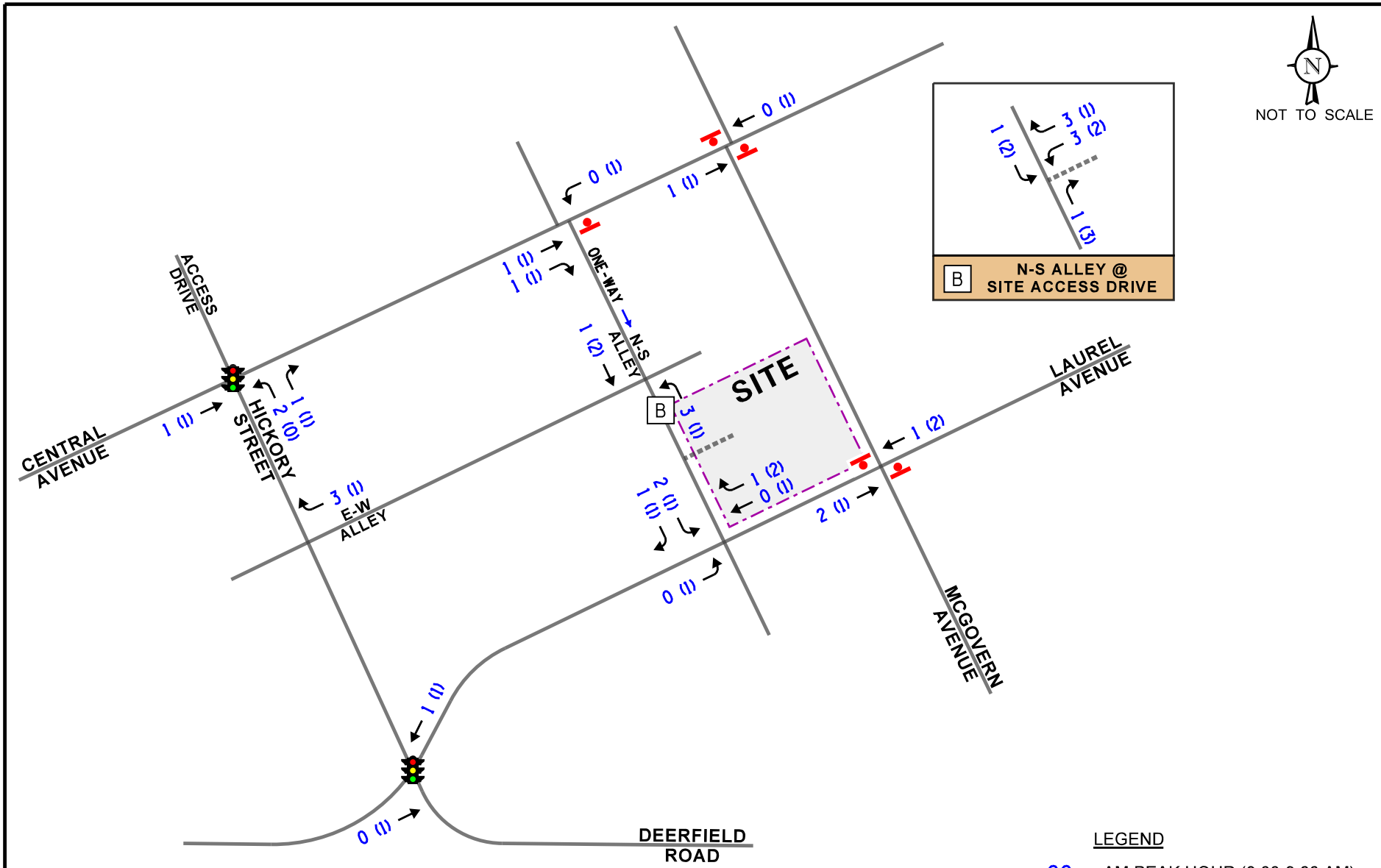
925 Deerfield Road will be eight affordable housing townhomes.

1632-1646 Second Street will be a five story residential building with 19 units and an underground parking garage.

Figure 8 illustrates the Year 2033 no-build conditions.

Total Projected Traffic Volumes

The Year 2031 total projected traffic volumes include the no-build traffic volumes, and the traffic estimated to be generated by the proposed development. **Figure 9** shows the Year 2032 total projected traffic volumes.



1696 McGovern Avenue
Highland Park, Illinois

Site-Generated Traffic Volumes

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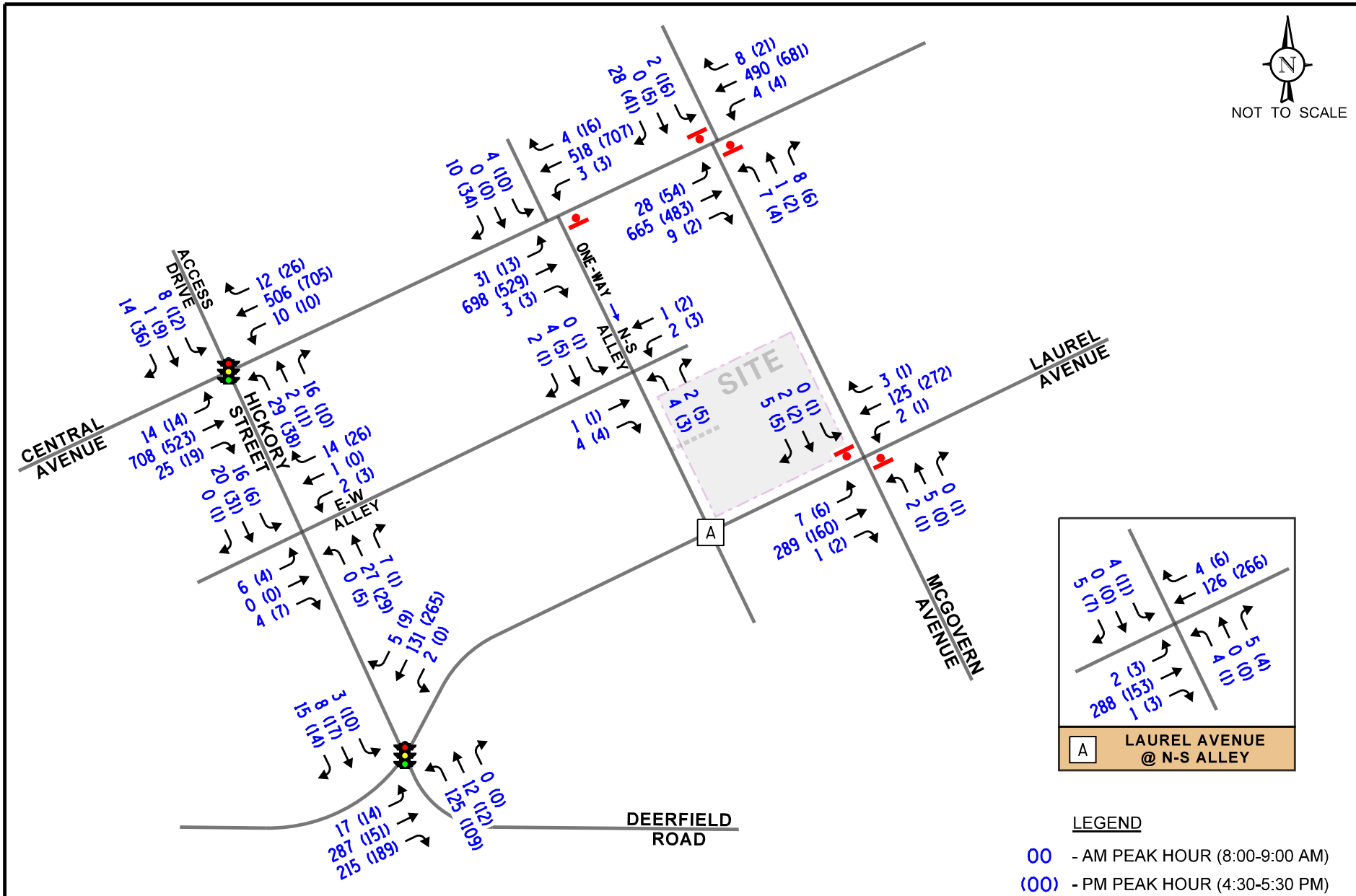
Figure: 7



1696 McGovern Avenue
Highland Park, Illinois

Year 2032 No-Build Traffic Volumes

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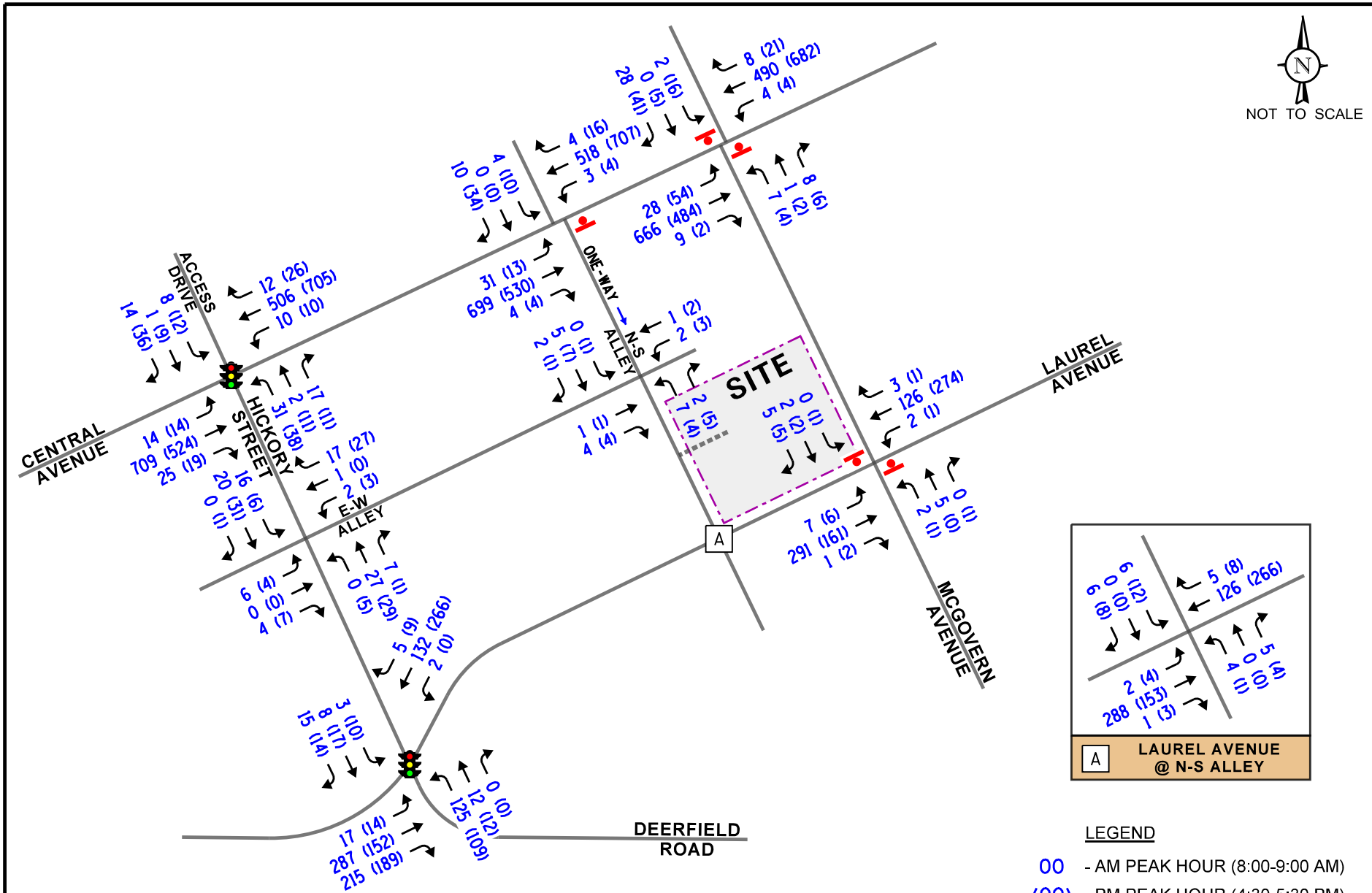
Job No: 26-025 Figure: 8



1696 McGovern Avenue
Highland Park, Illinois

Year 2032 Total Traffic Volumes

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Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening 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 modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build, and total projected (Year 2032) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7*th Edition and analyzed using the Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersections were accomplished using field-measured cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

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 existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 2** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – CENTRAL AVENUE WITH HICKORY STREET AND THE USPS ACCESS – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	A 4.0			A 3.6			B 19.7			B 16.4			A 4.6
	Weekday Evening	A 4.0			A 4.4			C 20.2			B 13.1			A 5.2
No-Build Conditions	**Weekday Morning**	A 4.0			A 3.7			C 20.4			B 16.7			A 4.6
	Weekday Evening	A 4.1			A 4.5			C 21.0			B 13.1			A 5.4
Projected Conditions	**Weekday Morning**	A 4.1			A 3.8			C 20.3			B 16.6			A 4.7
	Weekday Evening	A 4.2			A 4.5			C 21.2			B 13.0			A 5.5

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – LAUREL AVENUE WITH HICKORY STREET AND DEERFIELD ROAD – SIGNALIZED

	Peak Hour	Southeast-bound (Hickory Street)			Northwest-bound (Deerfield Road)			Northeast-bound (Deerfield Road)			Southwest-bound (Laurel Avenue)			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	B 11.2			C 23.4			A 5.9	A 9.6		B 10.2			B 12.0
								A – 9.5						
	Weekday Evening	B 11.4			B 18.8			A 5.8	A 6.2		B 10.9			B 10.0
								A – 6.2						
No-Build Conditions	**Weekday Morning**	B 11.7			C 23.3			A 5.7	A 9.5		A 9.8			B 11.9
								A – 9.4						
	Weekday Evening	B 11.8			B 19.1			A 5.7	A 6.3		B 10.9			B 10.1
								A – 6.3						
Projected Conditions	**Weekday Morning**	B 11.7			C 23.9			A 5.8	A 9.7		B 10.0			B 12.1
								A – 9.6						
	Weekday Evening	B 11.8			B 19.1			A 5.7	A 6.4		B 10.9			B 10.2
								A – 6.3						

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.6
• Southbound Approach	B	12.8	B	14.5
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	A	10.0
• Westbound Left Turn	A	9.1	A	8.5
• Northbound Approach	C	24.3	C	23.4
• Southbound Approach	B	11.4	C	21.0
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	8.9	A	8.7
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.6
• Westbound Approach	A	9.2	A	9.0
• Northbound Left Turn	A	7.2	A	7.2
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	7.9
• Westbound Left Turn	A	7.9	A	7.6
• Northbound Approach	B	11.3	A	9.2
• Southbound Approach	B	10.3	B	12.1
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.3	B	11.5
• Southbound Approach	B	11.0	B	11.6

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.7
• Southbound Approach	B	13.0	B	14.7
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	B	10.0
• Westbound Left Turn	A	9.2	A	8.6
• Northbound Approach	D	25.6	C	24.3
• Southbound Approach	B	11.4	C	21.6
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	9.0	A	8.7
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.6
• Westbound Approach	A	9.2	A	9.0
• Northbound Left Turn	A	7.2	A	7.2
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	7.9
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	11.4	B	10.1
• Southbound Approach	B	10.8	B	12.3
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.6	B	11.5
• Southbound Approach	B	10.9	B	11.6

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED – TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.7
• Southbound Approach	B	13.0	B	14.8
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	B	10.0
• Westbound Left Turn	A	9.2	A	8.6
• Northbound Approach	C	22.6	C	24.6
• Southbound Approach	B	11.4	C	21.8
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	9.0	A	8.8
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.7
• Westbound Approach	A	9.3	A	9.2
• Northbound Left Turn	A	7.2	A	7.3
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Approach	A	8.0	A	7.6
• Northbound Left Turn	B	11.4	B	10.1
• Southbound Approach	B	11.0	B	12.3
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.6	B	11.6
• Southbound Approach	B	11.2	B	11.7

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 development-generated traffic.

Central Avenue with Hickory Street and the USPS Access Drive

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall Level of Service (LOS) A during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS A under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with Hickory Street and Deerfield Road

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Central Avenue with the North-South (Southbound Only) Alley and Central Parkway Access Drive

The results of the capacity analysis indicate the following:

- The Central Parkway access drive approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- Eastbound and westbound left-turn movements, which will include development traffic turning onto the north-south alley, are projected to operate at LOS A during both peak hours.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Central Avenue with McGovern Street and the Sunset Foods Access Drive

The results of the capacity analysis indicate the following:

- The northbound and southbound approaches and the eastbound and westbound left-turn movements currently operate at LOS C or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at the same LOS under projected conditions.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Hickory Street with the East-West Alley and the Synagogue Access Drive

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

The North-South Alley with the East-West Alley

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with the North-South Alley

The results of the capacity analysis indicate the following:

- The north-south alley approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- The Laurel Park access drive currently operates at LOS B or better during the weekday morning and weekday evening peak hours and is projected to operate at LOS B under no-build and projected conditions.

- Eastbound left-turn movements onto the alley, which will include development traffic turning, are projected to operate at LOS A during both peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with McGovern Street

The results of the capacity analysis indicate that all critical movements operate at LOS B or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at the same LOS under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Proposed Development Access Drive on the North-South Alley

As proposed, access to the development will be provided via a proposed access drive on the north-south alley west of the site. This access is projected to operate acceptably given the following:

- The alley is projected to carry a limited volume of traffic with projected traffic volume of approximately 32 total trips of less during the peak hours.

- The alley is 20 feet wide allowing for two-way traffic.

- AutoTurn analysis of the area indicated that vehicles and firetrucks will be able to turn to and from Laurel Avenue and the North-South Alley without conflict

Parking Evaluation

1696 McGovern Street will have 20 condominium units and provide 40 resident spaces and four guest spaces of which two will serve the development and two will serve the proposed 793 Laurel Avenue development:

- Based on the City of Highland Park Zoning Code, the development is required to provide 42 parking spaces of which two spaces should be guest parking spaces. The proposed development will meet resident and guest space requirements.

- Based on peak parking demand rates from the ITE *Parking Generation Manual*, 6th Edition for Mid-Rise Multi-Family Housing (Land-Use Code 221), the estimated peak parking demand is 1.23 parking spaces per unit or 25 parking spaces. The proposed development will provide 17 more spaces than the projected peak parking demand.

As such, the proposed parking supply will adequately accommodate the parking demand of the proposed development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, 1696 McGovern Street will be redeveloped to contain a five story condominium building with 20 units and a parking garage with 40 parking spaces.

- The total volume of traffic estimated to be generated by the proposed development will be limited and will be further reduced due its proximity to the Highland Park station for the Union Pacific – North Metra Commuter Railway.

- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.

- Access to the proposed parking garages for both buildings will be provided off the north-south public alley.

- The proposed parking supply meets the City of Highland Park Zoning Code requirements and will be adequate in accommodating the estimated peak parking demand of the development per ITE.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Table A
Level of Service Criteria Capacity
Analysis Summary Sheets
AutoTurn Exhibits

Traffic Count Summary Sheets

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

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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	
6:00 AM	0	0	29	1	0	30	0	1	30	0	0	31	0	0	0	1	0	1	0	0	0	1	1	1	63
6:15 AM	0	0	23	0	0	23	0	0	29	1	0	30	0	1	0	1	0	2	0	0	0	1	0	1	56
6:30 AM	0	0	43	2	0	45	0	0	25	0	0	25	0	2	0	0	0	2	0	0	0	0	0	0	72
6:45 AM	0	0	82	3	0	85	0	1	67	0	0	68	0	2	1	0	0	3	0	1	0	0	0	1	157
Hourly Total	0	0	177	6	0	183	0	2	151	1	0	154	0	5	1	2	0	8	0	1	0	2	1	3	348
7:00 AM	0	1	62	2	0	65	0	1	70	0	0	71	0	1	0	1	0	2	0	1	0	0	0	1	139
7:15 AM	0	5	105	3	0	113	0	0	81	0	0	81	0	1	0	0	0	1	0	1	0	2	0	3	198
7:30 AM	0	5	141	4	0	150	0	0	77	1	1	78	0	1	0	0	0	1	0	2	0	0	0	2	231
7:45 AM	0	2	183	6	0	191	0	0	100	3	0	103	0	4	1	2	0	7	0	1	0	2	0	3	304
Hourly Total	0	13	491	15	0	519	0	1	328	4	1	333	0	7	1	3	0	11	0	5	0	4	0	9	872
8:00 AM	0	6	133	5	0	144	0	4	94	0	3	98	0	10	0	2	0	12	0	2	0	0	0	2	256
8:15 AM	0	4	217	6	1	227	0	1	104	3	1	108	0	5	1	2	1	8	0	2	1	3	0	6	349
8:30 AM	0	2	156	4	0	162	0	2	158	3	0	163	0	6	0	5	0	11	0	1	0	4	0	5	341
8:45 AM	0	2	177	6	1	185	0	2	126	6	0	134	0	3	1	5	0	9	0	3	0	7	1	10	338
Hourly Total	0	14	683	21	2	718	0	9	482	12	4	503	0	24	2	14	1	40	0	8	1	14	1	23	1284
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	6	143	2	0	151	0	1	142	7	0	150	0	5	1	2	0	8	0	6	2	4	4	12	321
3:15 PM	0	5	118	1	0	124	0	5	190	7	0	202	0	1	3	1	1	5	0	5	0	8	1	13	344
3:30 PM	0	9	107	3	3	119	0	4	224	6	1	234	0	6	1	2	0	9	0	3	1	2	0	6	368
3:45 PM	0	3	146	4	0	153	0	3	147	5	2	155	0	3	0	4	1	7	0	6	4	8	0	18	333
Hourly Total	0	23	514	10	3	547	0	13	703	25	3	741	0	15	5	9	2	29	0	20	7	22	5	49	1366
4:00 PM	0	10	121	5	5	136	0	5	178	8	0	191	0	2	2	4	4	8	0	7	1	5	0	13	348
4:15 PM	0	9	122	3	1	134	0	4	130	7	0	141	0	3	4	3	1	10	0	5	1	12	0	18	303
4:30 PM	0	8	115	1	0	124	0	3	163	7	3	173	0	12	2	2	0	16	0	3	1	15	4	19	332
4:45 PM	0	2	129	7	0	138	0	4	156	3	0	163	0	7	1	3	0	11	0	5	1	4	2	10	322
Hourly Total	0	29	487	16	6	532	0	16	627	25	3	668	0	24	9	12	5	45	0	20	4	36	6	60	1305
5:00 PM	0	3	131	2	0	136	0	2	200	9	1	211	0	9	4	4	1	17	0	2	2	9	3	13	377
5:15 PM	0	1	132	4	0	137	0	1	177	7	0	185	0	7	4	1	1	12	0	2	3	8	1	13	347
5:30 PM	0	1	136	2	0	139	0	2	110	2	0	114	0	4	0	1	0	5	0	2	1	3	1	6	264
5:45 PM	0	4	140	1	0	145	0	1	140	1	0	142	0	2	0	3	0	5	0	2	0	2	0	4	296
Hourly Total	0	9	539	9	0	557	0	6	627	19	1	652	0	22	8	9	2	39	0	8	6	22	5	36	1284
Grand Total	0	88	2891	77	11	3056	0	47	2918	86	12	3051	0	97	26	49	10	172	0	62	18	100	18	180	6459
Approach %	0.0	2.9	94.6	2.5	-	-	0.0	1.5	95.6	2.8	-	-	0.0	56.4	15.1	28.5	-	-	0.0	34.4	10.0	55.6	-	-	-
Total %	0.0	1.4	44.8	1.2	-	47.3	0.0	0.7	45.2	1.3	-	47.2	0.0	1.5	0.4	0.8	-	2.7	0.0	1.0	0.3	1.5	-	2.8	-
Lights	0	88	2817	75	-	2980	0	41	2834	86	-	2961	0	90	26	46	-	162	0	62	18	100	-	180	6283

% Lights	-	100.0	97.4	97.4	-	97.5	-	87.2	97.1	100.0	-	97.1	-	92.8	100.0	93.9	-	94.2	-	100.0	100.0	100.0	-	100.0	97.3
Buses	0	0	32	2	-	34	0	6	42	0	-	48	0	7	0	2	-	9	0	0	0	0	-	0	91
% Buses	-	0.0	1.1	2.6	-	1.1	-	12.8	1.4	0.0	-	1.6	-	7.2	0.0	4.1	-	5.2	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	30	0	-	30	0	0	31	0	-	31	0	0	0	1	-	1	0	0	0	0	-	0	62
% Single-Unit Trucks	-	0.0	1.0	0.0	-	1.0	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	2.0	-	0.6	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	12	0	-	12	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	23
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	-	-	-	11	-	-	-	-	-	12	-	-	-	-	-	10	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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	
8:00 AM	0	6	133	5	0	144	0	4	94	0	3	98	0	10	0	2	0	12	0	2	0	0	0	2	256
8:15 AM	0	4	217	6	1	227	0	1	104	3	1	108	0	5	1	2	1	8	0	2	1	3	0	6	349
8:30 AM	0	2	156	4	0	162	0	2	158	3	0	163	0	6	0	5	0	11	0	1	0	4	0	5	341
8:45 AM	0	2	177	6	1	185	0	2	126	6	0	134	0	3	1	5	0	9	0	3	0	7	1	10	338
Total	0	14	683	21	2	718	0	9	482	12	4	503	0	24	2	14	1	40	0	8	1	14	1	23	1284
Approach %	0.0	1.9	95.1	2.9	-	-	0.0	1.8	95.8	2.4	-	-	0.0	60.0	5.0	35.0	-	-	0.0	34.8	4.3	60.9	-	-	-
Total %	0.0	1.1	53.2	1.6	-	55.9	0.0	0.7	37.5	0.9	-	39.2	0.0	1.9	0.2	1.1	-	3.1	0.0	0.6	0.1	1.1	-	1.8	-
PHF	0.000	0.583	0.787	0.875	-	0.791	0.000	0.563	0.763	0.500	-	0.771	0.000	0.600	0.500	0.700	-	0.833	0.000	0.667	0.250	0.500	-	0.575	0.920
Lights	0	14	663	21	-	698	0	6	459	12	-	477	0	20	2	12	-	34	0	8	1	14	-	23	1232
% Lights	-	100.0	97.1	100.0	-	97.2	-	66.7	95.2	100.0	-	94.8	-	83.3	100.0	85.7	-	85.0	-	100.0	100.0	100.0	-	100.0	96.0
Buses	0	0	7	0	-	7	0	3	15	0	-	18	0	4	0	1	-	5	0	0	0	0	-	0	30
% Buses	-	0.0	1.0	0.0	-	1.0	-	33.3	3.1	0.0	-	3.6	-	16.7	0.0	7.1	-	12.5	-	0.0	0.0	0.0	-	0.0	2.3
Single-Unit Trucks	0	0	10	0	-	10	0	0	4	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	15
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.4	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	7.1	-	2.5	-	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
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	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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	
4:30 PM	0	8	115	1	0	124	0	3	163	7	3	173	0	12	2	2	0	16	0	3	1	15	4	19	332
4:45 PM	0	2	129	7	0	138	0	4	156	3	0	163	0	7	1	3	0	11	0	5	1	4	2	10	322
5:00 PM	0	3	131	2	0	136	0	2	200	9	1	211	0	9	4	4	1	17	0	2	2	9	3	13	377
5:15 PM	0	1	132	4	0	137	0	1	177	7	0	185	0	7	4	1	1	12	0	2	3	8	1	13	347
Total	0	14	507	14	0	535	0	10	696	26	4	732	0	35	11	10	2	56	0	12	7	36	10	55	1378
Approach %	0.0	2.6	94.8	2.6	-	-	0.0	1.4	95.1	3.6	-	-	0.0	62.5	19.6	17.9	-	-	0.0	21.8	12.7	65.5	-	-	-
Total %	0.0	1.0	36.8	1.0	-	38.8	0.0	0.7	50.5	1.9	-	53.1	0.0	2.5	0.8	0.7	-	4.1	0.0	0.9	0.5	2.6	-	4.0	-
PHF	0.000	0.438	0.960	0.500	-	0.969	0.000	0.625	0.870	0.722	-	0.867	0.000	0.729	0.688	0.625	-	0.824	0.000	0.600	0.583	0.600	-	0.724	0.914
Lights	0	14	502	14	-	530	0	10	690	26	-	726	0	34	11	10	-	55	0	12	7	36	-	55	1366
% Lights	-	100.0	99.0	100.0	-	99.1	-	100.0	99.1	100.0	-	99.2	-	97.1	100.0	100.0	-	98.2	-	100.0	100.0	100.0	-	100.0	99.1
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	7
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	2.9	0.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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	
6:00 AM	0	1	23	1	0	25	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	4	1	4	55
6:15 AM	0	0	24	0	0	24	0	0	34	0	0	34	0	0	0	0	1	0	0	0	0	0	0	0	58
6:30 AM	0	3	48	0	0	51	0	0	34	1	0	35	0	1	0	1	0	2	0	0	0	0	0	0	88
6:45 AM	0	3	76	0	0	79	0	0	67	0	0	67	0	1	0	0	0	1	0	0	1	2	1	3	150
Hourly Total	0	7	171	1	0	179	0	0	161	1	0	162	0	2	0	1	1	3	0	0	1	6	2	7	351
7:00 AM	0	3	63	0	0	66	0	0	57	0	0	57	0	2	0	0	1	2	0	0	1	5	0	6	131
7:15 AM	0	5	95	0	0	100	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	6	1	6	182
7:30 AM	0	4	134	0	0	138	0	1	83	0	0	84	0	1	0	0	1	1	0	0	0	6	2	6	229
7:45 AM	0	6	163	0	0	169	0	1	96	1	0	98	0	1	0	0	0	1	0	1	1	9	3	11	279
Hourly Total	0	18	455	0	0	473	0	2	311	2	0	315	0	4	0	0	2	4	0	1	2	26	6	29	821
8:00 AM	0	2	116	3	0	121	0	2	97	2	0	101	0	3	0	0	1	3	0	1	0	3	1	4	229
8:15 AM	0	7	217	3	0	227	0	1	100	0	0	101	0	2	0	2	1	4	0	0	0	7	0	7	339
8:30 AM	0	10	140	2	0	152	0	0	171	5	0	176	0	1	0	0	0	1	0	0	0	9	2	9	338
8:45 AM	0	9	183	0	1	192	0	1	114	1	0	116	0	0	1	2	0	3	0	1	0	9	2	10	321
Hourly Total	0	28	656	8	1	692	0	4	482	8	0	494	0	6	1	4	2	11	0	2	0	28	5	30	1227
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	9	126	0	0	135	0	0	147	3	0	150	0	0	0	0	0	0	0	4	0	11	3	15	300
3:15 PM	0	10	115	0	0	125	0	1	220	8	0	229	0	1	0	0	0	1	0	1	3	7	0	11	366
3:30 PM	0	13	103	2	0	118	0	0	216	4	0	220	0	0	0	1	3	1	0	4	1	13	0	18	357
3:45 PM	0	18	128	1	0	147	0	1	163	6	0	170	0	0	0	1	0	1	0	1	1	8	1	10	328
Hourly Total	0	50	472	3	0	525	0	2	746	21	0	769	0	1	0	2	3	3	0	10	5	39	4	54	1351
4:00 PM	0	22	111	2	0	135	1	0	157	9	0	167	0	1	1	2	1	4	0	1	3	12	1	16	322
4:15 PM	0	19	120	2	0	141	0	2	138	6	0	146	0	0	0	2	0	2	0	3	2	6	0	11	300
4:30 PM	0	13	101	0	0	114	0	0	138	3	0	141	0	1	0	1	1	2	0	3	3	13	4	19	276
4:45 PM	0	10	125	0	0	135	0	1	151	6	0	158	0	0	1	2	1	3	0	5	2	13	0	20	316
Hourly Total	0	64	457	4	0	525	1	3	584	24	0	612	0	2	2	7	3	11	0	12	10	44	5	66	1214
5:00 PM	0	15	128	1	1	144	0	0	202	3	0	205	0	1	1	1	2	3	0	2	0	7	0	9	361
5:15 PM	1	14	123	0	0	138	0	0	144	9	0	153	0	1	0	1	4	2	0	6	0	8	0	14	307
5:30 PM	0	8	120	3	0	131	1	0	116	6	0	123	0	1	0	3	0	4	0	7	1	6	1	14	272
5:45 PM	0	7	118	2	0	127	1	1	153	3	2	158	0	1	2	2	1	5	0	2	0	9	0	11	301
Hourly Total	1	44	489	6	1	540	2	1	615	21	2	639	0	4	3	7	7	14	0	17	1	30	1	48	1241
Grand Total	1	211	2700	22	2	2934	3	12	2899	77	2	2991	0	19	6	21	18	46	0	42	19	173	23	234	6205
Approach %	0.0	7.2	92.0	0.7	-	-	0.1	0.4	96.9	2.6	-	-	0.0	41.3	13.0	45.7	-	-	0.0	17.9	8.1	73.9	-	-	-
Total %	0.0	3.4	43.5	0.4	-	47.3	0.0	0.2	46.7	1.2	-	48.2	0.0	0.3	0.1	0.3	-	0.7	0.0	0.7	0.3	2.8	-	3.8	-
Lights	1	204	2631	16	-	2852	3	12	2820	77	-	2912	0	17	6	20	-	43	0	41	18	167	-	226	6033

% Lights	100.0	96.7	97.4	72.7	-	97.2	100.0	100.0	97.3	100.0	-	97.4	-	89.5	100.0	95.2	-	93.5	-	97.6	94.7	96.5	-	96.6	97.2
Buses	0	2	29	5	-	36	0	0	45	0	-	45	0	2	0	0	-	2	0	1	1	0	-	2	85
% Buses	0.0	0.9	1.1	22.7	-	1.2	0.0	0.0	1.6	0.0	-	1.5	-	10.5	0.0	0.0	-	4.3	-	2.4	5.3	0.0	-	0.9	1.4
Single-Unit Trucks	0	4	30	1	-	35	0	0	25	0	-	25	0	0	0	1	-	1	0	0	0	3	-	3	64
% Single-Unit Trucks	0.0	1.9	1.1	4.5	-	1.2	0.0	0.0	0.9	0.0	-	0.8	-	0.0	0.0	4.8	-	2.2	-	0.0	0.0	1.7	-	1.3	1.0
Articulated Trucks	0	1	10	0	-	11	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	3	-	3	23
% Articulated Trucks	0.0	0.5	0.4	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.7	-	1.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	18	-	-	-	-	-	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 abowen@kloainc.com

Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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	
8:00 AM	0	2	116	3	0	121	0	2	97	2	0	101	0	3	0	0	1	3	0	1	0	3	1	4	229
8:15 AM	0	7	217	3	0	227	0	1	100	0	0	101	0	2	0	2	1	4	0	0	0	7	0	7	339
8:30 AM	0	10	140	2	0	152	0	0	171	5	0	176	0	1	0	0	0	1	0	0	0	9	2	9	338
8:45 AM	0	9	183	0	1	192	0	1	114	1	0	116	0	0	1	2	0	3	0	1	0	9	2	10	321
Total	0	28	656	8	1	692	0	4	482	8	0	494	0	6	1	4	2	11	0	2	0	28	5	30	1227
Approach %	0.0	4.0	94.8	1.2	-	-	0.0	0.8	97.6	1.6	-	-	0.0	54.5	9.1	36.4	-	-	0.0	6.7	0.0	93.3	-	-	-
Total %	0.0	2.3	53.5	0.7	-	56.4	0.0	0.3	39.3	0.7	-	40.3	0.0	0.5	0.1	0.3	-	0.9	0.0	0.2	0.0	2.3	-	2.4	-
PHF	0.000	0.700	0.756	0.667	-	0.762	0.000	0.500	0.705	0.400	-	0.702	0.000	0.500	0.250	0.500	-	0.688	0.000	0.500	0.000	0.778	-	0.750	0.905
Lights	0	26	636	6	-	668	0	4	460	8	-	472	0	5	1	4	-	10	0	2	0	25	-	27	1177
% Lights	-	92.9	97.0	75.0	-	96.5	-	100.0	95.4	100.0	-	95.5	-	83.3	100.0	100.0	-	90.9	-	100.0	-	89.3	-	90.0	95.9
Buses	0	0	6	2	-	8	0	0	15	0	-	15	0	1	0	0	-	1	0	0	0	0	-	0	24
% Buses	-	0.0	0.9	25.0	-	1.2	-	0.0	3.1	0.0	-	3.0	-	16.7	0.0	0.0	-	9.1	-	0.0	-	0.0	-	0.0	2.0
Single-Unit Trucks	0	2	11	0	-	13	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	1	-	1	18
% Single-Unit Trucks	-	7.1	1.7	0.0	-	1.9	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	-	3.6	-	3.3	1.5
Articulated Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	2	-	2	8
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	7.1	-	6.7	0.7
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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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
4:30 PM	0	13	101	0	0	114	0	0	138	3	0	141	0	1	0	1	1	2	0	3	3	13	4	19	276
4:45 PM	0	10	125	0	0	135	0	1	151	6	0	158	0	0	1	2	1	3	0	5	2	13	0	20	316
5:00 PM	0	15	128	1	1	144	0	0	202	3	0	205	0	1	1	1	2	3	0	2	0	7	0	9	361
5:15 PM	1	14	123	0	0	138	0	0	144	9	0	153	0	1	0	1	4	2	0	6	0	8	0	14	307
Total	1	52	477	1	1	531	0	1	635	21	0	657	0	3	2	5	8	10	0	16	5	41	4	62	1260
Approach %	0.2	9.8	89.8	0.2	-	-	0.0	0.2	96.7	3.2	-	-	0.0	30.0	20.0	50.0	-	-	0.0	25.8	8.1	66.1	-	-	-
Total %	0.1	4.1	37.9	0.1	-	42.1	0.0	0.1	50.4	1.7	-	52.1	0.0	0.2	0.2	0.4	-	0.8	0.0	1.3	0.4	3.3	-	4.9	-
PHF	0.250	0.867	0.932	0.250	-	0.922	0.000	0.250	0.786	0.583	-	0.801	0.000	0.750	0.500	0.625	-	0.833	0.000	0.667	0.417	0.788	-	0.775	0.873
Lights	1	52	471	1	-	525	0	1	630	21	-	652	0	3	2	5	-	10	0	16	5	41	-	62	1249
% Lights	100.0	100.0	98.7	100.0	-	98.9	-	100.0	99.2	100.0	-	99.2	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.1
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	0	3	0	2	1	0	0	3	7
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	2	1	0	5	0	0	0	2	0	2	10
Hourly Total	0	0	0	0	0	0	0	1	0	6	0	7	0	5	3	1	0	9	0	3	2	2	0	7	23
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	1	1	0	2	6
7:15 AM	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0	2	0	3	0	0	3	0	0	3	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0	0	4	5
7:45 AM	0	2	0	2	0	4	0	1	0	2	1	3	0	0	3	1	0	4	0	2	3	0	0	5	16
Hourly Total	0	2	0	2	0	4	0	3	0	3	1	6	0	4	4	4	0	12	0	4	9	1	0	14	36
8:00 AM	0	3	0	1	0	4	0	0	0	2	3	2	0	0	7	0	0	7	0	5	5	0	0	10	23
8:15 AM	0	1	0	1	0	2	0	1	0	5	1	6	0	0	5	3	0	8	0	4	4	0	0	8	24
8:30 AM	0	2	0	2	0	4	0	1	1	3	2	5	0	0	3	1	1	4	0	3	2	0	1	5	18
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	3	0	11	0	4	5	0	0	9	22
Hourly Total	0	6	0	4	0	10	0	2	1	12	6	15	0	0	23	7	1	30	0	16	16	0	1	32	87
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	4	1	0	5	0	0	5	0	0	5	15
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	2	2	0	4	0	2	6	0	0	8	13
3:30 PM	0	1	0	0	0	1	0	2	0	6	0	8	0	0	3	0	0	3	0	1	6	0	1	7	19
3:45 PM	0	0	0	0	0	0	0	0	0	3	1	3	0	0	4	0	0	4	0	2	13	0	0	15	22
Hourly Total	0	1	0	0	0	1	0	2	0	15	2	17	0	0	13	3	0	16	0	5	30	0	1	35	69
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	8	0	0	9	0	2	9	0	0	11	21
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	4	6	1	0	11	0	1	6	1	0	8	26
4:30 PM	0	0	0	0	0	0	0	0	0	7	4	7	0	4	7	0	0	11	0	0	7	0	0	7	25
4:45 PM	0	0	0	0	0	0	0	1	0	7	0	8	0	0	3	0	0	3	0	3	8	0	0	11	22
Hourly Total	0	0	0	0	0	0	0	1	0	22	4	23	0	9	24	1	0	34	0	6	30	1	0	37	94
5:00 PM	0	0	0	1	0	1	0	2	0	10	0	12	0	1	6	1	0	8	0	1	6	0	0	7	28
5:15 PM	0	4	0	6	0	10	0	0	0	1	0	1	0	0	8	0	0	8	0	2	6	1	0	9	28
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	0	1	3	0	0	4	10
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	1	0	0	3	0	0	3	6
Hourly Total	0	5	0	7	0	12	0	2	0	13	0	15	0	1	19	2	0	22	0	4	18	1	0	23	72
Grand Total	0	14	0	13	0	27	0	11	1	71	13	83	0	19	86	18	1	123	0	38	105	5	2	148	381
Approach %	0.0	51.9	0.0	48.1	-	-	0.0	13.3	1.2	85.5	-	-	0.0	15.4	69.9	14.6	-	-	0.0	25.7	70.9	3.4	-	-	-
Total %	0.0	3.7	0.0	3.4	-	7.1	0.0	2.9	0.3	18.6	-	21.8	0.0	5.0	22.6	4.7	-	32.3	0.0	10.0	27.6	1.3	-	38.8	-
Lights	0	13	0	12	-	25	0	11	0	71	-	82	0	19	76	18	-	113	0	38	97	5	-	140	360

% Lights	-	92.9	-	92.3	-	92.6	-	100.0	0.0	100.0	-	98.8	-	100.0	88.4	100.0	-	91.9	-	100.0	92.4	100.0	-	94.6	94.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	9	0	0	8	0	-	8	17
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	10.5	0.0	-	7.3	-	0.0	7.6	0.0	-	5.4	4.5
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	-	7.7	-	3.7	-	0.0	100.0	0.0	-	1.2	-	0.0	1.2	0.0	-	0.8	-	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
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	7.1	-	0.0	-	3.7	-	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
8:00 AM	0	3	0	1	0	4	0	0	0	2	3	2	0	0	7	0	0	7	0	5	5	0	0	10	23
8:15 AM	0	1	0	1	0	2	0	1	0	5	1	6	0	0	5	3	0	8	0	4	4	0	0	8	24
8:30 AM	0	2	0	2	0	4	0	1	1	3	2	5	0	0	3	1	1	4	0	3	2	0	1	5	18
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	3	0	11	0	4	5	0	0	9	22
Total	0	6	0	4	0	10	0	2	1	12	6	15	0	0	23	7	1	30	0	16	16	0	1	32	87
Approach %	0.0	60.0	0.0	40.0	-	-	0.0	13.3	6.7	80.0	-	-	0.0	0.0	76.7	23.3	-	-	0.0	50.0	50.0	0.0	-	-	-
Total %	0.0	6.9	0.0	4.6	-	11.5	0.0	2.3	1.1	13.8	-	17.2	0.0	0.0	26.4	8.0	-	34.5	0.0	18.4	18.4	0.0	-	36.8	-
PHF	0.000	0.500	0.000	0.500	-	0.625	0.000	0.500	0.250	0.600	-	0.625	0.000	0.000	0.719	0.583	-	0.682	0.000	0.800	0.800	0.000	-	0.800	0.906
Lights	0	6	0	3	-	9	0	2	0	12	-	14	0	0	17	7	-	24	0	16	13	0	-	29	76
% Lights	-	100.0	-	75.0	-	90.0	-	100.0	0.0	100.0	-	93.3	-	-	73.9	100.0	-	80.0	-	100.0	81.3	-	-	90.6	87.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	3	0	-	3	8
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	21.7	0.0	-	16.7	-	0.0	18.8	-	-	9.4	9.2
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	-	25.0	-	10.0	-	0.0	100.0	0.0	-	6.7	-	-	4.3	0.0	-	3.3	-	0.0	0.0	-	-	0.0	3.4
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
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
4:30 PM	0	0	0	0	0	0	0	0	0	7	4	7	0	4	7	0	0	11	0	0	7	0	0	7	25
4:45 PM	0	0	0	0	0	0	0	1	0	7	0	8	0	0	3	0	0	3	0	3	8	0	0	11	22
5:00 PM	0	0	0	1	0	1	0	2	0	10	0	12	0	1	6	1	0	8	0	1	6	0	0	7	28
5:15 PM	0	4	0	6	0	10	0	0	0	1	0	1	0	0	8	0	0	8	0	2	6	1	0	9	28
Total	0	4	0	7	0	11	0	3	0	25	4	28	0	5	24	1	0	30	0	6	27	1	0	34	103
Approach %	0.0	36.4	0.0	63.6	-	-	0.0	10.7	0.0	89.3	-	-	0.0	16.7	80.0	3.3	-	-	0.0	17.6	79.4	2.9	-	-	-
Total %	0.0	3.9	0.0	6.8	-	10.7	0.0	2.9	0.0	24.3	-	27.2	0.0	4.9	23.3	1.0	-	29.1	0.0	5.8	26.2	1.0	-	33.0	-
PHF	0.000	0.250	0.000	0.292	-	0.275	0.000	0.375	0.000	0.625	-	0.583	0.000	0.313	0.750	0.250	-	0.682	0.000	0.500	0.844	0.250	-	0.773	0.920
Lights	0	4	0	7	-	11	0	3	0	25	-	28	0	5	23	1	-	29	0	6	27	1	-	34	102
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	95.8	100.0	-	96.7	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	4.2	0.0	-	3.3	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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
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
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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	
6:00 AM	0	0	8	4	0	12	0	0	6	0	0	6	0	3	0	0	0	3	0	0	1	0	0	1	22
6:15 AM	0	0	9	8	0	17	0	1	5	1	0	7	0	7	0	0	0	7	0	0	0	1	0	1	32
6:30 AM	0	3	22	25	0	50	0	0	5	0	0	5	0	7	0	0	0	7	0	0	1	1	0	2	64
6:45 AM	0	4	16	33	0	53	0	0	8	0	0	8	0	7	1	0	0	8	0	0	0	0	0	0	69
Hourly Total	0	7	55	70	0	132	0	1	24	1	0	26	0	24	1	0	0	25	0	0	2	2	0	4	187
7:00 AM	0	2	33	43	0	78	0	0	6	1	0	7	0	11	1	0	0	12	0	0	1	0	0	1	98
7:15 AM	0	1	33	57	0	91	0	2	21	0	0	23	0	21	1	0	1	22	0	1	0	2	0	3	139
7:30 AM	0	0	39	53	0	92	0	0	15	0	0	15	0	25	0	0	0	25	0	0	3	0	0	3	135
7:45 AM	0	1	58	62	0	121	0	0	26	0	0	26	0	37	3	0	0	40	0	1	4	4	0	9	196
Hourly Total	0	4	163	215	0	382	0	2	68	1	0	71	0	94	5	0	1	99	0	2	8	6	0	16	568
8:00 AM	0	4	45	39	0	88	0	0	18	0	2	18	0	26	3	0	2	29	0	1	1	5	0	7	142
8:15 AM	0	2	83	66	0	151	0	1	24	0	2	25	0	27	4	0	1	31	0	0	1	5	0	6	213
8:30 AM	0	4	80	45	0	129	0	0	43	0	0	43	0	43	3	0	0	46	0	0	3	4	0	7	225
8:45 AM	0	7	72	63	0	142	0	1	35	2	0	38	0	28	2	0	0	30	0	0	3	1	0	4	214
Hourly Total	0	17	280	213	0	510	0	2	120	2	4	124	0	124	12	0	3	136	0	1	8	15	0	24	794
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	37	31	0	68	0	1	46	2	0	49	0	35	3	1	0	39	0	0	3	2	0	5	161
3:15 PM	0	1	34	29	0	64	0	0	48	1	0	49	0	37	2	0	0	39	0	0	1	4	0	5	157
3:30 PM	0	1	34	46	0	81	0	1	47	1	0	49	0	23	2	0	0	25	0	0	3	5	0	8	163
3:45 PM	0	4	31	41	2	76	0	1	48	0	2	49	0	29	0	0	1	29	0	0	7	6	1	13	167
Hourly Total	0	6	136	147	2	289	0	3	189	4	2	196	0	124	7	1	1	132	0	0	14	17	1	31	648
4:00 PM	0	4	39	46	0	89	0	1	64	4	0	69	0	30	1	0	1	31	0	0	5	4	0	9	198
4:15 PM	0	7	34	38	0	79	0	0	49	2	0	51	0	32	1	1	0	34	0	0	2	5	1	7	171
4:30 PM	0	4	33	42	0	79	0	0	45	3	2	48	0	30	5	0	0	35	0	1	3	2	0	6	168
4:45 PM	0	2	39	45	0	86	0	0	53	0	0	53	0	28	1	0	0	29	0	3	2	5	0	10	178
Hourly Total	0	17	145	171	0	333	0	1	211	9	2	221	0	120	8	1	1	129	0	4	12	16	1	32	715
5:00 PM	0	2	38	58	0	98	0	0	87	3	2	90	0	25	2	0	0	27	0	2	3	3	0	8	223
5:15 PM	1	4	36	42	0	83	0	0	74	1	0	75	0	25	3	0	0	28	0	1	9	4	0	14	200
5:30 PM	0	2	30	40	0	72	0	0	59	1	0	60	0	19	2	0	0	21	0	1	1	1	0	3	156
5:45 PM	0	1	35	49	0	85	0	0	48	0	0	48	0	22	1	1	0	24	0	0	2	0	0	2	159
Hourly Total	1	9	139	189	0	338	0	0	268	5	2	273	0	91	8	1	0	100	0	4	15	8	0	27	738
Grand Total	1	60	918	1005	2	1984	0	9	880	22	10	911	0	577	41	3	6	621	0	11	59	64	2	134	3650
Approach %	0.1	3.0	46.3	50.7	-	-	0.0	1.0	96.6	2.4	-	-	0.0	92.9	6.6	0.5	-	-	0.0	8.2	44.0	47.8	-	-	-
Total %	0.0	1.6	25.2	27.5	-	54.4	0.0	0.2	24.1	0.6	-	25.0	0.0	15.8	1.1	0.1	-	17.0	0.0	0.3	1.6	1.8	-	3.7	-
Lights	1	57	899	977	-	1934	0	5	855	21	-	881	0	564	36	3	-	603	0	11	58	57	-	126	3544

% Lights	100.0	95.0	97.9	97.2	-	97.5	-	55.6	97.2	95.5	-	96.7	-	97.7	87.8	100.0	-	97.1	-	100.0	98.3	89.1	-	94.0	97.1
Buses	0	3	15	14	-	32	0	4	25	1	-	30	0	8	5	0	-	13	0	0	1	7	-	8	83
% Buses	0.0	5.0	1.6	1.4	-	1.6	-	44.4	2.8	4.5	-	3.3	-	1.4	12.2	0.0	-	2.1	-	0.0	1.7	10.9	-	6.0	2.3
Single-Unit Trucks	0	0	3	14	-	17	0	0	0	0	-	0	0	5	0	0	-	5	0	0	0	0	-	0	22
% Single-Unit Trucks	0.0	0.0	0.3	1.4	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.9	0.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.6
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	0.0	0.1	0.0	-	0.1	-	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	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
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Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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
8:00 AM	0	4	45	39	0	88	0	0	18	0	2	18	0	26	3	0	2	29	0	1	1	5	0	7	142
8:15 AM	0	2	83	66	0	151	0	1	24	0	2	25	0	27	4	0	1	31	0	0	1	5	0	6	213
8:30 AM	0	4	80	45	0	129	0	0	43	0	0	43	0	43	3	0	0	46	0	0	3	4	0	7	225
8:45 AM	0	7	72	63	0	142	0	1	35	2	0	38	0	28	2	0	0	30	0	0	3	1	0	4	214
Total	0	17	280	213	0	510	0	2	120	2	4	124	0	124	12	0	3	136	0	1	8	15	0	24	794
Approach %	0.0	3.3	54.9	41.8	-	-	0.0	1.6	96.8	1.6	-	-	0.0	91.2	8.8	0.0	-	-	0.0	4.2	33.3	62.5	-	-	-
Total %	0.0	2.1	35.3	26.8	-	64.2	0.0	0.3	15.1	0.3	-	15.6	0.0	15.6	1.5	0.0	-	17.1	0.0	0.1	1.0	1.9	-	3.0	-
PHF	0.000	0.607	0.843	0.807	-	0.844	0.000	0.500	0.698	0.250	-	0.721	0.000	0.721	0.750	0.000	-	0.739	0.000	0.250	0.667	0.750	-	0.857	0.882
Lights	0	16	269	205	-	490	0	0	104	2	-	106	0	120	8	0	-	128	0	1	8	12	-	21	745
% Lights	-	94.1	96.1	96.2	-	96.1	-	0.0	86.7	100.0	-	85.5	-	96.8	66.7	-	-	94.1	-	100.0	100.0	80.0	-	87.5	93.8
Buses	0	1	10	2	-	13	0	2	16	0	-	18	0	2	4	0	-	6	0	0	0	3	-	3	40
% Buses	-	5.9	3.6	0.9	-	2.5	-	100.0	13.3	0.0	-	14.5	-	1.6	33.3	-	-	4.4	-	0.0	0.0	20.0	-	12.5	5.0
Single-Unit Trucks	0	0	1	6	-	7	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	9
% Single-Unit Trucks	-	0.0	0.4	2.8	-	1.4	-	0.0	0.0	0.0	-	0.0	-	1.6	0.0	-	-	1.5	-	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
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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
4:30 PM	0	4	33	42	0	79	0	0	45	3	2	48	0	30	5	0	0	35	0	1	3	2	0	6	168
4:45 PM	0	2	39	45	0	86	0	0	53	0	0	53	0	28	1	0	0	29	0	3	2	5	0	10	178
5:00 PM	0	2	38	58	0	98	0	0	87	3	2	90	0	25	2	0	0	27	0	2	3	3	0	8	223
5:15 PM	1	4	36	42	0	83	0	0	74	1	0	75	0	25	3	0	0	28	0	1	9	4	0	14	200
Total	1	12	146	187	0	346	0	0	259	7	4	266	0	108	11	0	0	119	0	7	17	14	0	38	769
Approach %	0.3	3.5	42.2	54.0	-	-	0.0	0.0	97.4	2.6	-	-	0.0	90.8	9.2	0.0	-	-	0.0	18.4	44.7	36.8	-	-	-
Total %	0.1	1.6	19.0	24.3	-	45.0	0.0	0.0	33.7	0.9	-	34.6	0.0	14.0	1.4	0.0	-	15.5	0.0	0.9	2.2	1.8	-	4.9	-
PHF	0.250	0.750	0.936	0.806	-	0.883	0.000	0.000	0.744	0.583	-	0.739	0.000	0.900	0.550	0.000	-	0.850	0.000	0.583	0.472	0.700	-	0.679	0.862
Lights	1	12	146	187	-	346	0	0	259	6	-	265	0	107	11	0	-	118	0	7	17	14	-	38	767
% Lights	100.0	100.0	100.0	100.0	-	100.0	-	-	100.0	85.7	-	99.6	-	99.1	100.0	-	-	99.2	-	100.0	100.0	100.0	-	100.0	99.7
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	14.3	-	0.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.9	0.0	-	-	0.8	-	0.0	0.0	0.0	-	0.0	0.1
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
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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	
6:00 AM	0	0	7	0	0	7	0	0	3	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	12
6:15 AM	0	0	11	0	0	11	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	23	0	0	23	0	0	4	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	29
6:45 AM	0	1	15	0	0	16	0	0	7	0	0	7	0	0	1	0	0	1	0	0	1	0	1	1	25
Hourly Total	0	1	56	0	0	57	0	0	20	1	0	21	0	1	2	0	0	3	0	0	2	0	1	2	83
7:00 AM	0	1	33	0	0	34	0	0	6	1	0	7	0	0	0	1	0	1	0	0	0	1	1	1	43
7:15 AM	0	0	39	0	0	39	0	0	19	0	0	19	0	1	0	0	1	1	0	1	0	0	0	1	60
7:30 AM	0	0	33	0	0	33	0	0	14	0	0	14	0	0	1	0	0	1	0	1	0	1	1	2	50
7:45 AM	1	1	63	0	0	65	0	1	25	1	0	27	0	0	0	0	0	0	0	1	0	0	0	1	93
Hourly Total	1	2	168	0	0	171	0	1	64	2	0	67	0	1	1	1	1	3	0	3	0	2	2	5	246
8:00 AM	0	0	41	1	0	42	0	1	15	1	0	17	0	0	0	0	0	0	0	0	1	1	0	2	61
8:15 AM	0	2	78	0	0	80	0	0	22	0	0	22	0	1	3	0	0	4	0	0	1	2	0	3	109
8:30 AM	1	0	83	0	0	84	0	1	45	0	0	46	0	0	1	0	0	1	0	0	0	1	2	1	132
8:45 AM	0	1	70	0	0	71	0	0	40	2	0	42	0	1	1	0	0	2	0	0	0	0	0	0	115
Hourly Total	1	3	272	1	0	277	0	2	122	3	0	127	0	2	5	0	0	7	0	0	2	4	2	6	417
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	38	1	0	39	0	0	47	0	0	47	0	0	0	1	0	1	0	1	0	2	1	3	90
3:15 PM	0	0	34	0	0	34	0	0	48	2	0	50	0	0	0	0	1	0	0	0	2	0	0	2	86
3:30 PM	0	1	30	0	0	31	0	0	47	0	1	47	0	1	0	0	0	1	0	1	3	0	0	4	83
3:45 PM	0	0	35	0	0	35	0	1	45	1	1	47	0	2	0	0	1	2	0	1	1	3	0	5	89
Hourly Total	0	1	137	1	0	139	0	1	187	3	2	191	0	3	0	1	2	4	0	3	6	5	1	14	348
4:00 PM	0	0	40	1	0	41	0	1	67	0	0	68	0	0	0	0	1	0	0	1	2	0	0	3	112
4:15 PM	0	0	31	1	0	32	0	0	43	0	0	43	0	0	0	0	1	0	0	0	2	1	2	3	78
4:30 PM	0	1	38	0	1	39	0	1	48	0	0	49	0	0	0	1	1	1	0	0	1	0	0	1	90
4:45 PM	0	0	39	1	2	40	0	0	50	0	0	50	0	0	0	0	1	0	0	1	1	2	0	4	94
Hourly Total	0	1	148	3	3	152	0	2	208	0	0	210	0	0	0	1	4	1	0	2	6	3	2	11	374
5:00 PM	0	2	45	1	0	48	0	0	90	0	0	90	0	1	0	0	0	1	0	0	0	0	1	0	139
5:15 PM	0	1	34	0	0	35	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	2	32	0	0	34	0	0	55	2	0	57	0	0	0	0	0	0	0	2	1	2	0	5	96
5:45 PM	0	1	31	0	0	32	0	1	48	2	0	51	0	0	1	0	0	1	0	0	1	1	0	2	86
Hourly Total	0	6	142	1	0	149	0	1	268	5	0	274	0	1	1	0	0	2	0	2	2	3	1	7	432
Grand Total	2	14	923	6	3	945	0	7	869	14	2	890	0	8	9	3	7	20	0	10	18	17	9	45	1900
Approach %	0.2	1.5	97.7	0.6	-	-	0.0	0.8	97.6	1.6	-	-	0.0	40.0	45.0	15.0	-	-	0.0	22.2	40.0	37.8	-	-	-
Total %	0.1	0.7	48.6	0.3	-	49.7	0.0	0.4	45.7	0.7	-	46.8	0.0	0.4	0.5	0.2	-	1.1	0.0	0.5	0.9	0.9	-	2.4	-
Lights	2	13	907	6	-	928	0	7	845	13	-	865	0	4	8	2	-	14	0	10	16	12	-	38	1845

% Lights	100.0	92.9	98.3	100.0	-	98.2	-	100.0	97.2	92.9	-	97.2	-	50.0	88.9	66.7	-	70.0	-	100.0	88.9	70.6	-	84.4	97.1
Buses	0	1	13	0	-	14	0	0	23	0	-	23	0	3	1	1	-	5	0	0	2	4	-	6	48
% Buses	0.0	7.1	1.4	0.0	-	1.5	-	0.0	2.6	0.0	-	2.6	-	37.5	11.1	33.3	-	25.0	-	0.0	11.1	23.5	-	13.3	2.5
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	1	-	2	0	1	0	0	-	1	0	0	0	1	-	1	6
% Single-Unit Trucks	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.1	7.1	-	0.2	-	12.5	0.0	0.0	-	5.0	-	0.0	0.0	5.9	-	2.2	0.3
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	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
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	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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
8:00 AM	0	0	41	1	0	42	0	1	15	1	0	17	0	0	0	0	0	0	0	0	1	1	0	2	61
8:15 AM	0	2	78	0	0	80	0	0	22	0	0	22	0	1	3	0	0	4	0	0	1	2	0	3	109
8:30 AM	1	0	83	0	0	84	0	1	45	0	0	46	0	0	1	0	0	1	0	0	0	1	2	1	132
8:45 AM	0	1	70	0	0	71	0	0	40	2	0	42	0	1	1	0	0	2	0	0	0	0	0	0	115
Total	1	3	272	1	0	277	0	2	122	3	0	127	0	2	5	0	0	7	0	0	2	4	2	6	417
Approach %	0.4	1.1	98.2	0.4	-	-	0.0	1.6	96.1	2.4	-	-	0.0	28.6	71.4	0.0	-	-	0.0	0.0	33.3	66.7	-	-	-
Total %	0.2	0.7	65.2	0.2	-	66.4	0.0	0.5	29.3	0.7	-	30.5	0.0	0.5	1.2	0.0	-	1.7	0.0	0.0	0.5	1.0	-	1.4	-
PHF	0.250	0.375	0.819	0.250	-	0.824	0.000	0.500	0.678	0.375	-	0.690	0.000	0.500	0.417	0.000	-	0.438	0.000	0.000	0.500	0.500	-	0.500	0.790
Lights	1	3	262	1	-	267	0	2	106	3	-	111	0	0	4	0	-	4	0	0	1	3	-	4	386
% Lights	100.0	100.0	96.3	100.0	-	96.4	-	100.0	86.9	100.0	-	87.4	-	0.0	80.0	-	-	57.1	-	-	50.0	75.0	-	66.7	92.6
Buses	0	0	9	0	-	9	0	0	16	0	-	16	0	1	1	0	-	2	0	0	1	1	-	2	29
% Buses	0.0	0.0	3.3	0.0	-	3.2	-	0.0	13.1	0.0	-	12.6	-	50.0	20.0	-	-	28.6	-	-	50.0	25.0	-	33.3	7.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	50.0	0.0	-	-	14.3	-	-	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
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	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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
4:30 PM	0	1	38	0	1	39	0	1	48	0	0	49	0	0	0	1	1	1	0	0	1	0	0	1	90
4:45 PM	0	0	39	1	2	40	0	0	50	0	0	50	0	0	0	0	1	0	0	1	1	2	0	4	94
5:00 PM	0	2	45	1	0	48	0	0	90	0	0	90	0	1	0	0	0	1	0	0	0	0	1	0	139
5:15 PM	0	1	34	0	0	35	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0	111
Total	0	4	156	2	3	162	0	1	263	1	0	265	0	1	0	1	2	2	0	1	2	2	1	5	434
Approach %	0.0	2.5	96.3	1.2	-	-	0.0	0.4	99.2	0.4	-	-	0.0	50.0	0.0	50.0	-	-	0.0	20.0	40.0	40.0	-	-	-
Total %	0.0	0.9	35.9	0.5	-	37.3	0.0	0.2	60.6	0.2	-	61.1	0.0	0.2	0.0	0.2	-	0.5	0.0	0.2	0.5	0.5	-	1.2	-
PHF	0.000	0.500	0.867	0.500	-	0.844	0.000	0.250	0.731	0.250	-	0.736	0.000	0.250	0.000	0.250	-	0.500	0.000	0.250	0.500	0.250	-	0.313	0.781
Lights	0	4	156	2	-	162	0	1	262	1	-	264	0	1	0	1	-	2	0	1	2	2	-	5	433
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	99.6	100.0	-	99.6	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	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	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
6:00 AM	0	0	26	0	0	26	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	1	0	55
6:15 AM	0	0	21	0	0	21	0	0	35	0	0	35	0	1	0	0	0	1	0	0	0	0	0	0	57
6:30 AM	0	0	48	0	0	48	0	0	31	0	0	31	0	0	0	1	0	1	0	0	0	0	0	0	80
6:45 AM	1	1	80	0	0	82	0	2	69	0	0	71	0	0	0	0	0	0	0	0	0	1	2	1	154
Hourly Total	1	1	175	0	0	177	0	2	164	0	0	166	0	1	0	1	0	2	0	0	0	1	3	1	346
7:00 AM	0	0	68	0	0	68	0	0	68	0	0	68	0	0	0	0	1	0	0	0	0	1	0	1	137
7:15 AM	0	2	98	0	1	100	0	0	80	0	0	80	0	0	0	1	1	1	0	0	0	0	1	0	181
7:30 AM	0	4	137	1	0	142	0	0	87	0	0	87	0	0	0	0	1	0	0	0	0	0	2	0	229
7:45 AM	0	11	171	1	0	183	0	0	106	3	0	109	0	0	0	1	0	1	0	0	0	0	3	0	293
Hourly Total	0	17	474	2	1	493	0	0	341	3	0	344	0	0	0	2	3	2	0	0	0	1	6	1	840
8:00 AM	0	8	114	1	0	123	0	1	101	1	0	103	0	0	0	0	1	0	0	0	0	3	2	3	229
8:15 AM	0	10	229	1	0	240	0	2	106	1	0	109	0	0	0	0	1	0	0	0	0	1	1	1	350
8:30 AM	0	5	149	0	0	154	0	0	176	0	0	176	0	0	0	1	0	1	0	1	0	5	2	6	337
8:45 AM	0	8	186	0	0	194	0	0	117	2	0	119	0	0	0	0	0	0	0	3	0	1	1	4	317
Hourly Total	0	31	678	2	0	711	0	3	500	4	0	507	0	0	0	1	2	1	0	4	0	10	6	14	1233
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	2	139	1	0	142	0	1	157	2	0	160	0	0	0	0	0	0	0	4	0	0	2	4	306
3:15 PM	0	4	112	1	0	117	0	1	214	3	0	218	0	0	0	0	0	0	0	1	0	5	1	6	341
3:30 PM	0	0	120	1	0	121	0	2	226	4	0	232	0	0	0	0	0	0	0	2	0	6	0	8	361
3:45 PM	0	8	147	1	0	156	0	2	139	16	0	157	0	0	0	0	0	0	0	7	0	6	0	13	326
Hourly Total	0	14	518	4	0	536	0	6	736	25	0	767	0	0	0	0	0	0	0	14	0	17	3	31	1334
4:00 PM	0	6	113	5	0	124	0	2	168	7	0	177	0	1	0	0	0	1	0	10	0	10	0	20	322
4:15 PM	0	0	142	0	0	142	0	0	150	2	0	152	0	0	0	0	0	0	0	2	0	2	0	4	298
4:30 PM	0	1	114	0	0	115	0	0	160	2	0	162	0	0	0	0	1	0	0	1	0	8	5	9	286
4:45 PM	0	7	130	0	0	137	0	0	154	12	0	166	0	0	0	0	0	0	0	4	0	14	1	18	321
Hourly Total	0	14	499	5	0	518	0	2	632	23	0	657	0	1	0	0	1	1	0	17	0	34	6	51	1227
5:00 PM	0	4	135	2	0	141	0	2	213	1	0	216	0	0	0	1	3	1	0	4	0	6	3	10	368
5:15 PM	0	1	137	0	0	138	0	0	164	1	0	165	0	0	0	0	0	0	0	1	0	6	1	7	310
5:30 PM	0	2	132	1	0	135	0	2	120	2	0	124	0	0	0	0	0	0	0	1	0	2	1	3	262
5:45 PM	0	23	123	1	0	147	0	1	135	17	0	153	0	1	0	0	0	1	0	1	0	12	1	13	314
Hourly Total	0	30	527	4	0	561	0	5	632	21	0	658	0	1	0	1	3	2	0	7	0	26	6	33	1254
Grand Total	1	107	2871	17	1	2996	0	18	3005	76	0	3099	0	3	0	5	9	8	0	42	0	89	30	131	6234
Approach %	0.0	3.6	95.8	0.6	-	-	0.0	0.6	97.0	2.5	-	-	0.0	37.5	0.0	62.5	-	-	0.0	32.1	0.0	67.9	-	-	-
Total %	0.0	1.7	46.1	0.3	-	48.1	0.0	0.3	48.2	1.2	-	49.7	0.0	0.0	0.0	0.1	-	0.1	0.0	0.7	0.0	1.4	-	2.1	-
Lights	1	107	2791	17	-	2916	0	18	2918	76	-	3012	0	3	0	5	-	8	0	42	0	89	-	131	6067

% Lights	100.0	100.0	97.2	100.0	-	97.3	-	100.0	97.1	100.0	-	97.2	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.3
Buses	0	0	34	0	-	34	0	0	47	0	-	47	0	0	0	0	-	0	0	0	0	0	-	0	81
% Buses	0.0	0.0	1.2	0.0	-	1.1	-	0.0	1.6	0.0	-	1.5	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.3
Single-Unit Trucks	0	0	34	0	-	34	0	0	29	0	-	29	0	0	0	0	-	0	0	0	0	0	-	0	63
% Single-Unit Trucks	0.0	0.0	1.2	0.0	-	1.1	-	0.0	1.0	0.0	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	12	0	-	12	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	23
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	30	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
8:00 AM	0	8	114	1	0	123	0	1	101	1	0	103	0	0	0	0	1	0	0	0	0	3	2	3	229
8:15 AM	0	10	229	1	0	240	0	2	106	1	0	109	0	0	0	0	1	0	0	0	0	1	1	1	350
8:30 AM	0	5	149	0	0	154	0	0	176	0	0	176	0	0	0	1	0	1	0	1	0	5	2	6	337
8:45 AM	0	8	186	0	0	194	0	0	117	2	0	119	0	0	0	0	0	0	0	3	0	1	1	4	317
Total	0	31	678	2	0	711	0	3	500	4	0	507	0	0	0	1	2	1	0	4	0	10	6	14	1233
Approach %	0.0	4.4	95.4	0.3	-	-	0.0	0.6	98.6	0.8	-	-	0.0	0.0	0.0	100.0	-	-	0.0	28.6	0.0	71.4	-	-	-
Total %	0.0	2.5	55.0	0.2	-	57.7	0.0	0.2	40.6	0.3	-	41.1	0.0	0.0	0.0	0.1	-	0.1	0.0	0.3	0.0	0.8	-	1.1	-
PHF	0.000	0.775	0.740	0.500	-	0.741	0.000	0.375	0.710	0.500	-	0.720	0.000	0.000	0.000	0.250	-	0.250	0.000	0.333	0.000	0.500	-	0.583	0.881
Lights	0	31	656	2	-	689	0	3	475	4	-	482	0	0	0	1	-	1	0	4	0	10	-	14	1186
% Lights	-	100.0	96.8	100.0	-	96.9	-	100.0	95.0	100.0	-	95.1	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.2
Buses	0	0	8	0	-	8	0	0	17	0	-	17	0	0	0	0	-	0	0	0	0	0	-	0	25
% Buses	-	0.0	1.2	0.0	-	1.1	-	0.0	3.4	0.0	-	3.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.0
Single-Unit Trucks	0	0	11	0	-	11	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	15
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.5	-	0.0	0.8	0.0	-	0.8	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.2
Articulated Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.8	0.0	-	0.8	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
4:30 PM	0	1	114	0	0	115	0	0	160	2	0	162	0	0	0	0	1	0	0	1	0	8	5	9	286
4:45 PM	0	7	130	0	0	137	0	0	154	12	0	166	0	0	0	0	0	0	0	4	0	14	1	18	321
5:00 PM	0	4	135	2	0	141	0	2	213	1	0	216	0	0	0	1	3	1	0	4	0	6	3	10	368
5:15 PM	0	1	137	0	0	138	0	0	164	1	0	165	0	0	0	0	0	0	0	1	0	6	1	7	310
Total	0	13	516	2	0	531	0	2	691	16	0	709	0	0	0	1	4	1	0	10	0	34	10	44	1285
Approach %	0.0	2.4	97.2	0.4	-	-	0.0	0.3	97.5	2.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	22.7	0.0	77.3	-	-	-
Total %	0.0	1.0	40.2	0.2	-	41.3	0.0	0.2	53.8	1.2	-	55.2	0.0	0.0	0.0	0.1	-	0.1	0.0	0.8	0.0	2.6	-	3.4	-
PHF	0.000	0.464	0.942	0.250	-	0.941	0.000	0.250	0.811	0.333	-	0.821	0.000	0.000	0.000	0.250	-	0.250	0.000	0.625	0.000	0.607	-	0.611	0.873
Lights	0	13	509	2	-	524	0	2	683	16	-	701	0	0	0	1	-	1	0	10	0	34	-	44	1270
% Lights	-	100.0	98.6	100.0	-	98.7	-	100.0	98.8	100.0	-	98.9	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.8
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.6	-	0.0	0.6	0.0	-	0.6	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
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	0.1	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
6:45 AM	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	5
Hourly Total	0	1	0	2	0	3	0	2	0	1	0	3	0	0	0	0	0	0	0	0	2	2	0	4	10
7:00 AM	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	1	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	6
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	1	0	2	0	0	1	0	0	1	5
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	0	0	1	0	1	1	4
Hourly Total	0	1	0	3	0	4	0	8	0	0	0	8	0	1	1	1	0	3	0	0	3	0	1	3	18
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	4
8:15 AM	0	0	0	2	0	2	0	2	1	0	0	3	0	1	0	2	0	3	0	0	1	2	0	3	11
8:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	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
Hourly Total	0	1	0	4	0	5	0	2	1	0	0	3	0	2	0	2	1	4	0	0	3	2	0	5	17
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
3:15 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	2	4
3:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	2	0	2	1	0	0	3	8
3:45 PM	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	1	1	0	3	0	0	0	3	6
Hourly Total	0	0	0	8	1	8	0	0	0	0	1	0	1	1	1	1	1	4	0	6	2	2	0	10	22
4:00 PM	0	0	0	2	0	2	0	1	0	0	0	1	0	1	0	2	1	3	0	2	2	1	0	5	11
4:15 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	1	1	1	0	3	0	0	1	0	0	1	6
4:30 PM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	5	1	5	0	2	0	0	0	2	0	2	1	6	2	9	0	2	4	1	0	7	23
5:00 PM	0	0	0	2	2	2	0	3	1	1	0	5	0	1	0	1	0	2	0	1	2	1	0	4	13
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	3
5:30 PM	0	1	0	1	0	2	0	1	0	0	0	1	0	0	0	1	0	1	0	2	1	1	0	4	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
Hourly Total	0	1	1	3	2	5	0	4	1	1	0	6	0	3	0	4	1	7	0	3	3	2	0	8	26
Grand Total	0	4	1	25	4	30	0	18	2	2	1	22	1	9	3	14	5	27	0	11	17	9	1	37	116
Approach %	0.0	13.3	3.3	83.3	-	-	0.0	81.8	9.1	9.1	-	-	3.7	33.3	11.1	51.9	-	-	0.0	29.7	45.9	24.3	-	-	-
Total %	0.0	3.4	0.9	21.6	-	25.9	0.0	15.5	1.7	1.7	-	19.0	0.9	7.8	2.6	12.1	-	23.3	0.0	9.5	14.7	7.8	-	31.9	-
Lights	0	4	1	25	-	30	0	18	1	2	-	21	1	9	3	13	-	26	0	11	17	9	-	37	114

% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	50.0	100.0	-	95.5	100.0	100.0	100.0	92.9	-	96.3	-	100.0	100.0	100.0	-	100.0	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	50.0	0.0	-	4.5	0.0	0.0	0.0	7.1	-	3.7	-	0.0	0.0	0.0	-	0.0	1.7
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	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	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 abowen@kloainc.com

Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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	
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	4
8:15 AM	0	0	0	2	0	2	0	2	1	0	0	3	0	1	0	2	0	3	0	0	1	2	0	3	11
8:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	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
Total	0	1	0	4	0	5	0	2	1	0	0	3	0	2	0	2	1	4	0	0	3	2	0	5	17
Approach %	0.0	20.0	0.0	80.0	-	-	0.0	66.7	33.3	0.0	-	-	0.0	50.0	0.0	50.0	-	-	0.0	0.0	60.0	40.0	-	-	-
Total %	0.0	5.9	0.0	23.5	-	29.4	0.0	11.8	5.9	0.0	-	17.6	0.0	11.8	0.0	11.8	-	23.5	0.0	0.0	17.6	11.8	-	29.4	-
PHF	0.000	0.250	0.000	0.500	-	0.625	0.000	0.250	0.250	0.000	-	0.250	0.000	0.500	0.000	0.250	-	0.333	0.000	0.000	0.375	0.250	-	0.417	0.386
Lights	0	1	0	4	-	5	0	2	0	0	-	2	0	2	0	1	-	3	0	0	3	2	-	5	15
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	0.0	-	-	66.7	-	100.0	-	50.0	-	75.0	-	-	100.0	100.0	-	100.0	88.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	100.0	-	-	33.3	-	0.0	-	50.0	-	25.0	-	-	0.0	0.0	-	0.0	11.8
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
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	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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
4:30 PM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	2	2	2	0	3	1	1	0	5	0	1	0	1	0	2	0	1	2	1	0	4	13
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	3
Total	0	0	1	4	3	5	0	3	1	1	0	5	0	2	0	5	2	7	0	1	3	1	0	5	22
Approach %	0.0	0.0	20.0	80.0	-	-	0.0	60.0	20.0	20.0	-	-	0.0	28.6	0.0	71.4	-	-	0.0	20.0	60.0	20.0	-	-	-
Total %	0.0	0.0	4.5	18.2	-	22.7	0.0	13.6	4.5	4.5	-	22.7	0.0	9.1	0.0	22.7	-	31.8	0.0	4.5	13.6	4.5	-	22.7	-
PHF	0.000	0.000	0.250	0.500	-	0.625	0.000	0.250	0.250	0.250	-	0.250	0.000	0.500	0.000	0.625	-	0.875	0.000	0.250	0.375	0.250	-	0.313	0.423
Lights	0	0	1	4	-	5	0	3	1	1	-	5	0	2	0	5	-	7	0	1	3	1	-	5	22
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	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
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
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
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
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: North-South+Alley+with+Laurel+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	8	0	8	0	4	0	0	4	0	0	1	0	1	13
6:15 AM	0	0	9	0	9	0	7	0	0	7	0	0	0	0	0	16
6:30 AM	0	0	22	0	22	0	3	0	0	3	0	1	1	0	2	27
6:45 AM	0	1	16	0	17	0	7	0	0	7	0	2	2	1	4	28
Hourly Total	0	1	55	0	56	0	21	0	0	21	0	3	4	1	7	84
7:00 AM	0	0	33	0	33	0	7	0	0	7	0	2	1	0	3	43
7:15 AM	0	0	36	0	36	0	20	0	0	20	0	4	1	0	5	61
7:30 AM	0	1	36	0	37	0	14	1	0	15	0	0	2	1	2	54
7:45 AM	0	1	58	0	59	0	26	0	0	26	0	0	3	0	3	88
Hourly Total	0	2	163	0	165	0	67	1	0	68	0	6	7	1	13	246
8:00 AM	0	1	43	1	44	0	17	0	0	17	0	0	1	0	1	62
8:15 AM	0	0	90	0	90	0	20	4	0	24	0	2	3	0	5	119
8:30 AM	0	1	74	0	75	0	48	0	1	48	0	1	0	2	1	124
8:45 AM	0	0	74	0	74	0	35	0	0	35	0	0	0	0	0	109
Hourly Total	0	2	281	1	283	0	120	4	1	124	0	3	4	2	7	414
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	0	37	1	38	0	47	1	0	48	0	3	0	1	3	89
3:15 PM	0	0	35	0	35	0	49	1	0	50	0	1	0	0	1	86
3:30 PM	0	2	27	0	29	0	49	0	0	49	0	3	1	0	4	82
3:45 PM	0	0	31	0	31	0	47	1	0	48	0	2	0	0	2	81
Hourly Total	1	2	130	1	133	0	192	3	0	195	0	9	1	1	10	338
4:00 PM	0	3	40	0	43	0	65	0	1	65	0	2	3	0	5	113
4:15 PM	0	1	31	0	32	0	44	2	0	46	0	0	4	1	4	82
4:30 PM	0	3	33	0	36	0	50	1	0	51	0	3	3	1	6	93
4:45 PM	0	0	43	0	43	0	52	1	0	53	0	1	1	0	2	98
Hourly Total	0	7	147	0	154	0	211	4	1	215	0	6	11	2	17	386
5:00 PM	0	0	38	0	38	0	91	1	0	92	0	6	2	1	8	138
5:15 PM	0	0	37	0	37	0	74	2	0	76	0	0	1	0	1	114
5:30 PM	0	1	30	0	31	0	53	0	0	53	0	2	1	0	3	87
5:45 PM	0	1	33	0	34	0	52	1	0	53	0	0	0	0	0	87
Hourly Total	0	2	138	0	140	0	270	4	0	274	0	8	4	1	12	426
Grand Total	1	16	914	2	931	0	881	16	2	897	0	35	31	8	66	1894
Approach %	0.1	1.7	98.2	-	-	0.0	98.2	1.8	-	-	0.0	53.0	47.0	-	-	-
Total %	0.1	0.8	48.3	-	49.2	0.0	46.5	0.8	-	47.4	0.0	1.8	1.6	-	3.5	-
Lights	1	15	897	-	913	0	850	15	-	865	0	35	30	-	65	1843
% Lights	100.0	93.8	98.1	-	98.1	-	96.5	93.8	-	96.4	-	100.0	96.8	-	98.5	97.3

Buses	0	0	14	-	14	0	30	0	-	30	0	0	0	-	0	44
% Buses	0.0	0.0	1.5	-	1.5	-	3.4	0.0	-	3.3	-	0.0	0.0	-	0.0	2.3
Single-Unit Trucks	0	1	2	-	3	0	1	1	-	2	0	0	1	-	1	6
% Single-Unit Trucks	0.0	6.3	0.2	-	0.3	-	0.1	6.3	-	0.2	-	0.0	3.2	-	1.5	0.3
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	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
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	1	43	1	44	0	17	0	0	17	0	0	1	0	1	62
8:15 AM	0	0	90	0	90	0	20	4	0	24	0	2	3	0	5	119
8:30 AM	0	1	74	0	75	0	48	0	1	48	0	1	0	2	1	124
8:45 AM	0	0	74	0	74	0	35	0	0	35	0	0	0	0	0	109
Total	0	2	281	1	283	0	120	4	1	124	0	3	4	2	7	414
Approach %	0.0	0.7	99.3	-	-	0.0	96.8	3.2	-	-	0.0	42.9	57.1	-	-	-
Total %	0.0	0.5	67.9	-	68.4	0.0	29.0	1.0	-	30.0	0.0	0.7	1.0	-	1.7	-
PHF	0.000	0.500	0.781	-	0.786	0.000	0.625	0.250	-	0.646	0.000	0.375	0.333	-	0.350	0.835
Lights	0	2	271	-	273	0	102	3	-	105	0	3	4	-	7	385
% Lights	-	100.0	96.4	-	96.5	-	85.0	75.0	-	84.7	-	100.0	100.0	-	100.0	93.0
Buses	0	0	9	-	9	0	18	0	-	18	0	0	0	-	0	27
% Buses	-	0.0	3.2	-	3.2	-	15.0	0.0	-	14.5	-	0.0	0.0	-	0.0	6.5
Single-Unit Trucks	0	0	1	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.4	-	0.4	-	0.0	25.0	-	0.8	-	0.0	0.0	-	0.0	0.5
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	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
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 01/27/2026

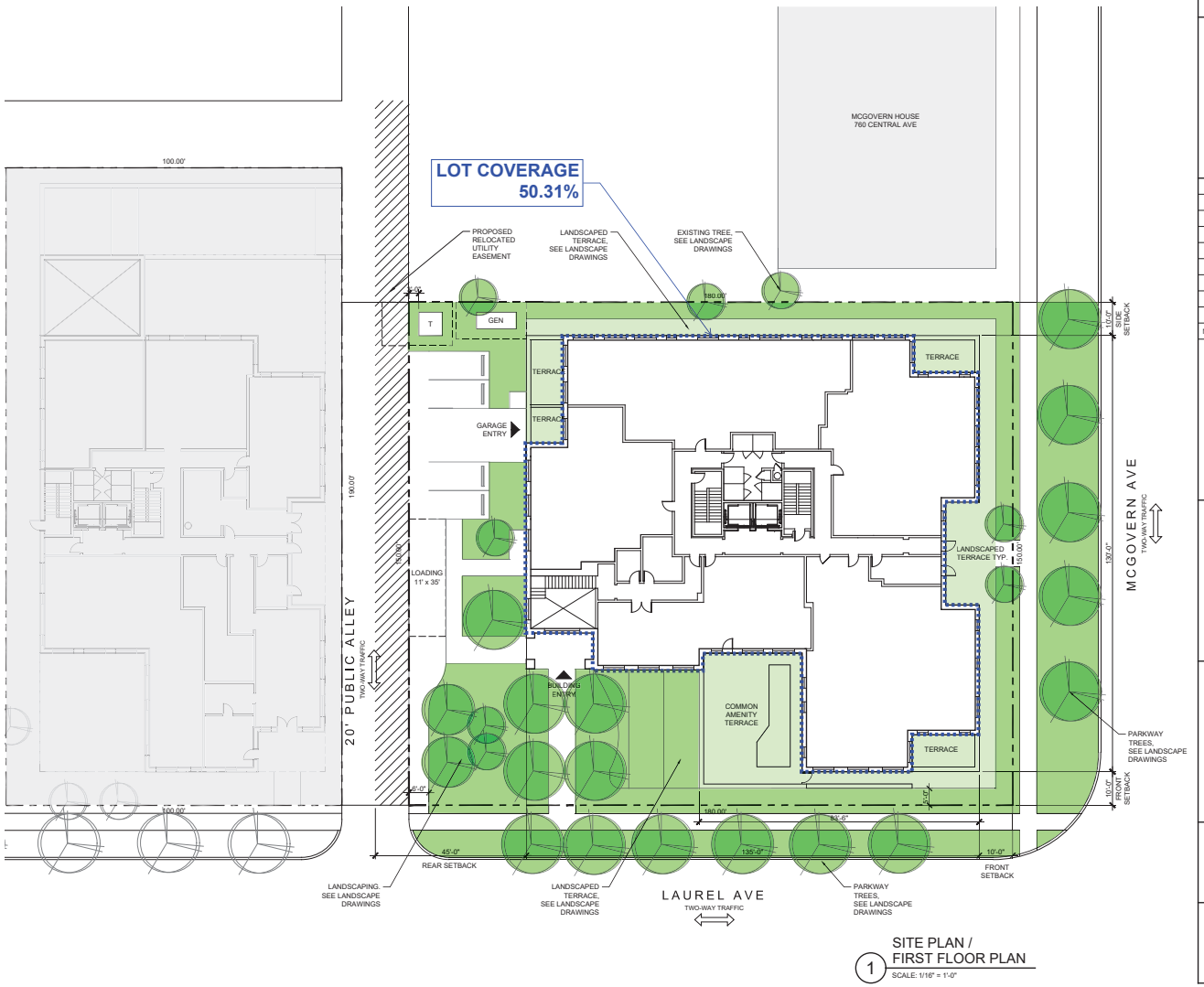
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	3	33	0	36	0	50	1	0	51	0	3	3	1	6	93
4:45 PM	0	0	43	0	43	0	52	1	0	53	0	1	1	0	2	98
5:00 PM	0	0	38	0	38	0	91	1	0	92	0	6	2	1	8	138
5:15 PM	0	0	37	0	37	0	74	2	0	76	0	0	1	0	1	114
Total	0	3	151	0	154	0	267	5	0	272	0	10	7	2	17	443
Approach %	0.0	1.9	98.1	-	-	0.0	98.2	1.8	-	-	0.0	58.8	41.2	-	-	-
Total %	0.0	0.7	34.1	-	34.8	0.0	60.3	1.1	-	61.4	0.0	2.3	1.6	-	3.8	-
PHF	0.000	0.250	0.878	-	0.895	0.000	0.734	0.625	-	0.739	0.000	0.417	0.583	-	0.531	0.803
Lights	0	3	151	-	154	0	266	5	-	271	0	10	7	-	17	442
% Lights	-	100.0	100.0	-	100.0	-	99.6	100.0	-	99.6	-	100.0	100.0	-	100.0	99.8
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.2
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	-	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	-	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	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan

Project Data	Zoning Requirement	1696 McGovern Ave (3/17/26 Submittal)
Zoning District	R0	R0
Land Use	Residential	Residential
Lot Area (a)	> 21,780 SF	27,000 SF
Density (h)	1/ 871 SF of Lot Area = 31 Units	20
Number of Affordable Units	20%	2 (+1.4 cash in lieu)
Height	Non-PD =51'-0" (4-Stories) PD allows 5th story with 15' minimum stepback per 150.520 (K)	Height from average grade (684.75'): 70'-3" Height from first floor (692'): 63'-0" 40'-2" @4th Floor Parapet
Total Building Area (b)	N/A	77,532 SF (13,585 SF footprint floor 1)
Lot Coverage	33.3%	50.31%
Open Space (j)	20.0%	23.9% (6,460 SF)
Percentage of Impervious Surfaces (e)	N/A	Building Area: 14,604 SF
		Parking Area: 612 SF
		Roads: 1,525 SF
		Recreational Facilities: 4,073 SF
		Total: 20,814 SF
Area of Pervious Surfaces (f)	N/A	6,186 SF
Parking and Road Area (c)	N/A	2,137 SF
Front Yard Build-to-zone [150.2310 - Neighborhood]	Min. 5'-0" - Max 25'-0"	Along Mcgovern 10' Along Laurel 10'
Side Yard Setback (north - interior lot line)	10'-0"	Considered **Rear Yard**, 25' required, 10' provided. Due to corner lot
Rear Yard Setback (alley)	25'-0" or 20% of lot, whichever is less	35'-0" + 10'-0" (Half of Alley) = 45'-0"
Parking Spaces (d)	2 spaces per dwelling unit	40, 2 per unit
Guest Spaces	0. 1 per dwelling unit	2, 0. 1 per unit
Loading Spaces	None Required	1 (35'x11')
Bike Parking	N/A	20 spaces, interior

Build to Zone (along McGovern & Laurel)	Setback (5'-0" - 25'-0") Min 65% in Build to Zone	64.7%
Transparency [150.2310 - Neighborhood] (along McGovern)	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 32% Upper Story = 43%
Transparency [150.2310 - Neighborhood] (along Laurel)	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 52% Upper Story = 41%



1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
1	00/00/00	-

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

SGW ARCHITECTURE & DESIGN
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PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

1696 MCGOVERN AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE PLAN

NORTH

A0-02

ITE Trip Generation Sheets

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

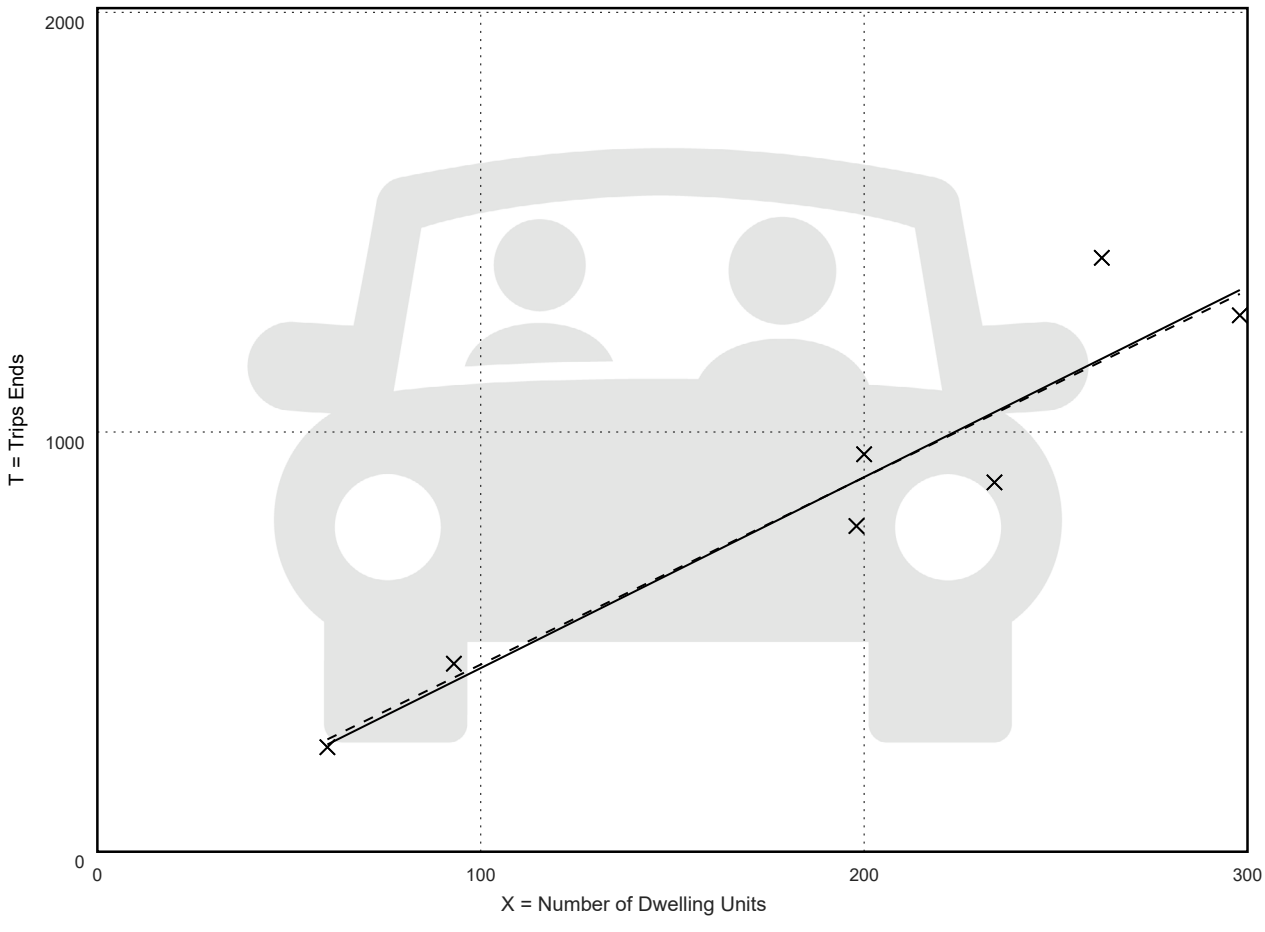
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Fitted Curve Equation: T = 4.55(X) - 17.52

R^2= 0.90

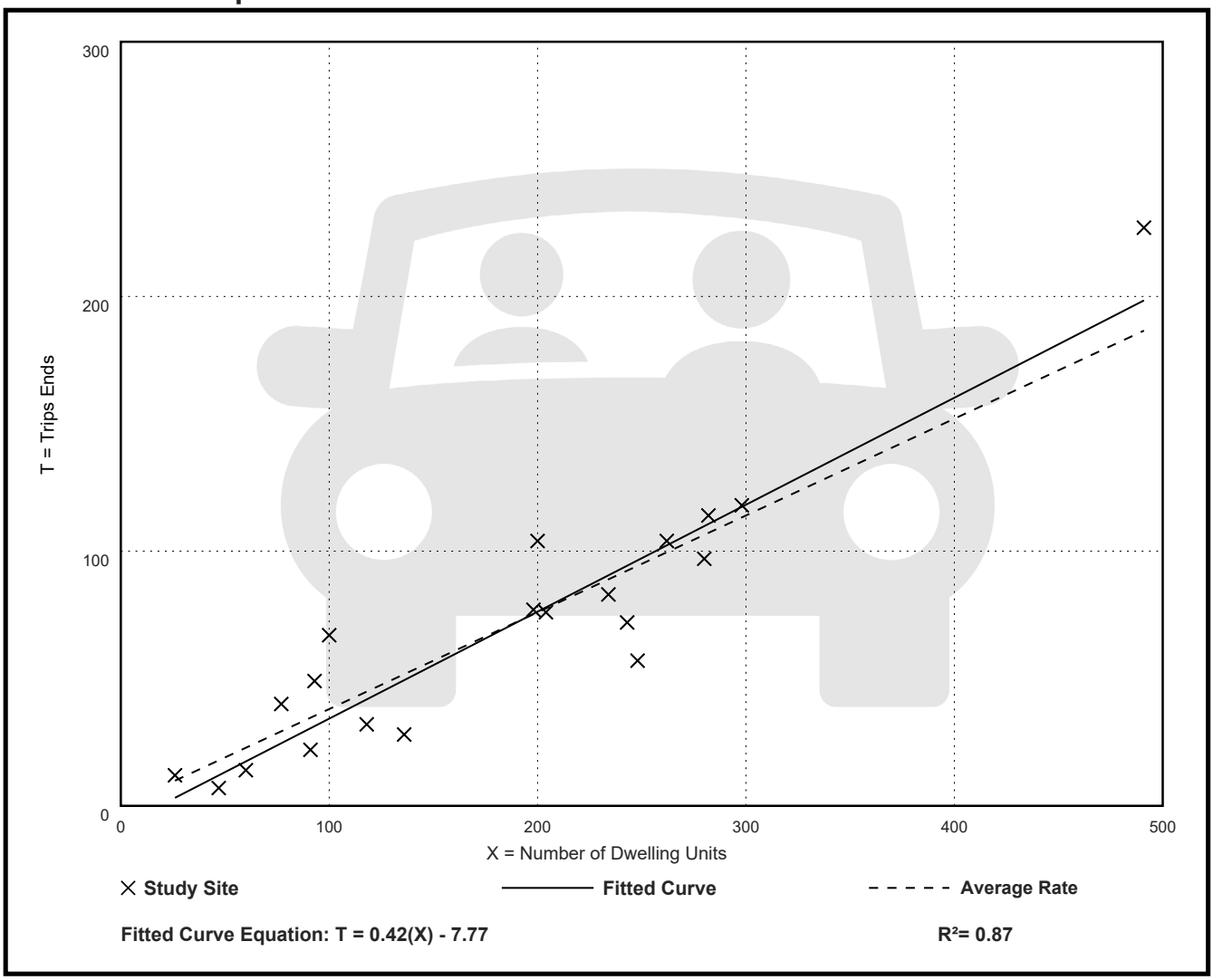
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Dwelling Units:	184
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



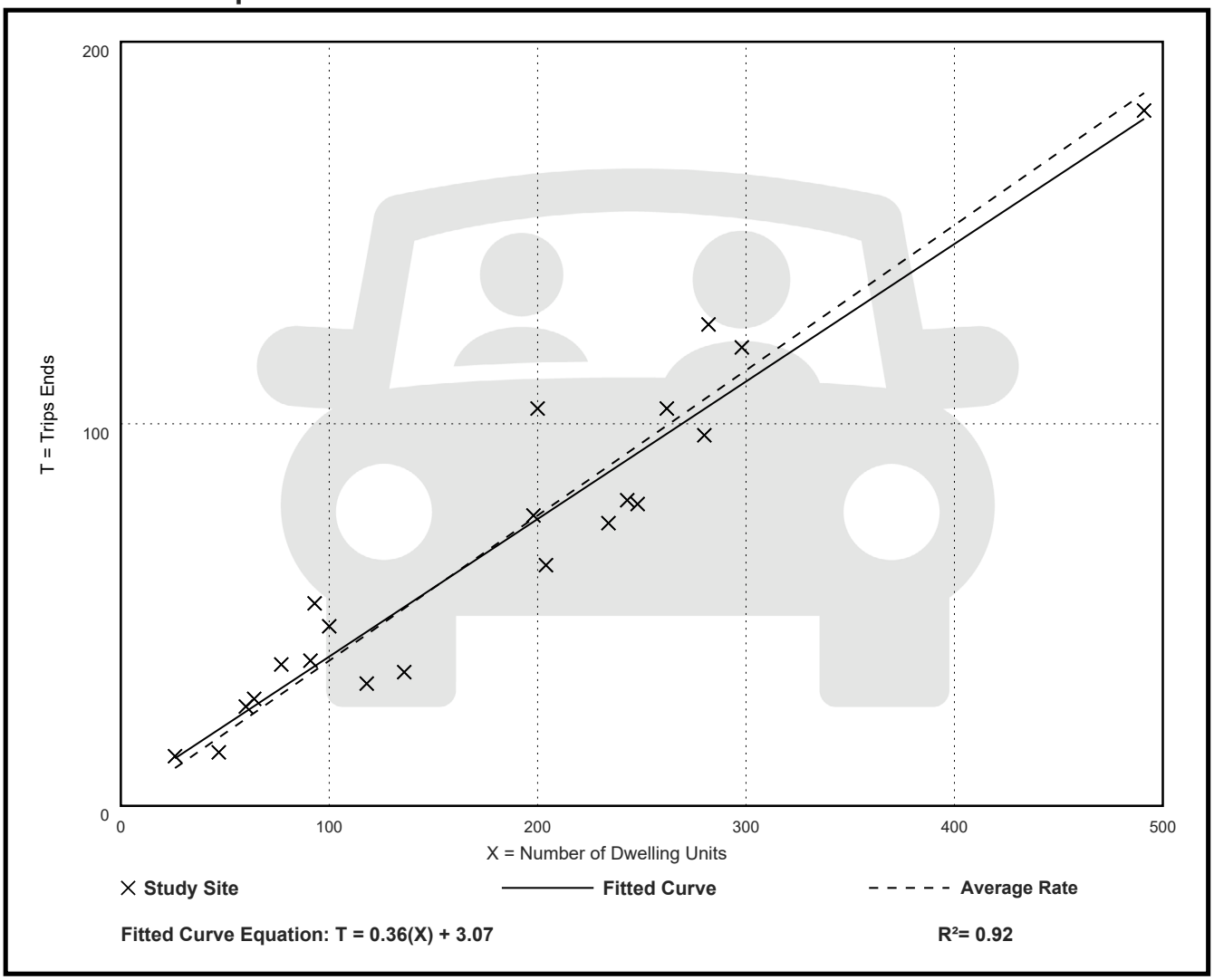
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	21
Avg. Num. of Dwelling Units:	179
Directional Distribution:	64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Fitted Curve Equation: T = 0.36(X) + 3.07

R^2= 0.92

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

February 18, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Central Avenue - Laurel Avenue - Deerfield Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 16, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Central Ave between Hickory St and McGovern Ave	15,300	15,900
Laurel Ave between Hickory St and McGovern Ave	27,300	28,400
Deerfield Rd between Hickory St and McGovern Ave	4,300	4,470

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 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 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2026_TrafficForecasts\HighlandPark\la-04-26\la-04-26.docx

TRAFFIC FORECAST RECORD

Record Number: la-04-26
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: KLOA
Contact: Ryan May
Email or Phone: rmay@kloainc.com
Sponsor: IDOT
Date request was received: February 16, 2026
Date that response was emailed: 12:00:00 AM
Facility Location: Central Avenue - Laurel Avenue - Deerfield Road
Municipality: Highland Park

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

February 16th, 2026

Mr. Jose Rodriguez
Senior Planner, Research & Analysis
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Year 2050 Traffic Projections; Highland Park, Illinois

Dear Mr. Rodriguez:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) respectfully requests Year 2050 traffic projections for roadway segments of Central Avenue, Laurel Avenue and Deerfield Road in Highland Park, Illinois. Based on information provided on IDOT's website, the AADTs for the roadway segment are as follows:

- Central Avenue between Hickory Street & McGovern Avenue – 15,300 Vehicles (IDOT AADT 2023)
- Laurel Avenue between Hickory Street & McGovern Avenue – 27,300 Vehicles (IDOT AADT 2023)
- Deerfield Road between Hickory Street & McGovern Avenue – 4,300 Vehicles (IDOT AADT 2023)

This information is for a traffic study we are conducting for the proposed residential development that consists of two parcels to be located on the north side of Laurel Avenue on both sides of the north-south alley. If you have any questions about this request, please do not hesitate to e-mail me at rmay@kloainc.com. Thank you!

Sincerely,

Ryan May
Project Coordinator

Table A

Table A
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES
793 LAUREL AVENUE

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 14 units	1	4	5	3	2	5	31	32	62

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*, 7th Edition.

Capacity Analysis Summary Sheets

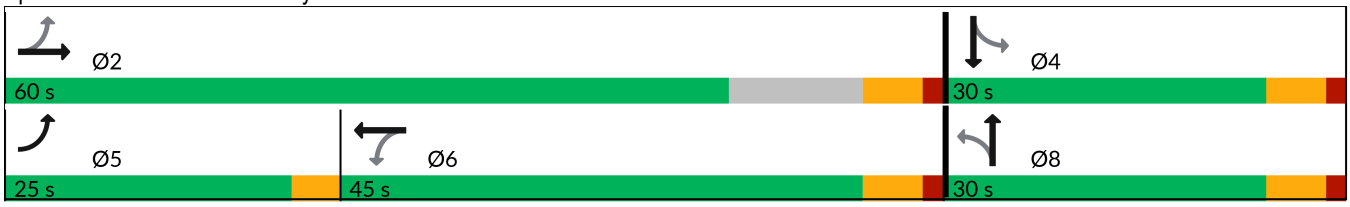
Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	698	23	10	497	12	25	2	15	8	1	14
Future Volume (vph)	14	698	23	10	497	12	25	2	15	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.952			0.919	
Flt Protected		0.999			0.999			0.971			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1516	0	0	1700	0
Flt Permitted		0.943			0.939			0.802			0.862	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1250	0	0	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3			16			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	799	0	0	564	0	0	45	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		41.7			41.7			9.0			9.0	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.22			0.20			0.09	
Control Delay (s/veh)		4.0			3.7			19.6			16.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			3.7			19.6			16.3	
LOS		A			A			B			B	
Approach Delay (s/veh)		4.0			3.7			19.6			16.3	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		54			36			10			3	
Queue Length 95th (ft)		94			64			37			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3253			2543			604			718	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.22			0.07			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 52.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.6		Intersection LOS: A	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

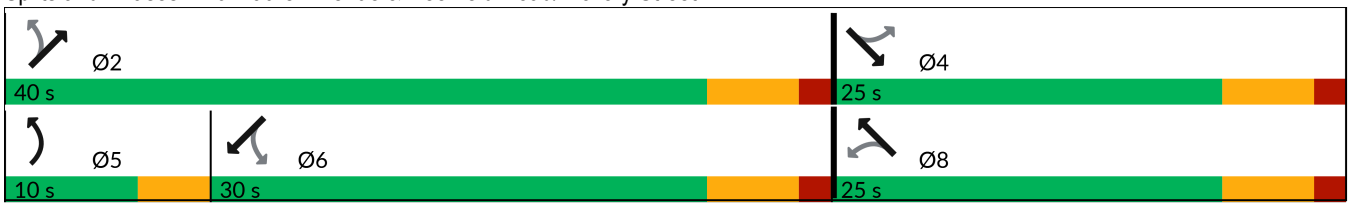


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	8	15	124	12	0	17	282	213	2	124	2
Future Volume (vph)	1	8	15	124	12	0	17	282	213	2	124	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.915						0.935			0.998	
Flt Protected		0.998			0.956		0.950				0.999	
Satd. Flow (prot)	0	1667	0	0	945	0	1752	1481	0	0	1889	0
Flt Permitted		0.990			0.726		0.655				0.994	
Satd. Flow (perm)	0	1653	0	0	718	0	1208	1481	0	0	1880	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						88			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	155	0	19	562	0	0	145	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.5			16.5		33.5	31.0			29.1	
Actuated g/C Ratio		0.28			0.28		0.56	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.78		0.03	0.69			0.16	
Control Delay (s/veh)		11.0			49.8		6.5	14.9			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.0			49.8		6.5	14.9			10.9	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.0			49.8			14.6			10.9	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			57		3	160			27	
Queue Length 95th (ft)		19			#155		11	285			72	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		543			230		738	889			919	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.05			0.67		0.03	0.63			0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 59.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	688	2	3	509	4	0	0	0	4	0	10
Future Vol, veh/h	31	688	2	3	509	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	724	2	3	536	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	540	0	0	726	0	0			972	-	270
Stage 1	-	-	-	-	-	-			544	-	-
Stage 2	-	-	-	-	-	-			427	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1039	-	-	886	-	-			254	0	734
Stage 1	-	-	-	-	-	-			551	0	-
Stage 2	-	-	-	-	-	-			631	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1039	-	-	886	-	-			245	0	734
Mov Cap-2 Maneuver	-	-	-	-	-	-			245	0	-
Stage 1	-	-	-	-	-	-			534	0	-
Stage 2	-	-	-	-	-	-			629	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0.05	12.83
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1039	-	-	886	-	-	245	734
HCM Lane V/C Ratio	0.031	-	-	0.004	-	-	0.017	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20	10
HCM Lane LOS	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	656	8	4	482	8	6	1	4	2	0	28
Future Vol, veh/h	28	656	8	4	482	8	6	1	4	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	729	9	4	536	9	7	1	4	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	740	0	0	1075	1356	371	981	1356	278
Stage 1	-	-	-	-	-	-	798	798	-	554	554	-
Stage 2	-	-	-	-	-	-	278	558	-	427	802	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	982	-	-	876	-	-	155	151	632	207	151	693
Stage 1	-	-	-	-	-	-	315	401	-	489	517	-
Stage 2	-	-	-	-	-	-	665	515	-	581	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	978	-	-	874	-	-	142	144	631	195	144	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	144	-	195	144	-
Stage 1	-	-	-	-	-	-	304	388	-	485	512	-
Stage 2	-	-	-	-	-	-	631	510	-	557	386	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.36	0.07	24.32	11.35
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	199	978	-	-	874	-	-	195	689
HCM Lane V/C Ratio	0.062	0.032	-	-	0.005	-	-	0.011	0.045
HCM Ctrl Dly (s/v)	24.3	8.8	-	-	9.1	-	-	23.6	10.5
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0	0.1

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	6	0	4	2	1	12	0	24	7	16	18	0
Future Vol, veh/h	6	0	4	2	1	12	0	24	7	16	18	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	13	0	26	8	18	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	90	22	86	86	31	21	0	0	34	0	0
Stage 1	56	56	-	30	30	-	-	-	-	-	-	-
Stage 2	28	34	-	56	56	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	908	804	993	905	651	1049	1608	-	-	1591	-	-
Stage 1	961	852	-	992	710	-	-	-	-	-	-	-
Stage 2	994	871	-	961	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	794	991	890	643	1048	1607	-	-	1591	-	-
Mov Cap-2 Maneuver	883	794	-	890	643	-	-	-	-	-	-	-
Stage 1	950	842	-	992	710	-	-	-	-	-	-	-
Stage 2	979	871	-	945	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.95	8.72	0	3.43
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	923	983	847	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.017	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Future Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	5	0	5	0	8	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	26	11	23	26	-	13	0	0	5	0	0
Stage 1	-	10	-	13	13	-	-	-	-	-	-	-
Stage 2	-	15	-	10	13	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	872	1075	994	709	0	1619	-	-	1629	-	-
Stage 1	0	891	-	1013	724	0	-	-	-	-	-	-
Stage 2	0	887	-	1016	724	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	869	1075	978	706	-	1619	-	-	1629	-	-
Mov Cap-2 Maneuver	-	869	-	978	706	-	-	-	-	-	-	-
Stage 1	-	891	-	1010	722	-	-	-	-	-	-	-
Stage 2	-	884	-	1003	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.55	9.19	3.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	1026	867	1629	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	281	0	1	123	4	2	0	2	3	0	4
Future Vol, veh/h	2	281	0	1	123	4	2	0	2	3	0	4
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	339	0	1	148	5	2	0	2	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	339	0	0	495	501	340	499	498	154
Stage 1	-	-	-	-	-	-	343	343	-	155	155	-
Stage 2	-	-	-	-	-	-	152	157	-	344	343	-
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	1438	-	-	1232	-	-	488	475	707	485	477	898
Stage 1	-	-	-	-	-	-	676	641	-	852	773	-
Stage 2	-	-	-	-	-	-	856	771	-	675	641	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1232	-	-	484	473	707	480	474	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	473	-	480	474	-
Stage 1	-	-	-	-	-	-	675	639	-	850	771	-
Stage 2	-	-	-	-	-	-	849	769	-	671	639	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.06	11.32	10.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	13	-	-	14	-	-	653
HCM Lane V/C Ratio	0.008	0.002	-	-	0.001	-	-	0.013
HCM Ctrl Dly (s/v)	11.3	7.5	0	-	7.9	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	279	1	2	122	3	2	5	0	0	2	4
Future Vol, veh/h	4	279	1	2	122	3	2	5	0	0	2	4
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	5	353	1	3	154	4	3	6	0	0	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	354	0	0	525	529	354	530	528	158
Stage 1	-	-	-	-	-	-	364	364	-	163	163	-
Stage 2	-	-	-	-	-	-	161	165	-	366	365	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1431	-	-	1216	-	-	340	431	695	463	395	830
Stage 1	-	-	-	-	-	-	494	593	-	843	680	-
Stage 2	-	-	-	-	-	-	656	729	-	657	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1216	-	-	334	427	695	452	391	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	427	-	452	391	-
Stage 1	-	-	-	-	-	-	492	591	-	840	678	-
Stage 2	-	-	-	-	-	-	648	726	-	647	545	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.13	14.31	11.04
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	25	-	-	28	-	-	604
HCM Lane V/C Ratio	0.022	0.004	-	-	0.002	-	-	0.013
HCM Ctrl Dly (s/v)	14.3	7.5	0	-	8	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

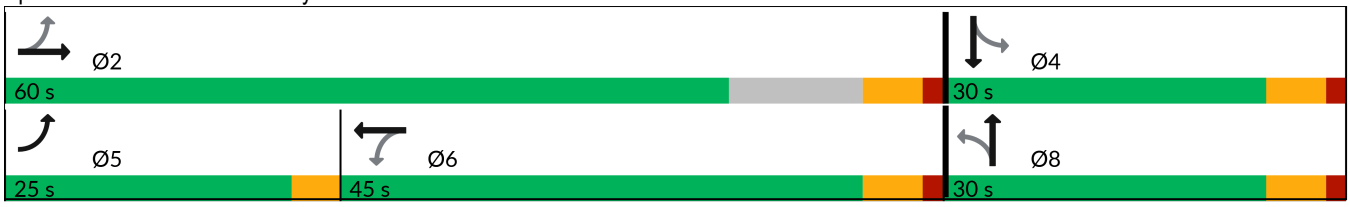
Existing Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	514	16	10	696	26	34	11	10	12	9	36
Future Volume (vph)	14	514	16	10	696	26	34	11	10	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.975			0.914	
Flt Protected		0.999			0.999			0.970			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1759	0	0	1719	0
Flt Permitted		0.932			0.946			0.775			0.912	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1405	0	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			4			11			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	598	0	0	805	0	0	60	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		38.7			38.7			9.0			9.0	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.23			0.31			0.23			0.20	
Control Delay (s/veh)		4.0			4.4			20.2			13.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			4.4			20.2			13.1	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.0			4.4			20.2			13.1	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		37			55			12			6	
Queue Length 95th (ft)		66			93			45			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2764			694			795	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.29			0.09			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.2		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

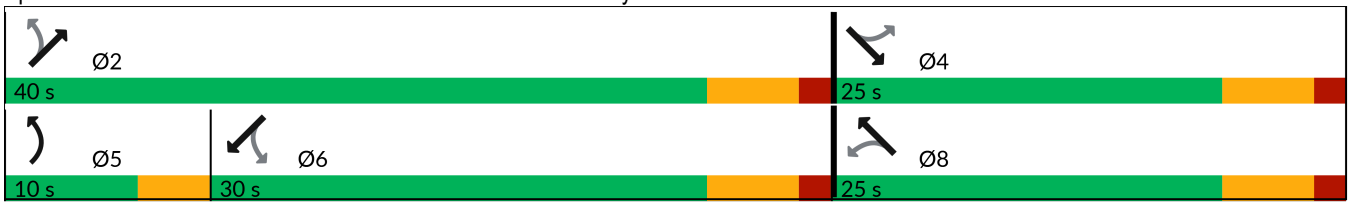


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	17	14	108	12	0	14	148	187	0	267	7
Future Volume (vph)	7	17	14	108	12	0	14	148	187	0	267	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.951						0.916			0.997	
Flt Protected		0.991			0.957		0.950					
Satd. Flow (prot)	0	1791	0	0	1818	0	1787	1740	0	0	1894	0
Flt Permitted		0.919			0.716		0.489					
Satd. Flow (perm)	0	1659	0	0	1360	0	920	1740	0	0	1894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						147			2	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	140	0	16	389	0	0	318	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.2			11.2		25.7	24.6			23.2	
Actuated g/C Ratio		0.26			0.26		0.59	0.57			0.53	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.10			0.40		0.02	0.37			0.31	
Control Delay (s/veh)		11.4			18.7		5.7	6.1			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.4			18.7		5.7	6.1			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.4			18.7			6.1			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		4			24		2	32			43	
Queue Length 95th (ft)		27			84		9	85			142	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		767			621		679	1449			1220	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.23		0.02	0.27			0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 43.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	521	2	2	698	16	0	0	0	10	0	34
Future Vol, veh/h	13	521	2	2	698	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	592	2	2	793	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	817	0	0	596	0	0			1138	-	412
Stage 1	-	-	-	-	-	-			813	-	-
Stage 2	-	-	-	-	-	-			326	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	820	-	-	990	-	-			198	0	595
Stage 1	-	-	-	-	-	-			402	0	-
Stage 2	-	-	-	-	-	-			710	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	815	-	-	990	-	-			193	0	592
Mov Cap-2 Maneuver	-	-	-	-	-	-			193	0	-
Stage 1	-	-	-	-	-	-			392	0	-
Stage 2	-	-	-	-	-	-			709	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.02	14.54
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	815	-	-	990	-	-	193	592
HCM Lane V/C Ratio	0.018	-	-	0.002	-	-	0.059	0.065
HCM Ctrl Dly (s/v)	9.5	-	-	8.6	-	-	24.8	11.5
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	477	1	1	672	21	3	2	5	16	5	41
Future Vol, veh/h	53	477	1	1	672	21	3	2	5	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	61	548	1	1	772	24	3	2	6	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	557	0	0	1071	1482	283	1188	1470	403
Stage 1	-	-	-	-	-	-	679	679	-	791	791	-
Stage 2	-	-	-	-	-	-	392	803	-	397	679	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	787	-	-	1023	-	-	156	126	720	146	129	572
Stage 1	-	-	-	-	-	-	374	454	-	354	404	-
Stage 2	-	-	-	-	-	-	565	399	-	605	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	784	-	-	1016	-	-	125	115	715	130	117	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	115	-	130	117	-
Stage 1	-	-	-	-	-	-	343	416	-	352	402	-
Stage 2	-	-	-	-	-	-	510	397	-	551	416	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	0.01	23.42	20.95
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	207	784	-	-	1016	-	-	130	401
HCM Lane V/C Ratio	0.056	0.078	-	-	0.001	-	-	0.141	0.132
HCM Ctrl Dly (s/v)	23.4	10	-	-	8.5	-	-	37.1	15.3
HCM Lane LOS	C	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	3	0	25	5	27	1	6	28	1
Future Vol, veh/h	4	0	7	3	0	25	5	27	1	6	28	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	27	5	29	1	7	30	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	89	31	88	89	34	32	0	0	34	0	0
Stage 1	44	44	-	45	45	-	-	-	-	-	-	-
Stage 2	40	45	-	43	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	907	805	1049	902	805	1045	1594	-	-	1590	-	-
Stage 1	975	862	-	974	862	-	-	-	-	-	-	-
Stage 2	980	861	-	976	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	877	796	1049	886	796	1042	1594	-	-	1585	-	-
Mov Cap-2 Maneuver	877	796	-	886	796	-	-	-	-	-	-	-
Stage 1	971	859	-	968	856	-	-	-	-	-	-	-
Stage 2	951	855	-	965	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	8.63	1.1	1.25
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	271	-	-	979	1022	306	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.03	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Future Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	5	0	12	2	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	38	13	31	33	-	13	0	0	12	0	0
Stage 1	-	16	-	15	15	-	-	-	-	-	-	-
Stage 2	-	21	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	859	1073	983	864	0	1619	-	-	1620	-	-
Stage 1	0	886	-	1010	887	0	-	-	-	-	-	-
Stage 2	0	881	-	1010	885	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	853	1068	966	858	-	1616	-	-	1620	-	-
Mov Cap-2 Maneuver	-	853	-	966	858	-	-	-	-	-	-	-
Stage 1	-	883	-	1007	884	-	-	-	-	-	-	-
Stage 2	-	879	-	995	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	8.97	2.07	1.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	429	-	-	1017	919	343	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.013	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	151	1	3	267	5	0	0	2	10	0	7
Future Vol, veh/h	3	151	1	3	267	5	0	0	2	10	0	7
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	189	1	4	334	6	0	0	3	13	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	190	0	0	538	546	189	543	544	339
Stage 1	-	-	-	-	-	-	197	197	-	346	346	-
Stage 2	-	-	-	-	-	-	341	350	-	196	198	-
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	1228	-	-	1396	-	-	457	448	858	454	449	708
Stage 1	-	-	-	-	-	-	810	742	-	674	639	-
Stage 2	-	-	-	-	-	-	678	637	-	810	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1226	-	-	1396	-	-	448	444	858	449	445	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	448	444	-	449	445	-
Stage 1	-	-	-	-	-	-	807	739	-	670	635	-
Stage 2	-	-	-	-	-	-	667	633	-	805	739	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.08	9.21	12.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	858	35	-	-	20	-	-	528
HCM Lane V/C Ratio	0.003	0.003	-	-	0.003	-	-	0.04
HCM Ctrl Dly (s/v)	9.2	7.9	0	-	7.6	0	-	12.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	156	2	1	269	1	1	0	1	1	2	2
Future Vol, veh/h	4	156	2	1	269	1	1	0	1	1	2	2
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	200	3	1	345	1	1	0	1	1	3	3

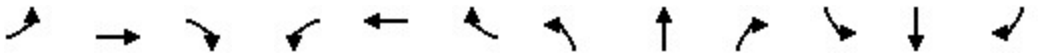
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	205	0	0	565	563	203	559	564	350
Stage 1	-	-	-	-	-	-	214	214	-	349	349	-
Stage 2	-	-	-	-	-	-	352	350	-	210	215	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical 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	1223	-	-	1379	-	-	438	438	843	442	438	698
Stage 1	-	-	-	-	-	-	793	730	-	671	637	-
Stage 2	-	-	-	-	-	-	669	637	-	796	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1376	-	-	430	434	841	439	434	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	434	-	439	434	-
Stage 1	-	-	-	-	-	-	788	725	-	670	636	-
Stage 2	-	-	-	-	-	-	661	635	-	791	724	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.03	11.36	12.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	44	-	-	7	-	-	512
HCM Lane V/C Ratio	0.005	0.004	-	-	0.001	-	-	0.013
HCM Ctrl Dly (s/v)	11.4	8	0	-	7.6	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Morning Peak Hour

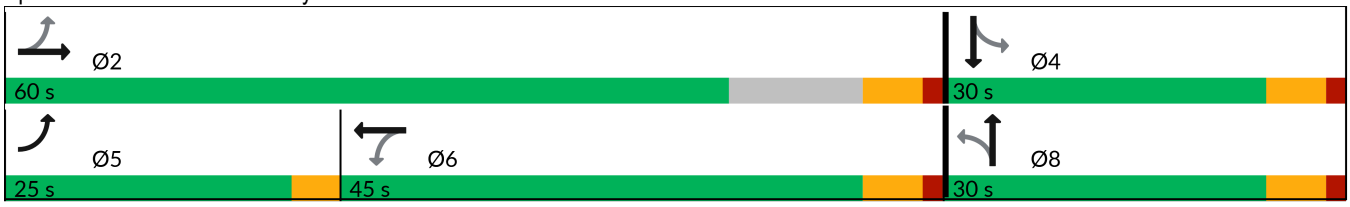


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	707	25	10	506	12	28	2	15	8	1	14
Future Volume (vph)	14	707	25	10	506	12	28	2	15	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.955			0.919	
Flt Protected		0.999			0.999			0.970			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1518	0	0	1700	0
Flt Permitted		0.943			0.939			0.795			0.861	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1242	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			16			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	0	574	0	0	48	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		42.3			42.3			9.1			9.1	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.23			0.21			0.09	
Control Delay (s/veh)		4.0			3.7			20.3			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			3.7			20.3			16.7	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.0			3.7			20.3			16.7	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		55			36			11			3	
Queue Length 95th (ft)		96			66			40			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3238			2531			595			710	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.23			0.08			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 53.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.6		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	8	15	125	12	0	17	287	215	2	129	5
Future Volume (vph)	3	8	15	125	12	0	17	287	215	2	129	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.921						0.936			0.995	
Flt Protected		0.995			0.956		0.950				0.999	
Satd. Flow (prot)	0	1671	0	0	945	0	1752	1481	0	0	1874	0
Flt Permitted		0.971			0.724		0.650				0.994	
Satd. Flow (perm)	0	1630	0	0	716	0	1199	1481	0	0	1865	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						87			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	156	0	19	570	0	0	155	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.7			16.7		34.1	31.6			29.8	
Actuated g/C Ratio		0.28			0.28		0.56	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.79		0.03	0.70			0.17	
Control Delay (s/veh)		11.2			51.0		6.5	15.1			10.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.2			51.0		6.5	15.1			10.7	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.2			51.0			14.8			10.7	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			59		3	165			29	
Queue Length 95th (ft)		20			#157		11	294			76	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		527			226		737	876			921	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.69		0.03	0.65			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 60.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	697	2	3	518	4	0	0	0	4	0	10
Future Vol, veh/h	31	697	2	3	518	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	734	2	3	545	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	549	0	0	736	0	0			986	-	275
Stage 1	-	-	-	-	-	-			554	-	-
Stage 2	-	-	-	-	-	-			432	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1030	-	-	879	-	-			248	0	729
Stage 1	-	-	-	-	-	-			545	0	-
Stage 2	-	-	-	-	-	-			628	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1030	-	-	879	-	-			240	0	729
Mov Cap-2 Maneuver	-	-	-	-	-	-			240	0	-
Stage 1	-	-	-	-	-	-			528	0	-
Stage 2	-	-	-	-	-	-			626	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0.05	12.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1030	-	-	879	-	-	240	729
HCM Lane V/C Ratio	0.032	-	-	0.004	-	-	0.018	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20.3	10
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	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	28	664	9	4	490	8	7	1	4	2	0	28
Future Vol, veh/h	28	664	9	4	490	8	7	1	4	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	738	10	4	544	9	8	1	4	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	750	0	0	1089	1374	376	994	1375	283
Stage 1	-	-	-	-	-	-	807	807	-	563	563	-
Stage 2	-	-	-	-	-	-	282	567	-	432	812	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	975	-	-	868	-	-	152	147	627	202	147	688
Stage 1	-	-	-	-	-	-	311	397	-	483	512	-
Stage 2	-	-	-	-	-	-	660	510	-	578	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	867	-	-	139	140	626	191	140	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	140	-	191	140	-
Stage 1	-	-	-	-	-	-	300	384	-	479	507	-
Stage 2	-	-	-	-	-	-	627	505	-	554	382	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.07	25.63	11.42
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	188	970	-	-	867	-	-	191	684
HCM Lane V/C Ratio	0.071	0.032	-	-	0.005	-	-	0.012	0.045
HCM Ctrl Dly (s/v)	25.6	8.8	-	-	9.2	-	-	24.1	10.5
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	4	2	1	12	0	27	7	16	20	0
Future Vol, veh/h	6	0	4	2	1	12	0	27	7	16	20	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	13	0	30	8	18	22	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	96	24	92	92	35	23	0	0	37	0	0
Stage 1	58	58	-	34	34	-	-	-	-	-	-	-
Stage 2	31	37	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	798	990	897	646	1044	1605	-	-	1586	-	-
Stage 1	959	850	-	988	707	-	-	-	-	-	-	-
Stage 2	990	868	-	959	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	876	789	988	882	638	1043	1604	-	-	1586	-	-
Mov Cap-2 Maneuver	876	789	-	882	638	-	-	-	-	-	-	-
Stage 1	947	840	-	988	707	-	-	-	-	-	-	-
Stage 2	975	868	-	943	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.97	8.74	0	3.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	917	978	800	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.017	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Future Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	5	0	5	0	8	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	26	11	23	26	-	13	0	0	5	0	0
Stage 1	-	10	-	13	13	-	-	-	-	-	-	-
Stage 2	-	15	-	10	13	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	872	1075	994	709	0	1619	-	-	1629	-	-
Stage 1	0	891	-	1013	724	0	-	-	-	-	-	-
Stage 2	0	887	-	1016	724	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	869	1075	978	706	-	1619	-	-	1629	-	-
Mov Cap-2 Maneuver	-	869	-	978	706	-	-	-	-	-	-	-
Stage 1	-	891	-	1010	722	-	-	-	-	-	-	-
Stage 2	-	884	-	1003	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.55	9.19	3.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	1026	867	1629	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	288	1	2	126	4	4	0	5	4	0	5
Future Vol, veh/h	2	288	1	2	126	4	4	0	5	4	0	5
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	347	1	2	152	5	5	0	6	5	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	348	0	0	510	516	349	514	514	157
Stage 1	-	-	-	-	-	-	352	352	-	161	161	-
Stage 2	-	-	-	-	-	-	158	163	-	353	353	-
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	1433	-	-	1222	-	-	477	466	699	474	467	894
Stage 1	-	-	-	-	-	-	669	635	-	846	769	-
Stage 2	-	-	-	-	-	-	849	767	-	668	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1430	-	-	1222	-	-	471	463	699	467	464	891
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	463	-	467	464	-
Stage 1	-	-	-	-	-	-	667	634	-	842	765	-
Stage 2	-	-	-	-	-	-	841	764	-	661	633	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.12	11.38	10.77
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	12	-	-	27	-	-	635
HCM Lane V/C Ratio	0.019	0.002	-	-	0.002	-	-	0.017
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	286	1	2	125	3	2	5	0	0	2	5
Future Vol, veh/h	7	286	1	2	125	3	2	5	0	0	2	5
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	9	362	1	3	158	4	3	6	0	0	3	6

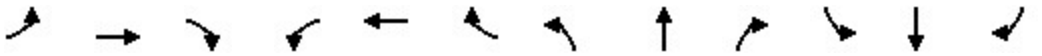
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	363	0	0	545	549	363	550	548	162
Stage 1	-	-	-	-	-	-	380	380	-	167	167	-
Stage 2	-	-	-	-	-	-	165	169	-	383	381	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1427	-	-	1206	-	-	329	419	687	449	384	826
Stage 1	-	-	-	-	-	-	483	583	-	839	678	-
Stage 2	-	-	-	-	-	-	653	726	-	644	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1206	-	-	321	414	687	437	379	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	414	-	437	379	-
Stage 1	-	-	-	-	-	-	479	579	-	836	675	-
Stage 2	-	-	-	-	-	-	644	723	-	632	533	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.12	14.64	10.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	43	-	-	28	-	-	617
HCM Lane V/C Ratio	0.023	0.006	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	14.6	7.5	0	-	8	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour

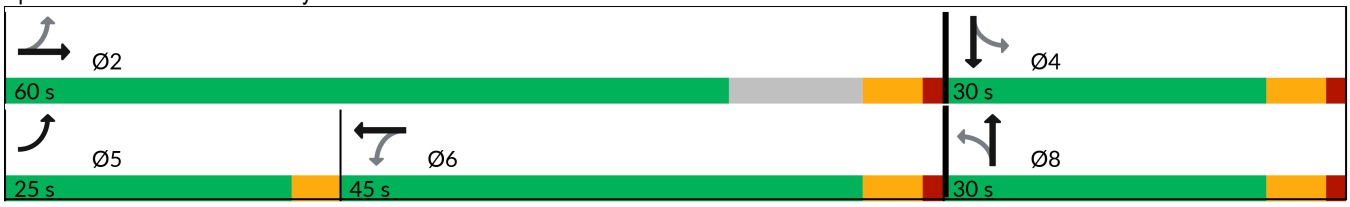


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	522	19	10	705	26	37	11	10	12	9	36
Future Volume (vph)	14	522	19	10	705	26	37	11	10	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.977			0.914	
Flt Protected		0.999			0.999			0.969			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1760	0	0	1719	0
Flt Permitted		0.932			0.946			0.768			0.911	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1395	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			10			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	815	0	0	64	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		39.2			39.2			9.1			9.1	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24			0.31			0.25			0.20	
Control Delay (s/veh)		4.1			4.5			21.0			13.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.1			4.5			21.0			13.1	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.1			4.5			21.0			13.1	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		39			57			14			6	
Queue Length 95th (ft)		68			96			48			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2743			681			786	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.30			0.09			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

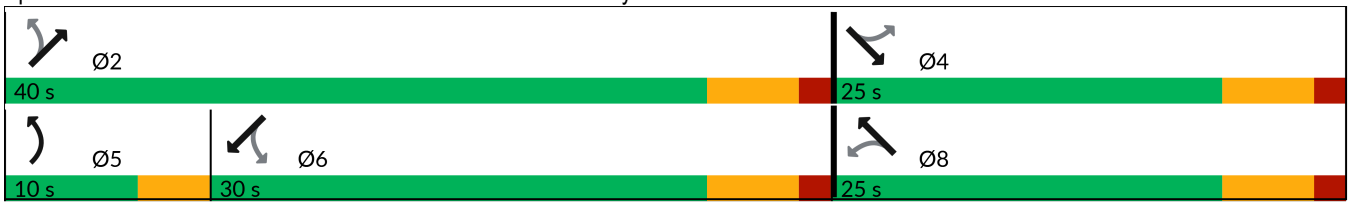


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	17	14	109	12	0	14	153	189	0	273	9
Future Volume (vph)	10	17	14	109	12	0	14	153	189	0	273	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.955						0.917			0.996	
Flt Protected		0.988			0.957		0.950					
Satd. Flow (prot)	0	1793	0	0	1818	0	1787	1742	0	0	1892	0
Flt Permitted		0.886			0.713		0.486					
Satd. Flow (perm)	0	1605	0	0	1355	0	914	1742	0	0	1892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						144			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	141	0	16	398	0	0	327	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.3			11.3		26.1	25.0			23.6	
Actuated g/C Ratio		0.26			0.26		0.59	0.57			0.54	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.11			0.41		0.02	0.38			0.32	
Control Delay (s/veh)		11.8			19.0		5.7	6.3			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.8			19.0		5.7	6.3			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.8			19.0			6.3			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			25		2	34			45	
Queue Length 95th (ft)		29			85		9	90			147	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		735			613		678	1438			1209	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.07			0.23		0.02	0.28			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 44			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	529	2	2	707	16	0	0	0	10	0	34
Future Vol, veh/h	13	529	2	2	707	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	601	2	2	803	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	828	0	0	605	0	0			1153	-	417
Stage 1	-	-	-	-	-	-			823	-	-
Stage 2	-	-	-	-	-	-			330	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	812	-	-	982	-	-			194	0	590
Stage 1	-	-	-	-	-	-			397	0	-
Stage 2	-	-	-	-	-	-			706	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	808	-	-	982	-	-			189	0	587
Mov Cap-2 Maneuver	-	-	-	-	-	-			189	0	-
Stage 1	-	-	-	-	-	-			387	0	-
Stage 2	-	-	-	-	-	-			705	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.02	14.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	982	-	-	189	587
HCM Lane V/C Ratio	0.018	-	-	0.002	-	-	0.06	0.066
HCM Ctrl Dly (s/v)	9.5	-	-	8.7	-	-	25.3	11.6
HCM Lane LOS	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	483	2	4	680	21	4	2	6	16	5	41
Future Vol, veh/h	54	483	2	4	680	21	4	2	6	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	62	555	2	5	782	24	5	2	7	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	810	0	0	565	0	0	1092	1507	287	1210	1496	408
Stage 1	-	-	-	-	-	-	688	688	-	807	807	-
Stage 2	-	-	-	-	-	-	404	819	-	403	690	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	780	-	-	1016	-	-	151	122	716	141	124	568
Stage 1	-	-	-	-	-	-	369	450	-	346	397	-
Stage 2	-	-	-	-	-	-	556	392	-	601	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	777	-	-	1009	-	-	120	110	711	125	112	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	110	-	125	112	-
Stage 1	-	-	-	-	-	-	337	411	-	343	394	-
Stage 2	-	-	-	-	-	-	499	389	-	544	410	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.01	0.05	24.33	21.57
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	200	777	-	-	1009	-	-	125	393
HCM Lane V/C Ratio	0.069	0.08	-	-	0.005	-	-	0.147	0.135
HCM Ctrl Dly (s/v)	24.3	10	-	-	8.6	-	-	38.8	15.6
HCM Lane LOS	C	B	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

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	4	0	7	3	0	25	5	29	1	6	31	1
Future Vol, veh/h	4	0	7	3	0	25	5	29	1	6	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	27	5	32	1	7	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	95	34	94	95	36	35	0	0	37	0	0
Stage 1	47	47	-	47	47	-	-	-	-	-	-	-
Stage 2	42	47	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	799	1045	895	799	1042	1590	-	-	1587	-	-
Stage 1	971	859	-	972	860	-	-	-	-	-	-	-
Stage 2	977	859	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	870	790	1045	878	790	1039	1590	-	-	1582	-	-
Mov Cap-2 Maneuver	870	790	-	878	790	-	-	-	-	-	-	-
Stage 1	967	856	-	965	854	-	-	-	-	-	-	-
Stage 2	948	854	-	961	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.64	1.04	1.15
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	973	1019	282	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.03	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Future Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	5	0	12	2	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	38	13	31	33	-	13	0	0	12	0	0
Stage 1	-	16	-	15	15	-	-	-	-	-	-	-
Stage 2	-	21	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	859	1073	983	864	0	1619	-	-	1620	-	-
Stage 1	0	886	-	1010	887	0	-	-	-	-	-	-
Stage 2	0	881	-	1010	885	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	853	1068	966	858	-	1616	-	-	1620	-	-
Mov Cap-2 Maneuver	-	853	-	966	858	-	-	-	-	-	-	-
Stage 1	-	883	-	1007	884	-	-	-	-	-	-	-
Stage 2	-	879	-	995	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	8.97	2.07	1.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	429	-	-	1017	919	343	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.013	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	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	4	153	3	6	266	7	1	0	4	11	0	8
Future Vol, veh/h	4	153	3	6	266	7	1	0	4	11	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	191	4	8	333	9	1	0	5	14	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	195	0	0	551	561	193	555	559	339
Stage 1	-	-	-	-	-	-	203	203	-	354	354	-
Stage 2	-	-	-	-	-	-	348	358	-	201	205	-
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	1227	-	-	1390	-	-	448	439	854	445	440	708
Stage 1	-	-	-	-	-	-	803	737	-	667	634	-
Stage 2	-	-	-	-	-	-	673	631	-	805	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1390	-	-	437	433	854	437	435	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	433	-	437	435	-
Stage 1	-	-	-	-	-	-	800	734	-	662	628	-
Stage 2	-	-	-	-	-	-	659	626	-	797	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.16	10.07	12.25
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	45	-	-	39	-	-	521
HCM Lane V/C Ratio	0.009	0.004	-	-	0.005	-	-	0.046
HCM Ctrl Dly (s/v)	10.1	8	0	-	7.6	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	160	2	1	276	1	1	0	1	1	2	5
Future Vol, veh/h	6	160	2	1	276	1	1	0	1	1	2	5
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	205	3	1	354	1	1	0	1	1	3	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	356	0	0	210	0	0	584	582	208	579	583	358
Stage 1	-	-	-	-	-	-	224	224	-	358	358	-
Stage 2	-	-	-	-	-	-	361	359	-	221	225	-
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	1214	-	-	1373	-	-	426	427	837	430	427	690
Stage 1	-	-	-	-	-	-	783	722	-	664	631	-
Stage 2	-	-	-	-	-	-	662	631	-	786	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1370	-	-	414	422	835	425	422	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	422	-	425	422	-
Stage 1	-	-	-	-	-	-	776	716	-	663	630	-
Stage 2	-	-	-	-	-	-	650	630	-	780	715	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0.03	11.53	11.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	64	-	-	6	-	-	557
HCM Lane V/C Ratio	0.005	0.006	-	-	0.001	-	-	0.018
HCM Ctrl Dly (s/v)	11.5	8	0	-	7.6	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets

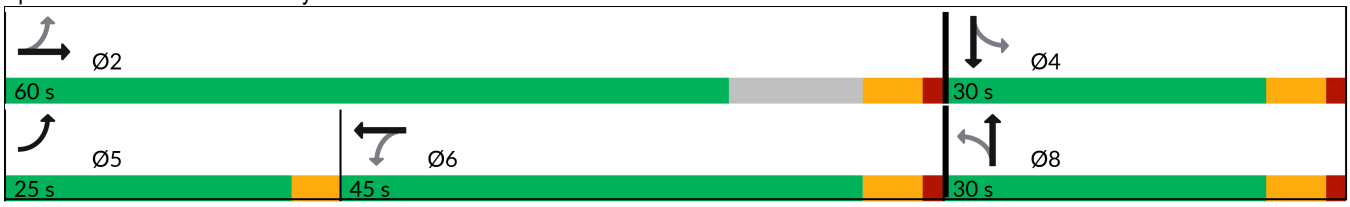
Year 2032 Total Projected Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	708	25	10	506	12	30	2	16	8	1	14
Future Volume (vph)	14	708	25	10	506	12	30	2	16	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.956			0.919	
Flt Protected		0.999			0.999			0.969			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1517	0	0	1700	0
Flt Permitted		0.943			0.939			0.793			0.860	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1240	0	0	1486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			17			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	812	0	0	574	0	0	52	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		42.0			42.0			9.2			9.2	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.23			0.23			0.09	
Control Delay (s/veh)		4.1			3.8			20.3			16.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.1			3.8			20.3			16.6	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.1			3.8			20.3			16.6	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		56			37			11			3	
Queue Length 95th (ft)		98			67			42			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3234			2526			596			711	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.23			0.09			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 53.2			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.8		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

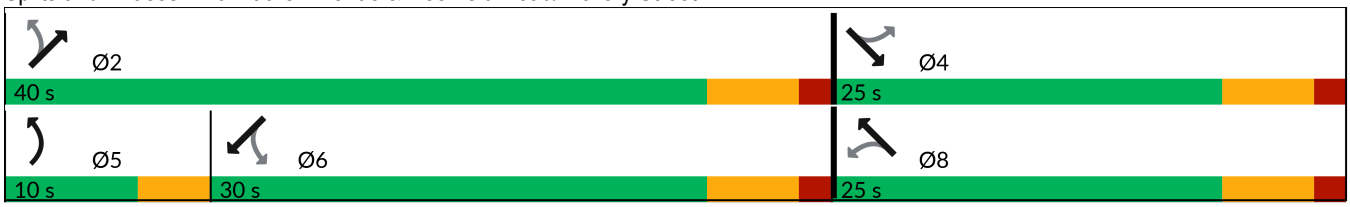


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	8	15	125	12	0	17	288	215	2	130	5
Future Volume (vph)	3	8	15	125	12	0	17	288	215	2	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.921						0.936			0.995	
Flt Protected		0.995			0.956		0.950				0.999	
Satd. Flow (prot)	0	1671	0	0	945	0	1752	1481	0	0	1874	0
Flt Permitted		0.971			0.724		0.649				0.994	
Satd. Flow (perm)	0	1630	0	0	716	0	1197	1481	0	0	1865	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						87			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	156	0	19	571	0	0	156	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.7			16.7		34.2	31.7			29.8	
Actuated g/C Ratio		0.28			0.28		0.57	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.79		0.03	0.70			0.17	
Control Delay (s/veh)		11.2			51.1		6.5	15.1			10.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.2			51.1		6.5	15.1			10.7	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.2			51.1			14.9			10.7	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			59		3	166			29	
Queue Length 95th (ft)		20			#157		11	295			76	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		527			226		737	876			921	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.69		0.03	0.65			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 60.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	698	3	3	518	4	0	0	0	4	0	10
Future Vol, veh/h	31	698	3	3	518	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	735	3	3	545	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	549	0	0	738	0	0			986	-	275
Stage 1	-	-	-	-	-	-			554	-	-
Stage 2	-	-	-	-	-	-			433	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1030	-	-	877	-	-			248	0	729
Stage 1	-	-	-	-	-	-			545	0	-
Stage 2	-	-	-	-	-	-			628	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1030	-	-	877	-	-			239	0	729
Mov Cap-2 Maneuver	-	-	-	-	-	-			239	0	-
Stage 1	-	-	-	-	-	-			528	0	-
Stage 2	-	-	-	-	-	-			625	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0.05	12.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1030	-	-	877	-	-	239	729
HCM Lane V/C Ratio	0.032	-	-	0.004	-	-	0.018	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20.3	10
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	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	28	665	9	5	490	8	7	1	8	2	0	28
Future Vol, veh/h	28	665	9	5	490	8	7	1	8	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	739	10	6	544	9	8	1	9	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	751	0	0	1092	1378	376	997	1378	283
Stage 1	-	-	-	-	-	-	808	808	-	565	565	-
Stage 2	-	-	-	-	-	-	284	569	-	432	813	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	975	-	-	868	-	-	151	146	627	201	146	688
Stage 1	-	-	-	-	-	-	310	397	-	482	511	-
Stage 2	-	-	-	-	-	-	658	509	-	577	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	866	-	-	138	140	626	188	140	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	140	-	188	140	-
Stage 1	-	-	-	-	-	-	300	383	-	477	505	-
Stage 2	-	-	-	-	-	-	624	503	-	549	381	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.09	22.26	11.43
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	226	970	-	-	866	-	-	188	684
HCM Lane V/C Ratio	0.079	0.032	-	-	0.006	-	-	0.012	0.045
HCM Ctrl Dly (s/v)	22.3	8.8	-	-	9.2	-	-	24.3	10.5
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0	0.1

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	6	0	4	2	1	15	0	27	7	16	20	0
Future Vol, veh/h	6	0	4	2	1	15	0	27	7	16	20	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	16	0	30	8	18	22	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	96	24	92	92	35	23	0	0	37	0	0
Stage 1	58	58	-	34	34	-	-	-	-	-	-	-
Stage 2	31	37	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	798	990	897	646	1044	1605	-	-	1586	-	-
Stage 1	959	850	-	988	707	-	-	-	-	-	-	-
Stage 2	990	868	-	959	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	873	789	988	882	638	1043	1604	-	-	1586	-	-
Mov Cap-2 Maneuver	873	789	-	882	638	-	-	-	-	-	-	-
Stage 1	947	840	-	988	707	-	-	-	-	-	-	-
Stage 2	972	868	-	943	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	8.72	0	3.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	916	988	800	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.02	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	5	0	2	0	4	2
Future Vol, veh/h	0	1	4	2	1	0	5	0	2	0	4	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	13	0	5	0	10	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	44	14	41	44	-	15	0	0	5	0	0
Stage 1	-	13	-	28	28	-	-	-	-	-	-	-
Stage 2	-	31	-	13	15	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	852	1072	968	691	0	1616	-	-	1629	-	-
Stage 1	0	889	-	994	712	0	-	-	-	-	-	-
Stage 2	0	873	-	1013	722	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	845	1071	948	686	-	1616	-	-	1629	-	-
Mov Cap-2 Maneuver	-	845	-	948	686	-	-	-	-	-	-	-
Stage 1	-	889	-	986	706	-	-	-	-	-	-	-
Stage 2	-	866	-	1000	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.59	9.32	5.18	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	1017	840	1629	-	-
HCM Lane V/C Ratio	0.008	-	-	0.013	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	288	1	2	126	5	4	0	5	6	0	6
Future Vol, veh/h	2	288	1	2	126	5	4	0	5	6	0	6
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	347	1	2	152	6	5	0	6	7	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	348	0	0	510	517	349	514	515	158
Stage 1	-	-	-	-	-	-	352	352	-	162	162	-
Stage 2	-	-	-	-	-	-	158	165	-	353	353	-
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	1432	-	-	1222	-	-	477	465	699	474	467	893
Stage 1	-	-	-	-	-	-	669	635	-	845	768	-
Stage 2	-	-	-	-	-	-	849	766	-	668	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1222	-	-	471	462	699	466	464	890
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	462	-	466	464	-
Stage 1	-	-	-	-	-	-	667	634	-	842	765	-
Stage 2	-	-	-	-	-	-	840	763	-	661	633	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.12	11.38	11.02
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	12	-	-	27	-	-	612
HCM Lane V/C Ratio	0.019	0.002	-	-	0.002	-	-	0.024
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	8	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	286	1	2	125	3	2	5	0	1	2	5
Future Vol, veh/h	7	286	1	2	125	3	2	5	0	1	2	5
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	9	362	1	3	158	4	3	6	0	1	3	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	363	0	0	545	549	363	550	548	162
Stage 1	-	-	-	-	-	-	380	380	-	167	167	-
Stage 2	-	-	-	-	-	-	165	169	-	383	381	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1427	-	-	1206	-	-	329	419	687	449	384	826
Stage 1	-	-	-	-	-	-	483	583	-	839	678	-
Stage 2	-	-	-	-	-	-	653	726	-	644	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1206	-	-	321	414	687	437	379	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	414	-	437	379	-
Stage 1	-	-	-	-	-	-	479	579	-	836	675	-
Stage 2	-	-	-	-	-	-	644	723	-	632	533	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.12	14.64	11.24
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	43	-	-	28	-	-	587
HCM Lane V/C Ratio	0.023	0.006	-	-	0.002	-	-	0.017
HCM Ctrl Dly (s/v)	14.6	7.5	0	-	8	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets

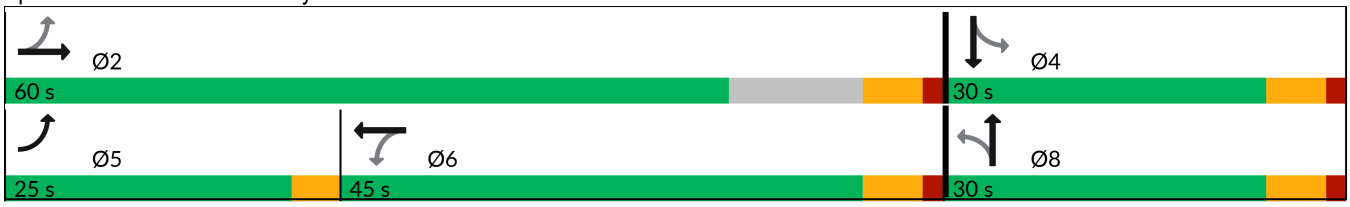
Year 2032 Total Projected Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	525	19	10	705	26	40	11	11	12	9	36
Future Volume (vph)	14	525	19	10	705	26	40	11	11	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.976			0.914	
Flt Protected		0.999			0.999			0.969			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1757	0	0	1719	0
Flt Permitted		0.932			0.946			0.766			0.910	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1389	0	0	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			10			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	613	0	0	815	0	0	68	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		39.1			39.1			9.3			9.3	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24			0.32			0.26			0.20	
Control Delay (s/veh)		4.2			4.5			21.2			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.2			4.5			21.2			13.0	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.2			4.5			21.2			13.0	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		40			57			15			6	
Queue Length 95th (ft)		70			98			50			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2735			679			787	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.30			0.10			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

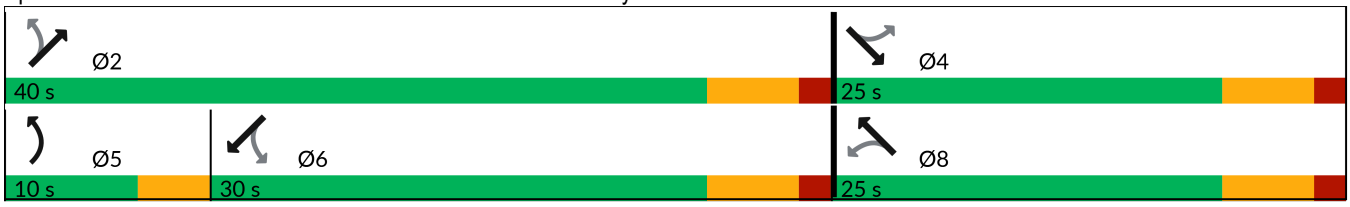


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	17	14	109	12	0	14	155	189	0	274	9
Future Volume (vph)	10	17	14	109	12	0	14	155	189	0	274	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.955						0.917			0.996	
Flt Protected		0.988			0.957		0.950					
Satd. Flow (prot)	0	1793	0	0	1818	0	1787	1742	0	0	1892	0
Flt Permitted		0.886			0.713		0.485					
Satd. Flow (perm)	0	1605	0	0	1355	0	912	1742	0	0	1892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						142			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	141	0	16	400	0	0	329	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.3			11.3		26.2	25.0			23.6	
Actuated g/C Ratio		0.26			0.26		0.60	0.57			0.54	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.11			0.41		0.02	0.38			0.32	
Control Delay (s/veh)		11.9			19.1		5.7	6.4			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.9			19.1		5.7	6.4			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.9			19.1			6.3			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			25		2	35			45	
Queue Length 95th (ft)		29			85		9	91			147	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		734			612		677	1436			1208	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.07			0.23		0.02	0.28			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 44			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	531	4	5	707	16	0	0	0	10	0	34
Future Vol, veh/h	13	531	4	5	707	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	603	5	6	803	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	828	0	0	610	0	0			1161	-	417
Stage 1	-	-	-	-	-	-			830	-	-
Stage 2	-	-	-	-	-	-			331	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	812	-	-	979	-	-			191	0	590
Stage 1	-	-	-	-	-	-			394	0	-
Stage 2	-	-	-	-	-	-			706	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	808	-	-	979	-	-			186	0	587
Mov Cap-2 Maneuver	-	-	-	-	-	-			186	0	-
Stage 1	-	-	-	-	-	-			384	0	-
Stage 2	-	-	-	-	-	-			701	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.06	14.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	979	-	-	186	587
HCM Lane V/C Ratio	0.018	-	-	0.006	-	-	0.061	0.066
HCM Ctrl Dly (s/v)	9.5	-	-	8.7	-	-	25.6	11.6
HCM Lane LOS	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	484	3	5	683	21	4	2	6	16	5	41
Future Vol, veh/h	54	484	3	5	683	21	4	2	6	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	62	556	3	6	785	24	5	2	7	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	813	0	0	568	0	0	1098	1515	288	1216	1505	410
Stage 1	-	-	-	-	-	-	690	690	-	813	813	-
Stage 2	-	-	-	-	-	-	408	825	-	403	692	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	778	-	-	1014	-	-	149	121	715	139	122	567
Stage 1	-	-	-	-	-	-	368	449	-	343	395	-
Stage 2	-	-	-	-	-	-	552	390	-	600	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	775	-	-	1007	-	-	118	109	709	123	111	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	109	-	123	111	-
Stage 1	-	-	-	-	-	-	336	410	-	340	391	-
Stage 2	-	-	-	-	-	-	495	386	-	544	409	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	0.06	24.56	21.76
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	198	775	-	-	1007	-	-	123	390
HCM Lane V/C Ratio	0.07	0.08	-	-	0.006	-	-	0.149	0.135
HCM Ctrl Dly (s/v)	24.6	10	-	-	8.6	-	-	39.3	15.7
HCM Lane LOS	C	B	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	3	0	29	5	29	1	6	31	1
Future Vol, veh/h	4	0	7	3	0	29	5	29	1	6	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	32	5	32	1	7	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	95	34	94	95	36	35	0	0	37	0	0
Stage 1	47	47	-	47	47	-	-	-	-	-	-	-
Stage 2	42	47	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	799	1045	895	799	1042	1590	-	-	1587	-	-
Stage 1	971	859	-	972	860	-	-	-	-	-	-	-
Stage 2	977	859	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	866	790	1045	878	790	1039	1590	-	-	1582	-	-
Mov Cap-2 Maneuver	866	790	-	878	790	-	-	-	-	-	-	-
Stage 1	967	856	-	965	854	-	-	-	-	-	-	-
Stage 2	944	854	-	961	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.75	8.65	1.04	1.15
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	972	1021	282	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.034	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	6	0	5	1	8	1
Future Vol, veh/h	0	1	4	3	2	0	6	0	5	1	8	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	14	0	12	2	19	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	68	25	62	64	-	24	0	0	12	0	0
Stage 1	-	28	-	35	35	-	-	-	-	-	-	-
Stage 2	-	40	-	27	29	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	826	1057	939	831	0	1603	-	-	1620	-	-
Stage 1	0	876	-	986	870	0	-	-	-	-	-	-
Stage 2	0	865	-	996	875	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	815	1052	916	820	-	1600	-	-	1620	-	-
Mov Cap-2 Maneuver	-	815	-	916	820	-	-	-	-	-	-	-
Stage 1	-	872	-	978	862	-	-	-	-	-	-	-
Stage 2	-	857	-	981	871	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.66	9.17	3.97	0.72
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	995	875	176	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	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	4	153	3	6	266	8	1	0	4	12	0	8
Future Vol, veh/h	4	153	3	6	266	8	1	0	4	12	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	191	4	8	333	10	1	0	5	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	195	0	0	551	563	193	556	560	340
Stage 1	-	-	-	-	-	-	203	203	-	355	355	-
Stage 2	-	-	-	-	-	-	348	360	-	201	205	-
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	1226	-	-	1390	-	-	448	438	854	445	440	707
Stage 1	-	-	-	-	-	-	803	737	-	667	634	-
Stage 2	-	-	-	-	-	-	673	630	-	805	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1390	-	-	437	433	854	437	434	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	433	-	437	434	-
Stage 1	-	-	-	-	-	-	800	734	-	661	628	-
Stage 2	-	-	-	-	-	-	659	625	-	797	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.16	10.07	12.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	45	-	-	38	-	-	515
HCM Lane V/C Ratio	0.009	0.004	-	-	0.005	-	-	0.049
HCM Ctrl Dly (s/v)	10.1	8	0	-	7.6	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

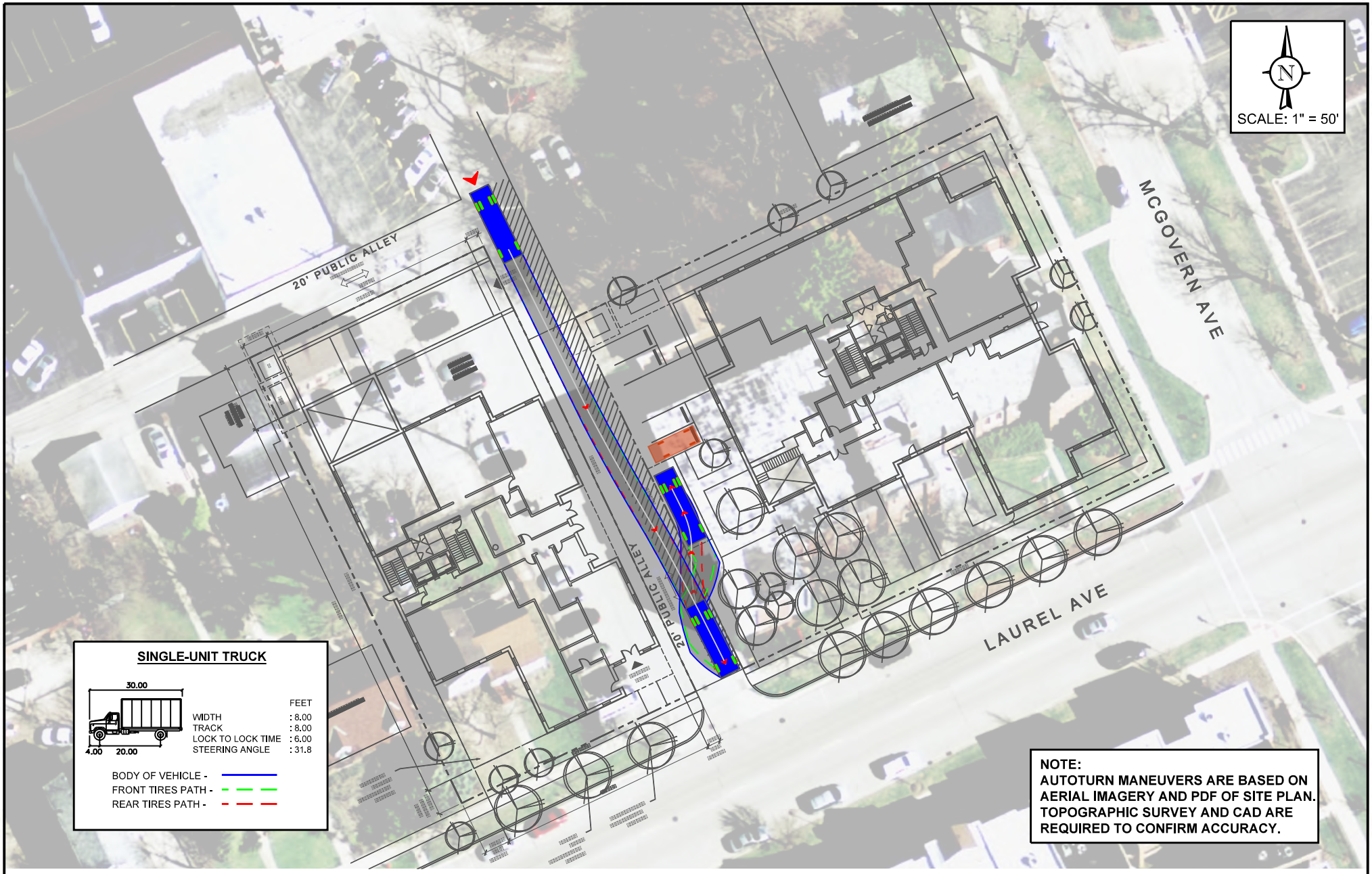
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	161	2	1	278	1	1	0	1	2	2	6
Future Vol, veh/h	6	161	2	1	278	1	1	0	1	2	2	6
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	206	3	1	356	1	1	0	1	3	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	211	0	0	588	586	210	582	587	361
Stage 1	-	-	-	-	-	-	225	225	-	361	361	-
Stage 2	-	-	-	-	-	-	363	361	-	222	226	-
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	1211	-	-	1372	-	-	423	425	836	427	425	688
Stage 1	-	-	-	-	-	-	782	721	-	662	630	-
Stage 2	-	-	-	-	-	-	660	629	-	785	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1369	-	-	411	420	834	423	420	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	420	-	423	420	-
Stage 1	-	-	-	-	-	-	775	715	-	660	628	-
Stage 2	-	-	-	-	-	-	647	628	-	778	714	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	0.03	11.57	11.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	550	64	-	-	6	-	-	548
HCM Lane V/C Ratio	0.005	0.006	-	-	0.001	-	-	0.023
HCM Ctrl Dly (s/v)	11.6	8	0	-	7.6	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

AutoTurn Exhibits



LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

SINGLE-UNIT TRUCK INBOUND MANEUVER

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: A1

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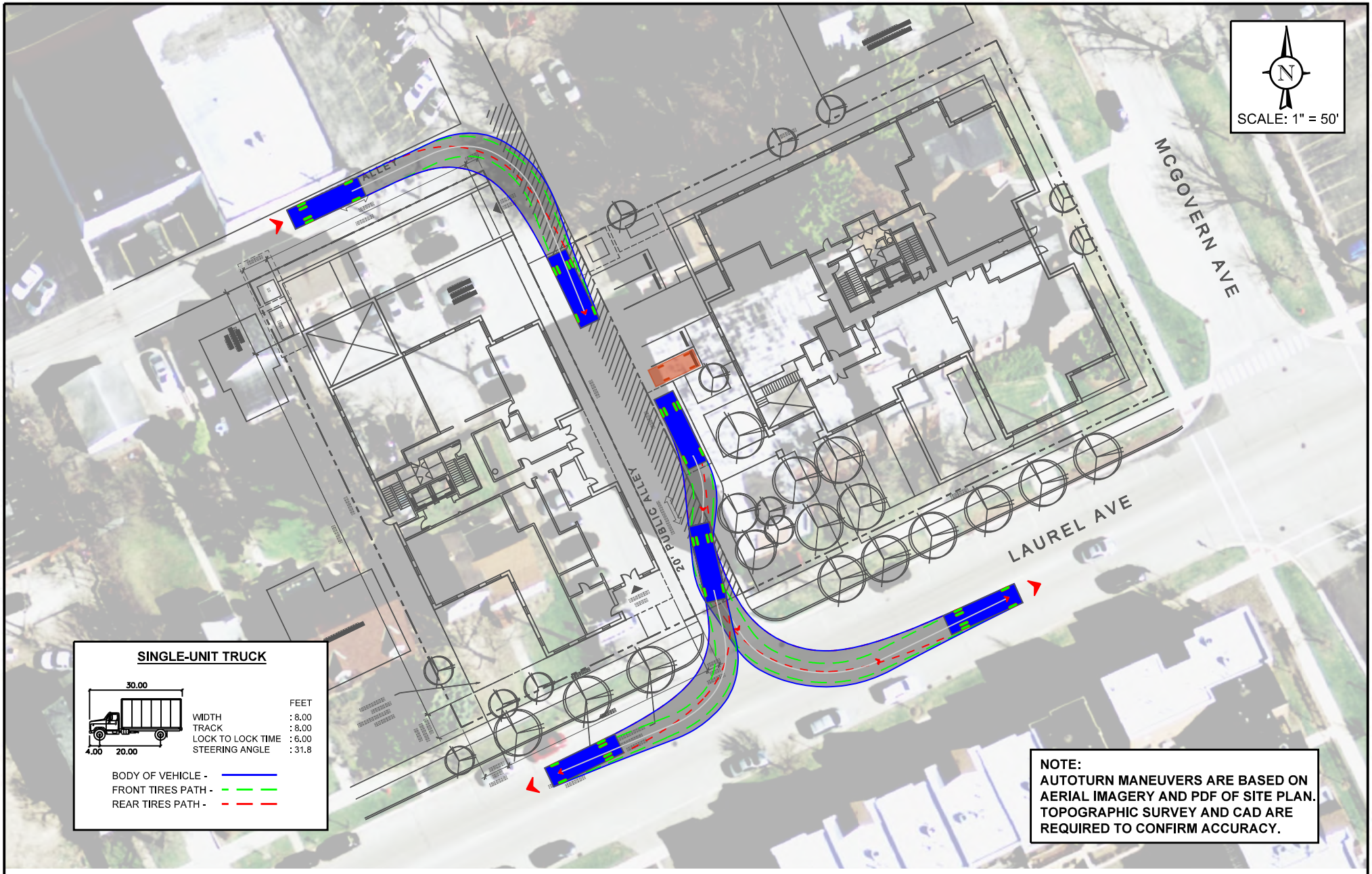
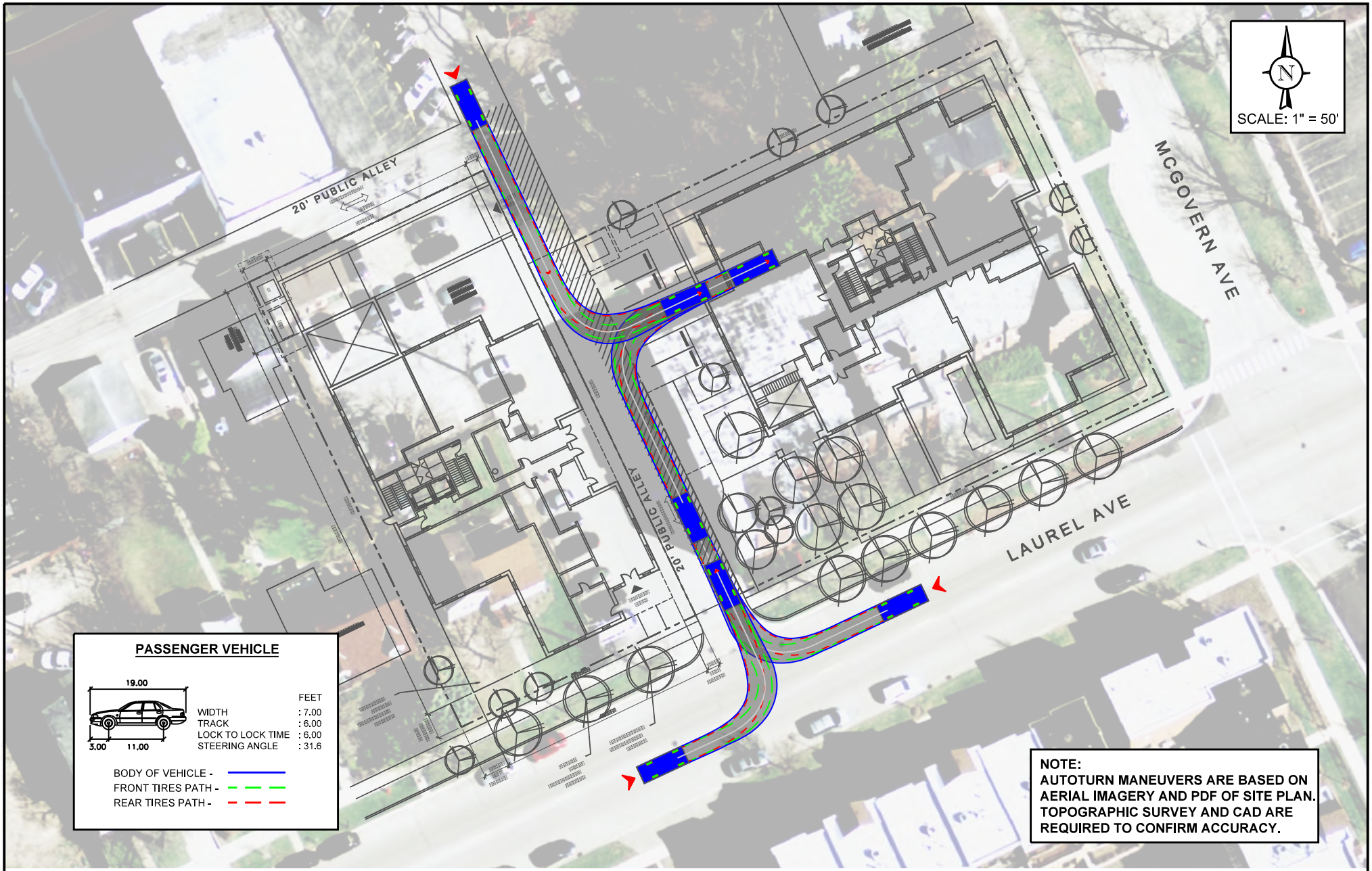


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

SINGLE-UNIT TRUCK OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: A2

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

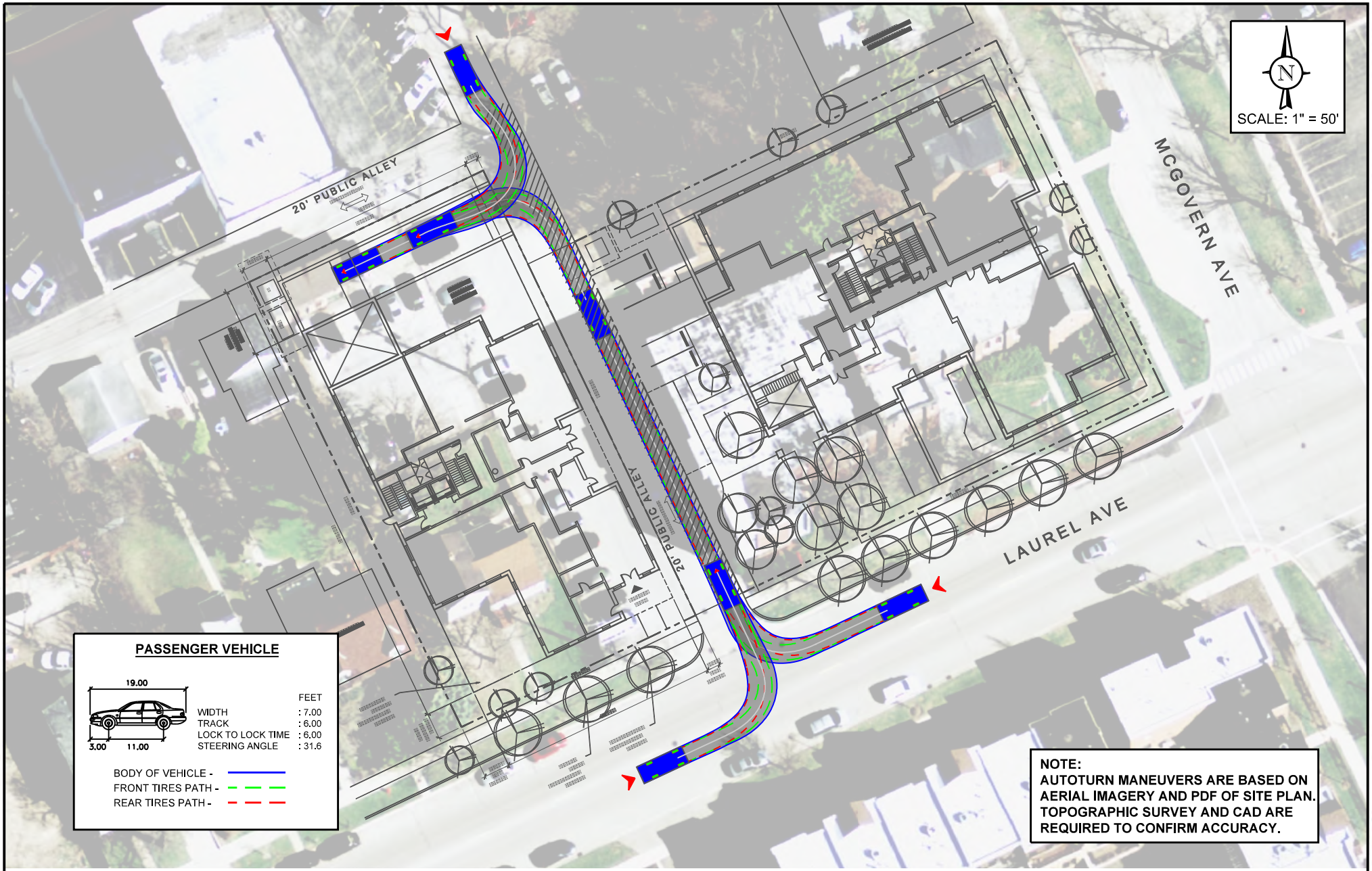


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B1

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

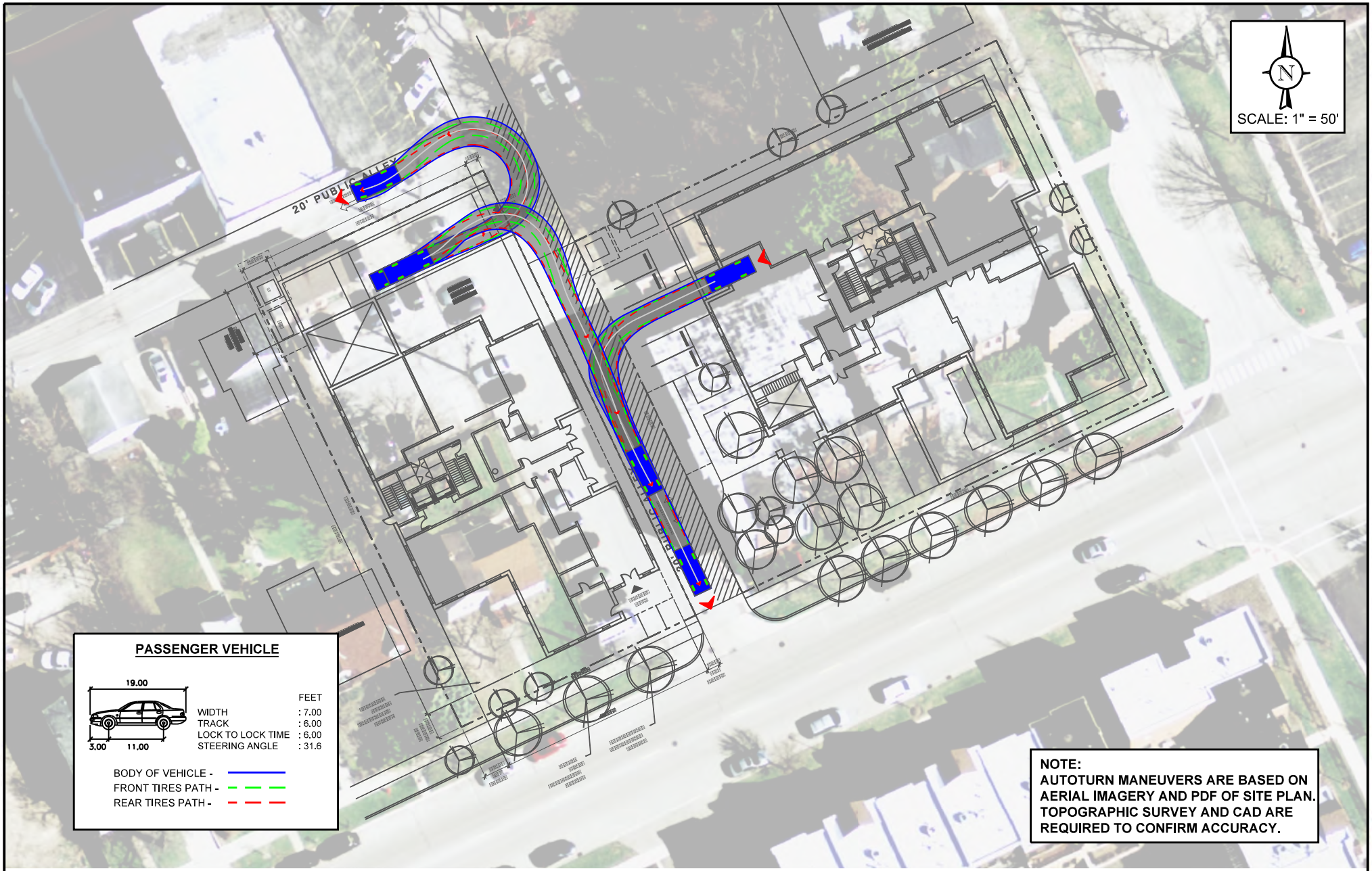


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE INBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B2

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

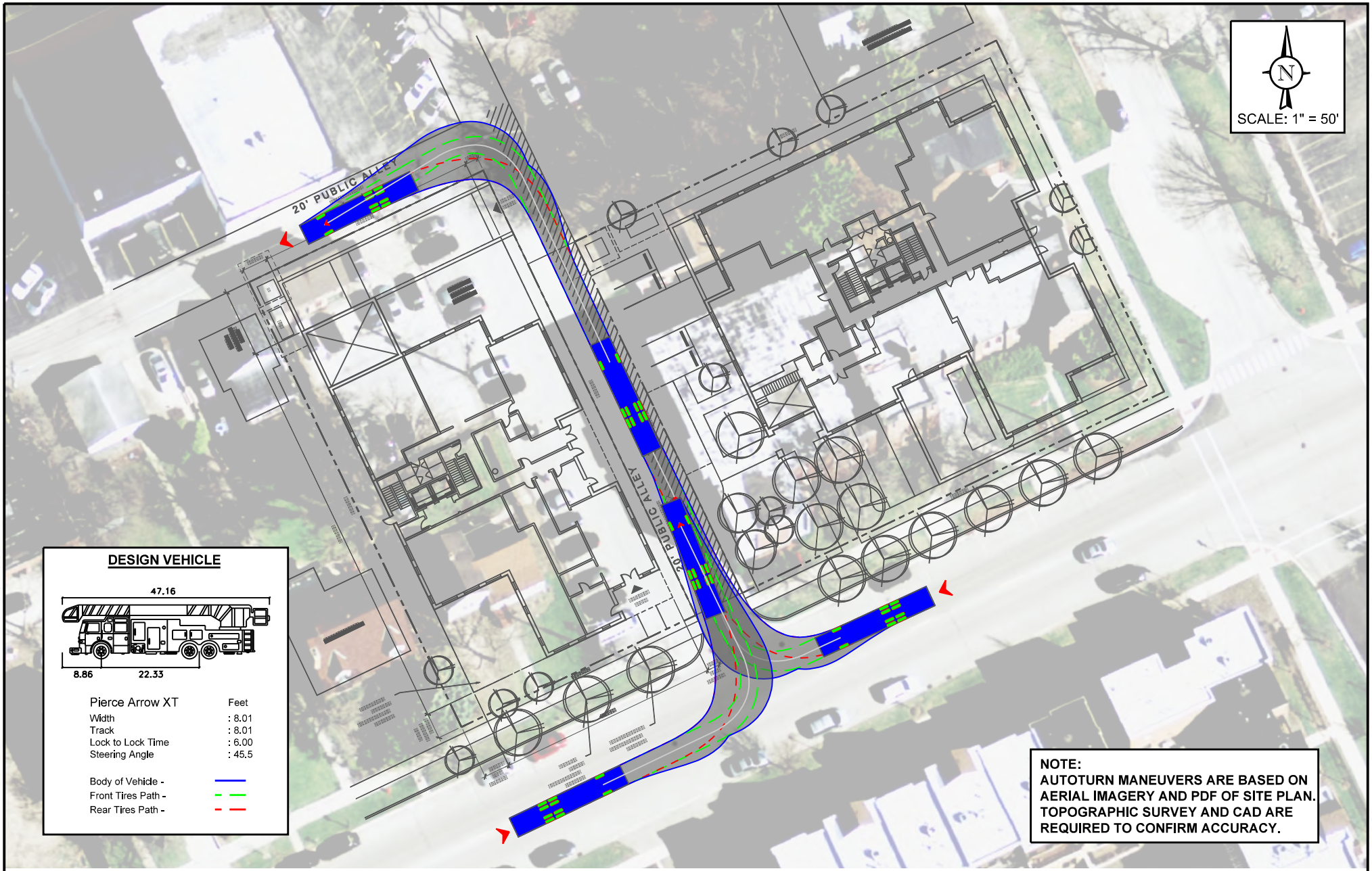


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B3

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



LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

FIRE TRUCK MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: C

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

Traffic Impact Study

793 Laurel Avenue

Highland Park, Illinois

Prepared For:

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

March 17, 2026

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 a proposed residential development to be located at 793 Laurel Avenue in Highland Park, Illinois. As proposed, 793 Laurel Avenue will be redeveloped to contain a condominium building with 14 units and parking garage with 27 parking spaces. Access to the parking garage will be provided off the north-south public alley east of the site. Two guest surface parking spaces will be provided on the 1696 McGovern development site east of the alley.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

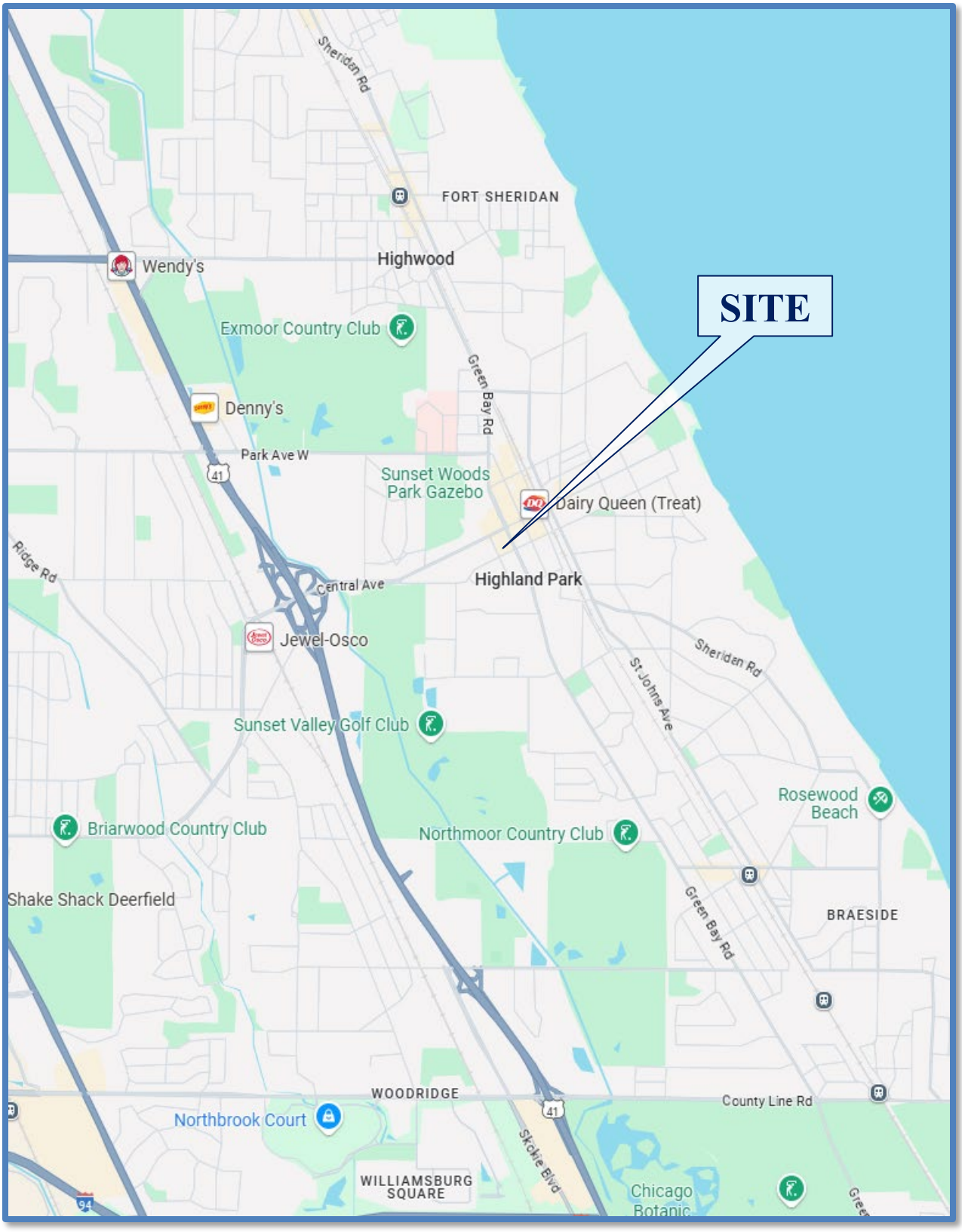
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

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

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

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

The 793 Laurel Avenue site currently contains two single family homes and the 1696 McGovern Street site currently contains the Bethany United Methodism Church. Land uses in the vicinity of the site are primarily residential with commercial uses along Central Avenue and Green Bay Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. All roads are under the jurisdiction of the City of Highland Park and have a posted/unposted speed limit of 25 miles per hour within the vicinity of the site. **Figure 3** illustrates the existing roadway characteristics.

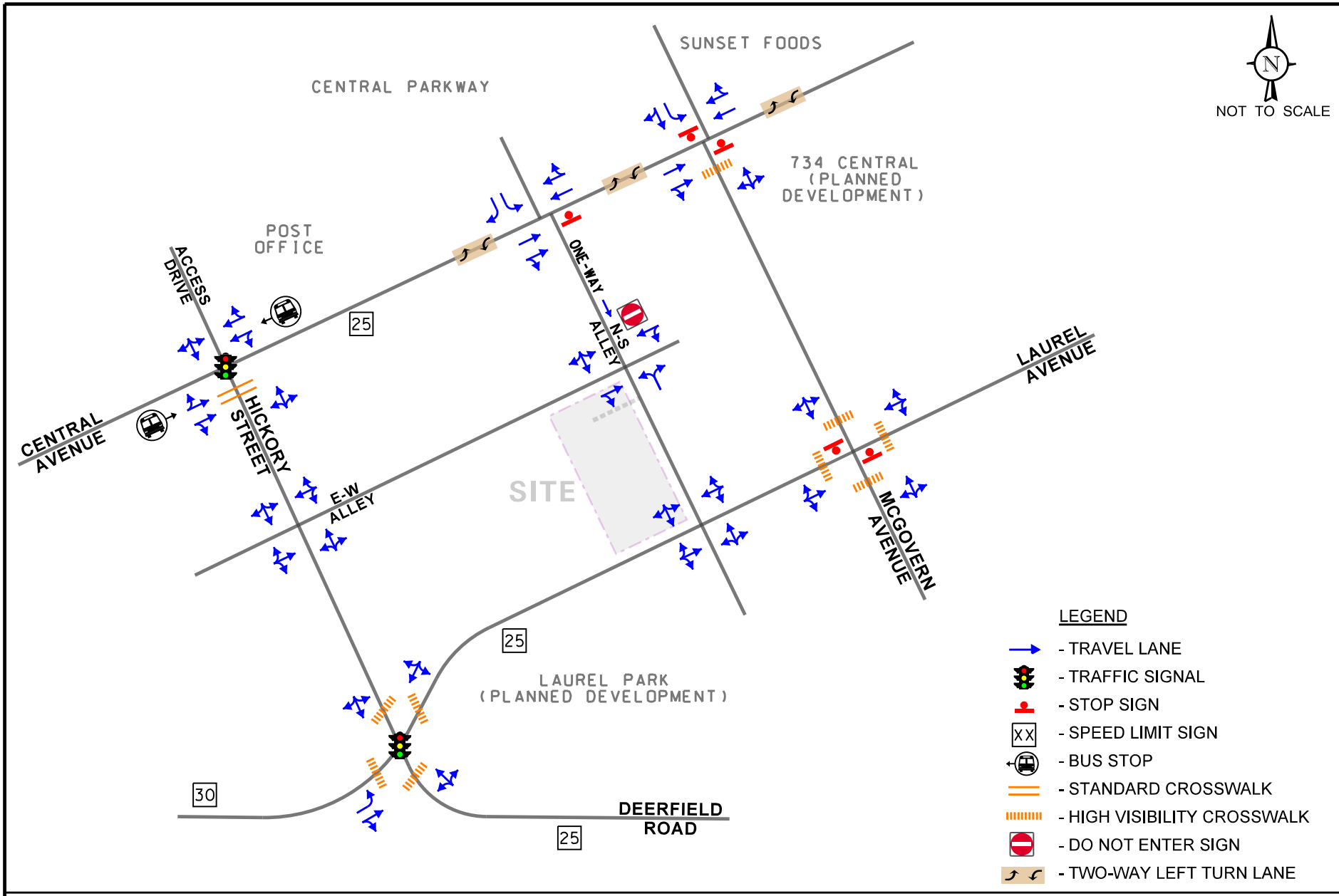
Central Avenue
- East-west minor arterial roadway.
- Generally provides two travel lanes in each direction.
- Carries an annual average daily traffic (AADT) volume of 15,300 vehicles (IDOT 2023).

Laurel Avenue
- East-west major collector roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on both sides of the street.

McGovern Street
- North-south local roadway.
- Provides one travel lane in each direction.
- On-street parking is generally provided on the west side of the street.

Hickory Street
- North-south local roadway.
- Provides one travel lane in each direction.

Deerfield Road
- East-west major collector roadway.
- Provides one travel lane in each direction.



793 Laurel Avenue
Highland Park, Illinois

Existing Roadway Characteristics

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Figure: 3

Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below. **Figure 4** illustrates the existing public transportation system.

Metra Service The development area is located approximately one third of a mile west of the Highland Park Metra Station. This station is served by the Union Pacific North (UP-N) line, which runs between Ogilvie Transportation Center to Kenosha.

Pace Bus Service

The following CTA bus routes serve the immediate area and have stops near the development:

- *Route 213 (Green Bay Road)* provides weekday and Saturday service between the Highland Park Metra Station and the Howard CTA Station, making stops at Northbrook Court, and the Davis Street CTA Purple Line/Metra Station.

- *Route 471(Northbrook Court)* provides weekday and Saturday service between Highland Park and Northbrook along Deerfield Road, Waukegan Road, and Lake Cook Road.

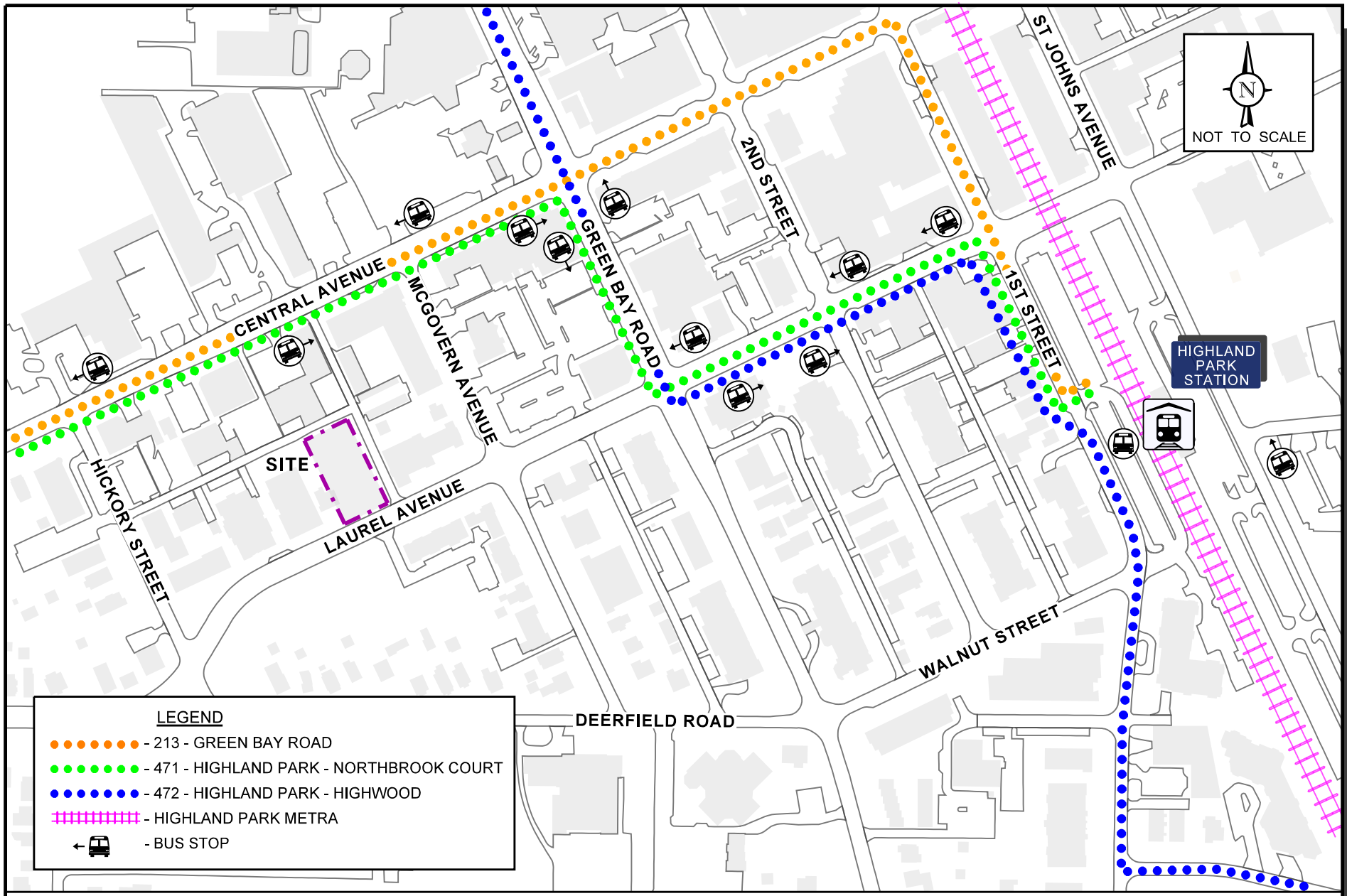
- *Route 472 (Northbrook Court)* Provides service between downtown Highland Park and Highland Park Metra Station along Half Day Road, Saint Johns Avenue, and Green Bay Road.

Pedestrian Facilities.

Sidewalks are generally provided on all public roads within the study area. High visibility crosswalks are provided at the intersections of Central Avenue with Hickory Street, Deerfield Road with Laurel Avenue and Hickory Street, and Laurel Avenue with McGovern Street and on McGovern Street at its intersection with Central Avenue. Countdown pedestrian signals are provided at the signalized intersections of Hickory Street with Central Avenue and Laurel Avenue.

Bicycle Facilities.

Central Avenue, Laurel Avenue, and Hickory Street are designated Bike Routes. In addition, Laurel Avenue provides “sharrow” pavement markings.



793 Laurel Avenue
Highland Park, Illinois

Public Transit

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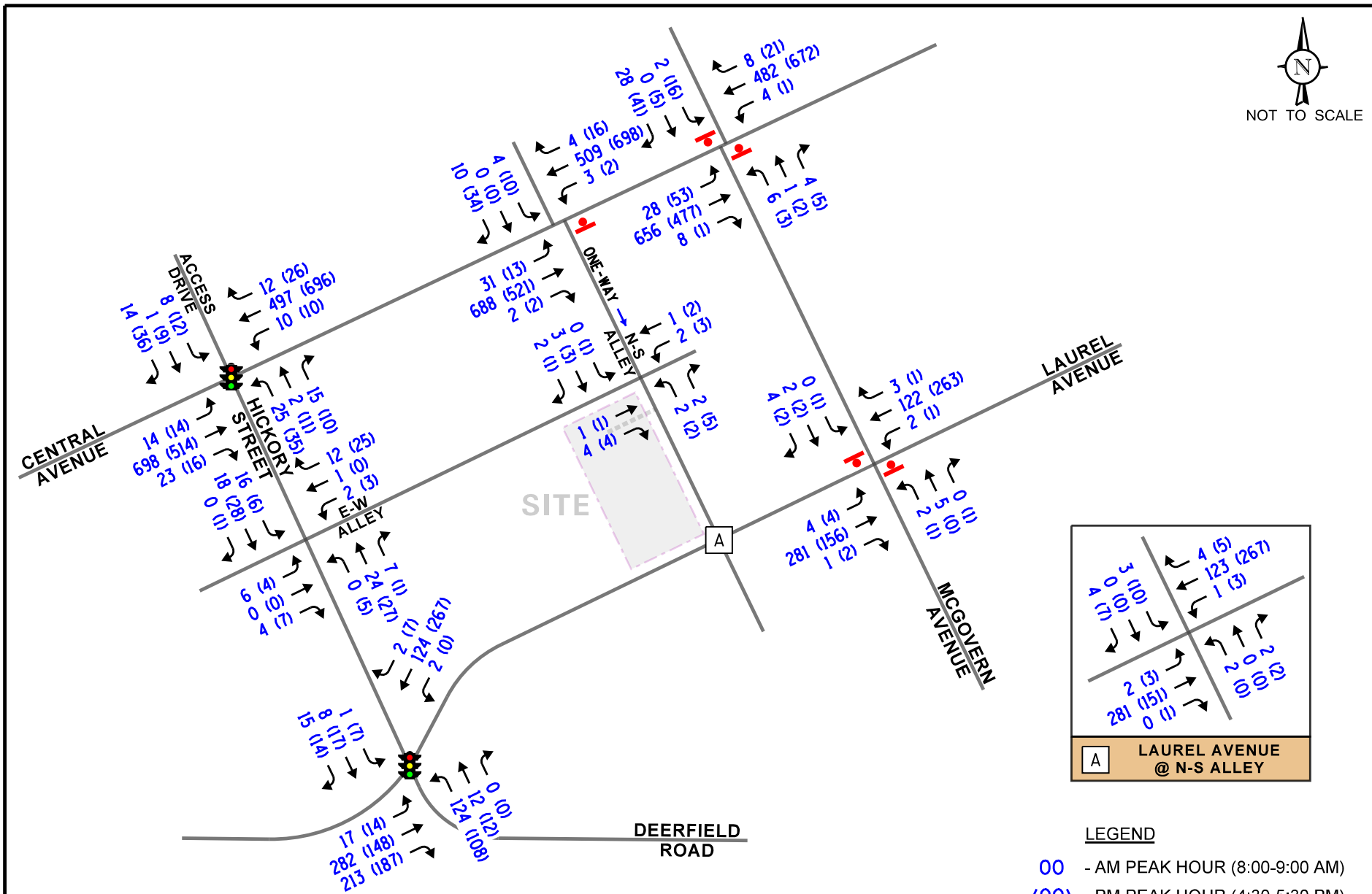
Figure: 4

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, January 27, 2026, during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Central Avenue with Hickory Street
- Central Avenue with the North-South Alley
- Central Avenue with McGovern Street
- Laurel Avenue with Hickory Street
- Laurel Avenue with the North-South Alley
- Laurel Avenue with McGovern Street
- Hickory Street with the East-West Alley
- The East-West Alley with The North-South Alley

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 5** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



793 Laurel Avenue
Highland Park, Illinois

Existing Traffic Volumes

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Figure: 5

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be redeveloped with a five story building with 14 condominium units. Parking for residents will be provided within a parking garage with 27 parking spaces. Access to the garage will be provided via the north-south alley. Guest parking will be accommodated by two surface parking spaces within the proposed 1696 McGovern development site on the east side of the alley. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

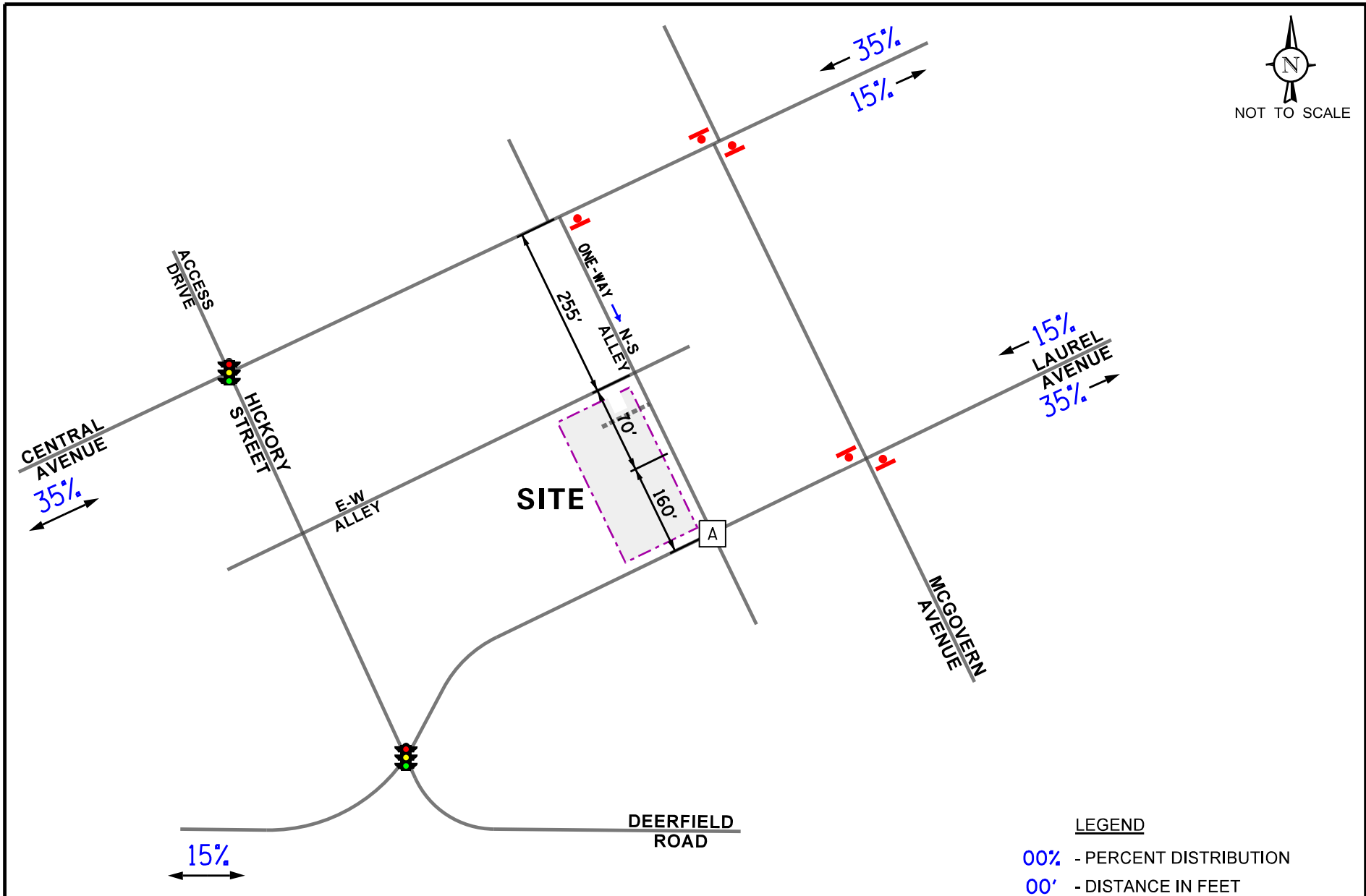
The directions from which residents of the residential development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the residential development were estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. It should be noted that the proposed apartment development is located within one-half mile of the Highland Park Union Pacific – North Metra Commuter Railway Station. As such, some of the residents will be expected to utilize public transportation to get to and from work. Based on census data provided for households located within one-half mile of the Highland Park Metra Station, approximately 20 percent of residents utilize public transportation to travel to/from work. However, in order to provide a conservative analysis, the trips estimated to be generated by the proposed development were not reduced. **Table 1** summarizes the peak hour and daily vehicle trips that will be generated by the proposed development.

Table 1
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 20 units	1	4	5	3	2	5	32	32	64



793 Laurel Avenue
Highland Park, Illinois

Directional Distribution

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Job No: 26-025

Figure: 6

Estimated Site Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the residential development were estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition.

It should be noted that the proposed apartment development is located within one-half mile of the Highland Park Union Pacific – North Metra Commuter Railway Station. As such, some of the residents will be expected to utilize public transportation to get to and from work. Based on census data provided for households located within one-half mile of the Highland Park Metra Station, approximately 20 percent of residents utilize public transportation to travel to/from work. However, in order to provide a conservative analysis, the trips estimated to be generated by the proposed development were not reduced.

Table 1 summarizes the peak hour and daily vehicle trips that will be generated by the proposed development.

Table 1
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 35 units	3	5	8	11	7	18	82	82	164

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and weekday evening hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment for the development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing 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 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.15 percent per year for six years (buildout year plus five years) for a total of less than one percent. A one percent growth rate was used. A copy of the CMAP 2050 projections letter is included in the Appendix. Additionally, the traffic estimated to be generated by the following planned developments was included:

1696 McGovern Street which will be developed at the same time as the proposed development. This development will be a five story building with 20 condominium units located immediately east of the site. Access to this development will also be provided via the north-south alley. The volumes of trips estimated to be generated by this development is shown in **Table A** in the appendix.

734 Central Avenue will be a five story residential building with 11 units and first floor parking garage.

Laurel Park Phase II (768-844 Laurel Avenue and 1652-1682 McGovern Street) will be a four story residential building with 12 units and first floor parking garage and 18 townhomes.

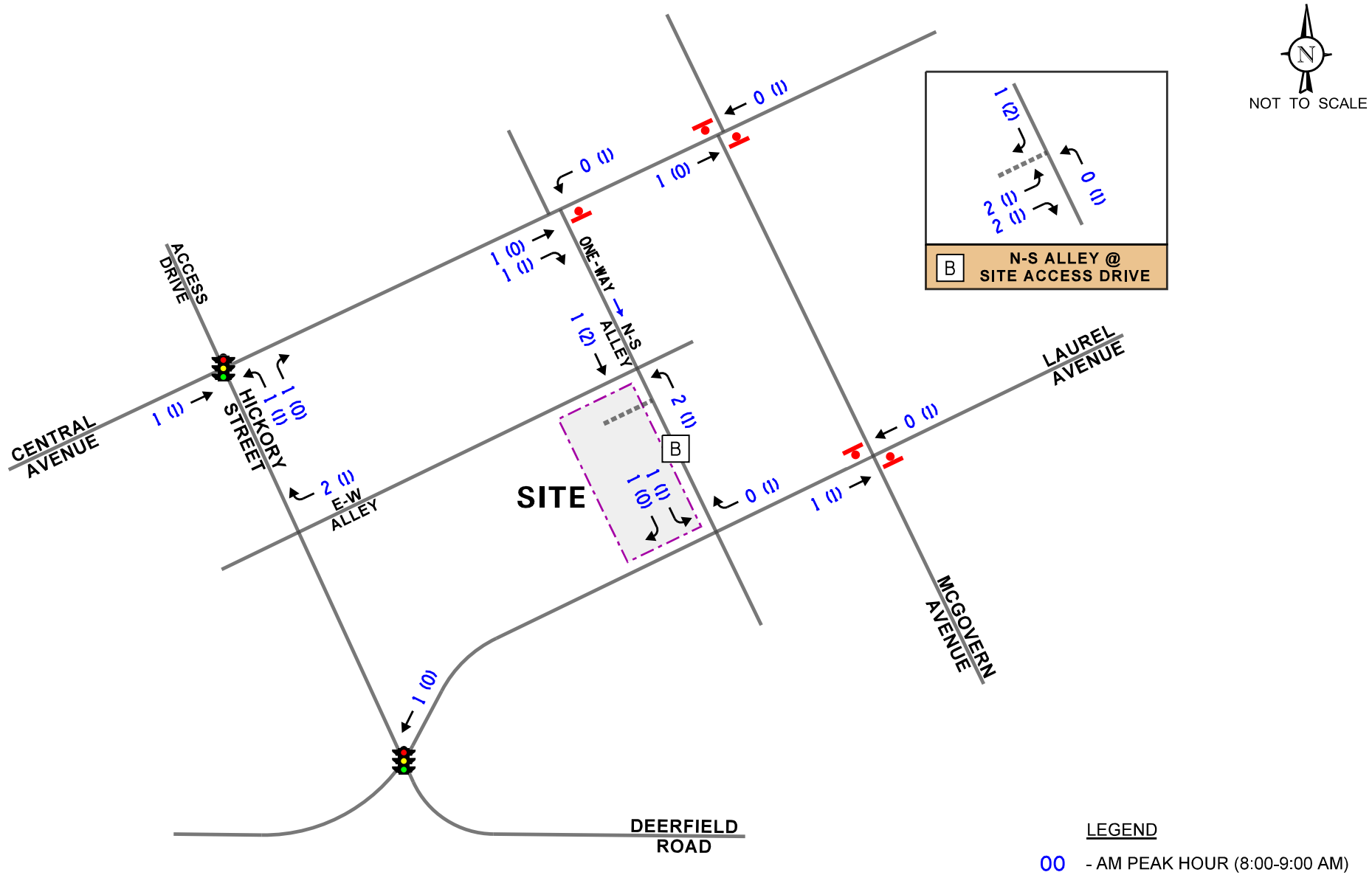
925 Deerfield Road will be eight affordable housing townhomes.

1632-1646 Second Street will be a five story residential building with 19 units and an underground parking garage.

Figure 8 illustrates the Year 2033 no-build conditions.

Total Projected Traffic Volumes

The Year 2031 total projected traffic volumes include the no-build traffic volumes, and the traffic estimated to be generated by the proposed development. **Figure 9** shows the Year 2032 total projected traffic volumes.



793 Laurel Avenue
Highland Park, Illinois

Site-Generated Traffic Volumes

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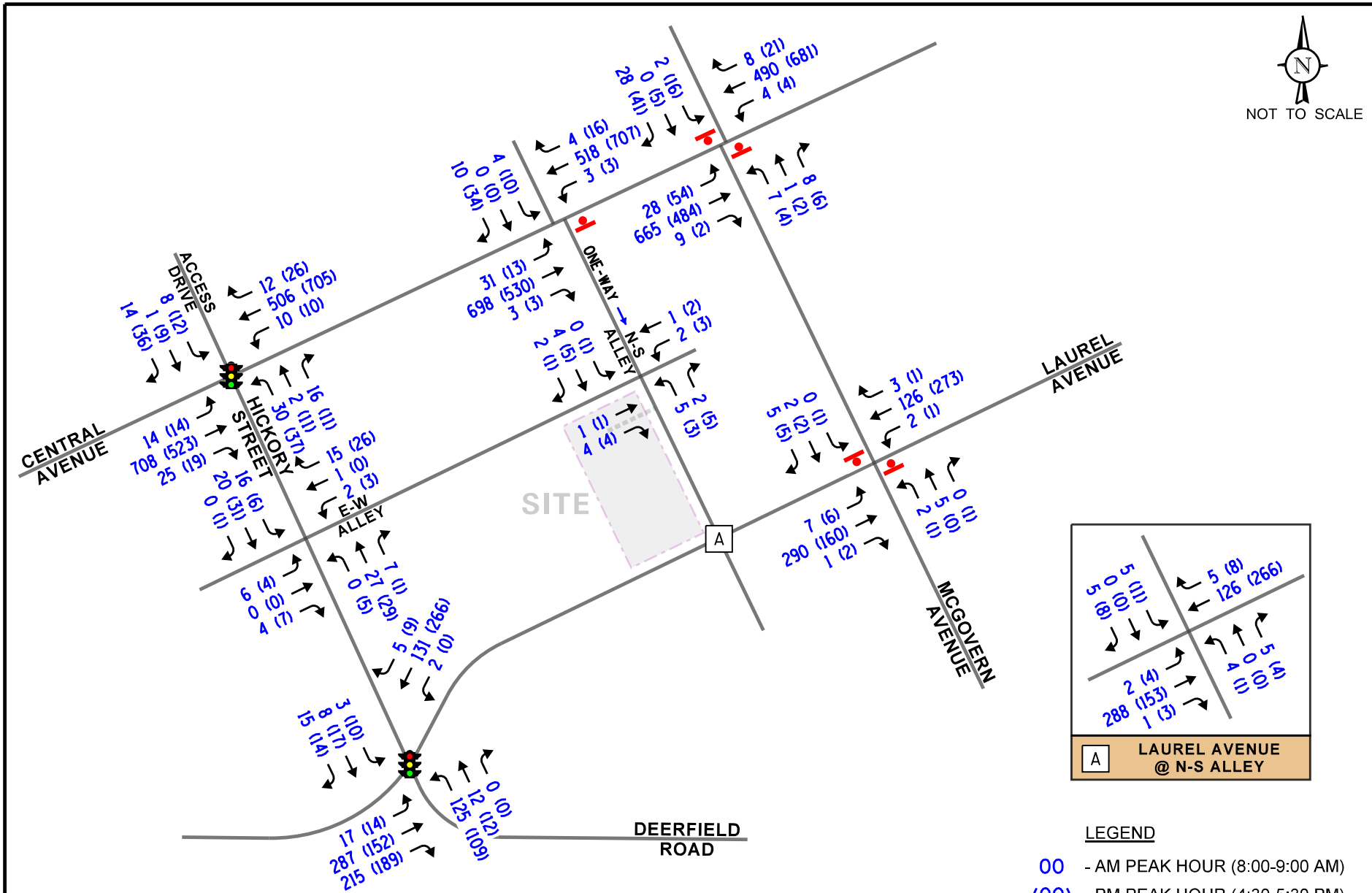
Figure: 7



793 Laurel Avenue
Highland Park, Illinois

Year 2032 No-Build Traffic Volumes

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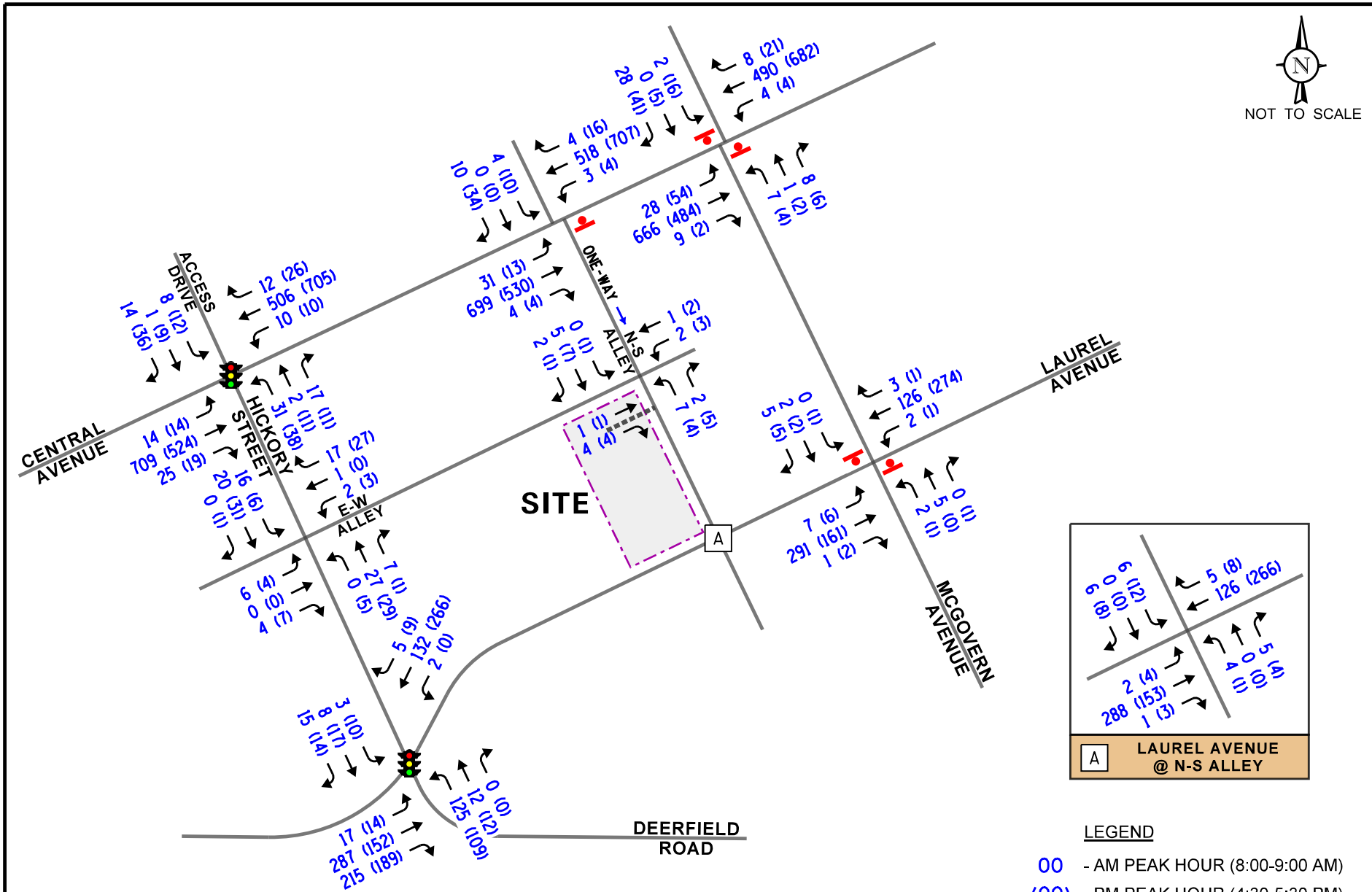
Figure: 8



793 Laurel Avenue
Highland Park, Illinois

Year 2032 Total Traffic Volumes

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Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening 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 modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, no-build, and total projected (Year 2032) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 7*th Edition and analyzed using the Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersections were accomplished using field-measured cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

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 existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 2** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2
CAPACITY ANALYSIS RESULTS – CENTRAL AVENUE WITH HICKORY STREET AND THE USPS ACCESS – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	A 4.0			A 3.6			B 19.7			B 16.4			A 4.6
	Weekday Evening	A 4.0			A 4.4			C 20.2			B 13.1			A 5.2
No-Build Conditions	**Weekday Morning**	A 4.0			A 3.7			C 20.4			B 16.7			A 4.6
	Weekday Evening	A 4.1			A 4.5			C 21.0			B 13.1			A 5.4
Projected Conditions	**Weekday Morning**	A 4.1			A 3.8			C 20.3			B 16.6			A 4.7
	Weekday Evening	A 4.2			A 4.5			C 21.2			B 13.0			A 5.5

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 3
CAPACITY ANALYSIS RESULTS – LAUREL AVENUE WITH HICKORY STREET AND DEERFIELD ROAD – SIGNALIZED

	Peak Hour	Southeast-bound (Hickory Street)			Northwest-bound (Deerfield Road)			Northeast-bound (Deerfield Road)			Southwest-bound (Laurel Avenue)			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	B 11.2			C 23.4			A 5.9	A 9.6		B 10.2			B 12.0
								A – 9.5						
	Weekday Evening	B 11.4			B 18.8			A 5.8	A 6.2		B 10.9			B 10.0
								A – 6.2						
No-Build Conditions	**Weekday Morning**	B 11.7			C 23.3			A 5.7	A 9.5		A 9.8			B 11.9
								A – 9.4						
	Weekday Evening	B 11.8			B 19.1			A 5.7	A 6.3		B 10.9			B 10.1
								A – 6.3						
Projected Conditions	**Weekday Morning**	B 11.7			C 23.9			A 5.8	A 9.7		B 10.0			B 12.1
								A – 9.6						
	Weekday Evening	B 11.8			B 19.1			A 5.7	A 6.4		B 10.9			B 10.2
								A – 6.3						

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.6
• Southbound Approach	B	12.8	B	14.5
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	A	10.0
• Westbound Left Turn	A	9.1	A	8.5
• Northbound Approach	C	24.3	C	23.4
• Southbound Approach	B	11.4	C	21.0
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	8.9	A	8.7
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.6
• Westbound Approach	A	9.2	A	9.0
• Northbound Left Turn	A	7.2	A	7.2
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	7.9
• Westbound Left Turn	A	7.9	A	7.6
• Northbound Approach	B	11.3	A	9.2
• Southbound Approach	B	10.3	B	12.1
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.3	B	11.5
• Southbound Approach	B	11.0	B	11.6

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.7
• Southbound Approach	B	13.0	B	14.7
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	B	10.0
• Westbound Left Turn	A	9.2	A	8.6
• Northbound Approach	D	25.6	C	24.3
• Southbound Approach	B	11.4	C	21.6
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	9.0	A	8.7
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.6
• Westbound Approach	A	9.2	A	9.0
• Northbound Left Turn	A	7.2	A	7.2
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	11.5	B	10.1
• Southbound Approach	B	10.8	B	12.2
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.6	B	11.5
• Southbound Approach	B	10.9	B	11.6

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS - UNSIGNALIZED – TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Central Avenue with the Southbound Alley and Central Parkway Access Drive				
• Eastbound Left Turn	A	8.6	A	9.5
• Westbound Left Turn	A	9.1	A	8.7
• Southbound Approach	B	13.0	B	14.8
Central Avenue with McGovern Street and Sunset Foods Access Drive				
• Eastbound Left Turn	A	8.8	B	10.0
• Westbound Left Turn	A	9.2	A	8.6
• Northbound Approach	C	22.6	C	24.6
• Southbound Approach	B	11.4	C	21.8
Hickory Street with the East-West Alley and Synagogue Access Drive				
• Eastbound Approach	A	9.0	A	8.8
• Westbound Approach	A	8.7	A	8.6
• Northbound Left Turn	--	--	A	7.3
• Southbound Left Turn	A	7.3	A	7.3
The North-South Alley with the East-West Public Alley				
• Eastbound Approach	A	8.6	A	8.7
• Westbound Approach	A	9.3	A	9.2
• Northbound Left Turn	A	7.2	A	7.3
• Southbound Left Turn	--	--	A	7.2
Laurel Avenue with the North-South Alley				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Approach	A	8.0	A	7.6
• Northbound Left Turn	B	11.4	B	10.1
• Southbound Approach	B	11.0	B	12.3
Laurel Avenue with McGovern Street				
• Eastbound Left Turn	A	7.5	A	8.0
• Westbound Left Turn	A	8.0	A	7.6
• Northbound Approach	B	14.6	B	11.6
• Southbound Approach	B	11.2	B	11.7

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 development-generated traffic.

Central Avenue with Hickory Street and the USPS Access Drive

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall Level of Service (LOS) A during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS A under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with Hickory Street and Deerfield Road

The results of the capacity analysis indicate the following:

- This intersection currently operates at an overall LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions with increases in delay of less than one second.

- All movements currently operate at LOS C or better during both peak hours and are projected to continue to do so under projected conditions.

- Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by less than one half of one percent.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Central Avenue with the North-South (Southbound Only) Alley and Central Parkway Access Drive

The results of the capacity analysis indicate the following:

- The Central Parkway access drive approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- Eastbound and westbound left-turn movements, which will include development traffic turning onto the north-south alley, are projected to operate at LOS A during both peak hours.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Central Avenue with McGovern Street and the Sunset Foods Access Drive

The results of the capacity analysis indicate the following:

- The northbound and southbound approaches and the eastbound and westbound left-turn movements currently operate at LOS C or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at the same LOS under projected conditions.

- Left-turn movements from Central Avenue will continue to be accommodated within the existing two-way left turn lane.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Hickory Street with the East-West Alley and the Synagogue Access Drive

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

The North-South Alley with the East-West Alley

The results of the capacity analysis indicate that all critical movements operate at LOS A during the weekday morning and weekday evening peak hours and are projected to continue to operate at LOS A under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with the North-South Alley

The results of the capacity analysis indicate the following:

- The north-south alley approach currently operates at LOS B during the weekday morning and weekday evening peak hours and is projected to continue to operate at LOS B under projected conditions.

- The Laurel Park access drive currently operates at LOS B or better during the weekday morning and weekday evening peak hours and is projected to operate at LOS B under no-build and projected conditions.

- Eastbound left-turn movements onto the alley, which will include development traffic turning, are projected to operate at LOS A during both peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Laurel Avenue with McGovern Street

The results of the capacity analysis indicate that all critical movements operate at LOS B or better during the weekday morning and weekday evening peak hours and are projected to continue to operate at the same LOS under projected conditions. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements are required.

Proposed Development Access Drive on the North-South Alley

As proposed, access to the development will be provided via a proposed access drive on the north-south alley west of the site. This access is projected to operate acceptably given the following:

- The alley is projected to carry a limited volume of traffic with projected traffic volume of approximately 32 total trips of less during the peak hours.

- The alley is 20 feet wide allowing for two-way traffic.

- AutoTurn analysis of the area indicated that vehicles and firetrucks will be able to turn to and from Laurel Avenue and the North-South Alley without conflict

Parking Evaluation

793 Laurel Avenue will have 14 condominium units and provide 27 resident spaces and two guest spaces:

- Based on the City of Highland Park Zoning Code, the development is required to provide 30 parking spaces of which two spaces should be guest parking spaces. The proposed development will provide one less resident space than is required. However, Highland Park code allows for a TSL reduction of up to 15 percent of the required parking, for any use, building or complex located within 1,320 feet of any regularly scheduled bus route or commuter train station. The proposed development is located within 1,320 feet of three regular bus routes and approximately 1,600 feet from the Highland Park Metra station.

- Based on peak parking demand rates from the ITE *Parking Generation Manual*, 6th Edition for Mid-Rise Multi-Family Housing (Land-Use Code 221), the estimated peak parking demand is 1.23 parking spaces per unit or 26 parking spaces. The proposed development will provide four more spaces than the projected peak parking demand.

As such, the proposed parking supply will adequately accommodate the parking demand of the proposed development.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- As proposed, 793 Laurel Avenue will be redeveloped to contain a five story condominium building with 14 units and parking garage with 27 parking spaces.

- The total volume of traffic estimated to be generated by the proposed development will be limited and will be further reduced due its proximity to the Highland Park station for the Union Pacific – North Metra Commuter Railway.

- The traffic that will be generated by the proposed development can be accommodated by the area roadway system.

- Access to the proposed parking garages for both buildings will be provided off the north-south public alley.

- The proposed parking supply meets the City of Highland Park Zoning Code requirements and will be adequate in accommodating the estimated peak parking demand of the development per ITE.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Table A
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 abowen@kloainc.com

Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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	
6:00 AM	0	0	29	1	0	30	0	1	30	0	0	31	0	0	0	1	0	1	0	0	0	1	1	1	63
6:15 AM	0	0	23	0	0	23	0	0	29	1	0	30	0	1	0	1	0	2	0	0	0	1	0	1	56
6:30 AM	0	0	43	2	0	45	0	0	25	0	0	25	0	2	0	0	0	2	0	0	0	0	0	0	72
6:45 AM	0	0	82	3	0	85	0	1	67	0	0	68	0	2	1	0	0	3	0	1	0	0	0	1	157
Hourly Total	0	0	177	6	0	183	0	2	151	1	0	154	0	5	1	2	0	8	0	1	0	2	1	3	348
7:00 AM	0	1	62	2	0	65	0	1	70	0	0	71	0	1	0	1	0	2	0	1	0	0	0	1	139
7:15 AM	0	5	105	3	0	113	0	0	81	0	0	81	0	1	0	0	0	1	0	1	0	2	0	3	198
7:30 AM	0	5	141	4	0	150	0	0	77	1	1	78	0	1	0	0	0	1	0	2	0	0	0	2	231
7:45 AM	0	2	183	6	0	191	0	0	100	3	0	103	0	4	1	2	0	7	0	1	0	2	0	3	304
Hourly Total	0	13	491	15	0	519	0	1	328	4	1	333	0	7	1	3	0	11	0	5	0	4	0	9	872
8:00 AM	0	6	133	5	0	144	0	4	94	0	3	98	0	10	0	2	0	12	0	2	0	0	0	2	256
8:15 AM	0	4	217	6	1	227	0	1	104	3	1	108	0	5	1	2	1	8	0	2	1	3	0	6	349
8:30 AM	0	2	156	4	0	162	0	2	158	3	0	163	0	6	0	5	0	11	0	1	0	4	0	5	341
8:45 AM	0	2	177	6	1	185	0	2	126	6	0	134	0	3	1	5	0	9	0	3	0	7	1	10	338
Hourly Total	0	14	683	21	2	718	0	9	482	12	4	503	0	24	2	14	1	40	0	8	1	14	1	23	1284
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	6	143	2	0	151	0	1	142	7	0	150	0	5	1	2	0	8	0	6	2	4	4	12	321
3:15 PM	0	5	118	1	0	124	0	5	190	7	0	202	0	1	3	1	1	5	0	5	0	8	1	13	344
3:30 PM	0	9	107	3	3	119	0	4	224	6	1	234	0	6	1	2	0	9	0	3	1	2	0	6	368
3:45 PM	0	3	146	4	0	153	0	3	147	5	2	155	0	3	0	4	1	7	0	6	4	8	0	18	333
Hourly Total	0	23	514	10	3	547	0	13	703	25	3	741	0	15	5	9	2	29	0	20	7	22	5	49	1366
4:00 PM	0	10	121	5	5	136	0	5	178	8	0	191	0	2	2	4	4	8	0	7	1	5	0	13	348
4:15 PM	0	9	122	3	1	134	0	4	130	7	0	141	0	3	4	3	1	10	0	5	1	12	0	18	303
4:30 PM	0	8	115	1	0	124	0	3	163	7	3	173	0	12	2	2	0	16	0	3	1	15	4	19	332
4:45 PM	0	2	129	7	0	138	0	4	156	3	0	163	0	7	1	3	0	11	0	5	1	4	2	10	322
Hourly Total	0	29	487	16	6	532	0	16	627	25	3	668	0	24	9	12	5	45	0	20	4	36	6	60	1305
5:00 PM	0	3	131	2	0	136	0	2	200	9	1	211	0	9	4	4	1	17	0	2	2	9	3	13	377
5:15 PM	0	1	132	4	0	137	0	1	177	7	0	185	0	7	4	1	1	12	0	2	3	8	1	13	347
5:30 PM	0	1	136	2	0	139	0	2	110	2	0	114	0	4	0	1	0	5	0	2	1	3	1	6	264
5:45 PM	0	4	140	1	0	145	0	1	140	1	0	142	0	2	0	3	0	5	0	2	0	2	0	4	296
Hourly Total	0	9	539	9	0	557	0	6	627	19	1	652	0	22	8	9	2	39	0	8	6	22	5	36	1284
Grand Total	0	88	2891	77	11	3056	0	47	2918	86	12	3051	0	97	26	49	10	172	0	62	18	100	18	180	6459
Approach %	0.0	2.9	94.6	2.5	-	-	0.0	1.5	95.6	2.8	-	-	0.0	56.4	15.1	28.5	-	-	0.0	34.4	10.0	55.6	-	-	-
Total %	0.0	1.4	44.8	1.2	-	47.3	0.0	0.7	45.2	1.3	-	47.2	0.0	1.5	0.4	0.8	-	2.7	0.0	1.0	0.3	1.5	-	2.8	-
Lights	0	88	2817	75	-	2980	0	41	2834	86	-	2961	0	90	26	46	-	162	0	62	18	100	-	180	6283

% Lights	-	100.0	97.4	97.4	-	97.5	-	87.2	97.1	100.0	-	97.1	-	92.8	100.0	93.9	-	94.2	-	100.0	100.0	100.0	-	100.0	97.3
Buses	0	0	32	2	-	34	0	6	42	0	-	48	0	7	0	2	-	9	0	0	0	0	-	0	91
% Buses	-	0.0	1.1	2.6	-	1.1	-	12.8	1.4	0.0	-	1.6	-	7.2	0.0	4.1	-	5.2	-	0.0	0.0	0.0	-	0.0	1.4
Single-Unit Trucks	0	0	30	0	-	30	0	0	31	0	-	31	0	0	0	1	-	1	0	0	0	0	-	0	62
% Single-Unit Trucks	-	0.0	1.0	0.0	-	1.0	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	2.0	-	0.6	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	12	0	-	12	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	23
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	-	-	-	11	-	-	-	-	-	12	-	-	-	-	-	10	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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
8:00 AM	0	6	133	5	0	144	0	4	94	0	3	98	0	10	0	2	0	12	0	2	0	0	0	2	256
8:15 AM	0	4	217	6	1	227	0	1	104	3	1	108	0	5	1	2	1	8	0	2	1	3	0	6	349
8:30 AM	0	2	156	4	0	162	0	2	158	3	0	163	0	6	0	5	0	11	0	1	0	4	0	5	341
8:45 AM	0	2	177	6	1	185	0	2	126	6	0	134	0	3	1	5	0	9	0	3	0	7	1	10	338
Total	0	14	683	21	2	718	0	9	482	12	4	503	0	24	2	14	1	40	0	8	1	14	1	23	1284
Approach %	0.0	1.9	95.1	2.9	-	-	0.0	1.8	95.8	2.4	-	-	0.0	60.0	5.0	35.0	-	-	0.0	34.8	4.3	60.9	-	-	-
Total %	0.0	1.1	53.2	1.6	-	55.9	0.0	0.7	37.5	0.9	-	39.2	0.0	1.9	0.2	1.1	-	3.1	0.0	0.6	0.1	1.1	-	1.8	-
PHF	0.000	0.583	0.787	0.875	-	0.791	0.000	0.563	0.763	0.500	-	0.771	0.000	0.600	0.500	0.700	-	0.833	0.000	0.667	0.250	0.500	-	0.575	0.920
Lights	0	14	663	21	-	698	0	6	459	12	-	477	0	20	2	12	-	34	0	8	1	14	-	23	1232
% Lights	-	100.0	97.1	100.0	-	97.2	-	66.7	95.2	100.0	-	94.8	-	83.3	100.0	85.7	-	85.0	-	100.0	100.0	100.0	-	100.0	96.0
Buses	0	0	7	0	-	7	0	3	15	0	-	18	0	4	0	1	-	5	0	0	0	0	-	0	30
% Buses	-	0.0	1.0	0.0	-	1.0	-	33.3	3.1	0.0	-	3.6	-	16.7	0.0	7.1	-	12.5	-	0.0	0.0	0.0	-	0.0	2.3
Single-Unit Trucks	0	0	10	0	-	10	0	0	4	0	-	4	0	0	0	1	-	1	0	0	0	0	-	0	15
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.4	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	7.1	-	2.5	-	0.0	0.0	0.0	-	0.0	1.2
Articulated Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
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	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Central Ave and Hickory St TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Hickory st Northbound						Access Dr 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	
4:30 PM	0	8	115	1	0	124	0	3	163	7	3	173	0	12	2	2	0	16	0	3	1	15	4	19	332
4:45 PM	0	2	129	7	0	138	0	4	156	3	0	163	0	7	1	3	0	11	0	5	1	4	2	10	322
5:00 PM	0	3	131	2	0	136	0	2	200	9	1	211	0	9	4	4	1	17	0	2	2	9	3	13	377
5:15 PM	0	1	132	4	0	137	0	1	177	7	0	185	0	7	4	1	1	12	0	2	3	8	1	13	347
Total	0	14	507	14	0	535	0	10	696	26	4	732	0	35	11	10	2	56	0	12	7	36	10	55	1378
Approach %	0.0	2.6	94.8	2.6	-	-	0.0	1.4	95.1	3.6	-	-	0.0	62.5	19.6	17.9	-	-	0.0	21.8	12.7	65.5	-	-	-
Total %	0.0	1.0	36.8	1.0	-	38.8	0.0	0.7	50.5	1.9	-	53.1	0.0	2.5	0.8	0.7	-	4.1	0.0	0.9	0.5	2.6	-	4.0	-
PHF	0.000	0.438	0.960	0.500	-	0.969	0.000	0.625	0.870	0.722	-	0.867	0.000	0.729	0.688	0.625	-	0.824	0.000	0.600	0.583	0.600	-	0.724	0.914
Lights	0	14	502	14	-	530	0	10	690	26	-	726	0	34	11	10	-	55	0	12	7	36	-	55	1366
% Lights	-	100.0	99.0	100.0	-	99.1	-	100.0	99.1	100.0	-	99.2	-	97.1	100.0	100.0	-	98.2	-	100.0	100.0	100.0	-	100.0	99.1
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	7
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	2.9	0.0	0.0	-	1.8	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Articulated Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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	
6:00 AM	0	1	23	1	0	25	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	4	1	4	55
6:15 AM	0	0	24	0	0	24	0	0	34	0	0	34	0	0	0	0	1	0	0	0	0	0	0	0	58
6:30 AM	0	3	48	0	0	51	0	0	34	1	0	35	0	1	0	1	0	2	0	0	0	0	0	0	88
6:45 AM	0	3	76	0	0	79	0	0	67	0	0	67	0	1	0	0	0	1	0	0	1	2	1	3	150
Hourly Total	0	7	171	1	0	179	0	0	161	1	0	162	0	2	0	1	1	3	0	0	1	6	2	7	351
7:00 AM	0	3	63	0	0	66	0	0	57	0	0	57	0	2	0	0	1	2	0	0	1	5	0	6	131
7:15 AM	0	5	95	0	0	100	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	6	1	6	182
7:30 AM	0	4	134	0	0	138	0	1	83	0	0	84	0	1	0	0	1	1	0	0	0	6	2	6	229
7:45 AM	0	6	163	0	0	169	0	1	96	1	0	98	0	1	0	0	0	1	0	1	1	9	3	11	279
Hourly Total	0	18	455	0	0	473	0	2	311	2	0	315	0	4	0	0	2	4	0	1	2	26	6	29	821
8:00 AM	0	2	116	3	0	121	0	2	97	2	0	101	0	3	0	0	1	3	0	1	0	3	1	4	229
8:15 AM	0	7	217	3	0	227	0	1	100	0	0	101	0	2	0	2	1	4	0	0	0	7	0	7	339
8:30 AM	0	10	140	2	0	152	0	0	171	5	0	176	0	1	0	0	0	1	0	0	0	9	2	9	338
8:45 AM	0	9	183	0	1	192	0	1	114	1	0	116	0	0	1	2	0	3	0	1	0	9	2	10	321
Hourly Total	0	28	656	8	1	692	0	4	482	8	0	494	0	6	1	4	2	11	0	2	0	28	5	30	1227
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	9	126	0	0	135	0	0	147	3	0	150	0	0	0	0	0	0	0	4	0	11	3	15	300
3:15 PM	0	10	115	0	0	125	0	1	220	8	0	229	0	1	0	0	0	1	0	1	3	7	0	11	366
3:30 PM	0	13	103	2	0	118	0	0	216	4	0	220	0	0	0	1	3	1	0	4	1	13	0	18	357
3:45 PM	0	18	128	1	0	147	0	1	163	6	0	170	0	0	0	1	0	1	0	1	1	8	1	10	328
Hourly Total	0	50	472	3	0	525	0	2	746	21	0	769	0	1	0	2	3	3	0	10	5	39	4	54	1351
4:00 PM	0	22	111	2	0	135	1	0	157	9	0	167	0	1	1	2	1	4	0	1	3	12	1	16	322
4:15 PM	0	19	120	2	0	141	0	2	138	6	0	146	0	0	0	2	0	2	0	3	2	6	0	11	300
4:30 PM	0	13	101	0	0	114	0	0	138	3	0	141	0	1	0	1	1	2	0	3	3	13	4	19	276
4:45 PM	0	10	125	0	0	135	0	1	151	6	0	158	0	0	1	2	1	3	0	5	2	13	0	20	316
Hourly Total	0	64	457	4	0	525	1	3	584	24	0	612	0	2	2	7	3	11	0	12	10	44	5	66	1214
5:00 PM	0	15	128	1	1	144	0	0	202	3	0	205	0	1	1	1	2	3	0	2	0	7	0	9	361
5:15 PM	1	14	123	0	0	138	0	0	144	9	0	153	0	1	0	1	4	2	0	6	0	8	0	14	307
5:30 PM	0	8	120	3	0	131	1	0	116	6	0	123	0	1	0	3	0	4	0	7	1	6	1	14	272
5:45 PM	0	7	118	2	0	127	1	1	153	3	2	158	0	1	2	2	1	5	0	2	0	9	0	11	301
Hourly Total	1	44	489	6	1	540	2	1	615	21	2	639	0	4	3	7	7	14	0	17	1	30	1	48	1241
Grand Total	1	211	2700	22	2	2934	3	12	2899	77	2	2991	0	19	6	21	18	46	0	42	19	173	23	234	6205
Approach %	0.0	7.2	92.0	0.7	-	-	0.1	0.4	96.9	2.6	-	-	0.0	41.3	13.0	45.7	-	-	0.0	17.9	8.1	73.9	-	-	-
Total %	0.0	3.4	43.5	0.4	-	47.3	0.0	0.2	46.7	1.2	-	48.2	0.0	0.3	0.1	0.3	-	0.7	0.0	0.7	0.3	2.8	-	3.8	-
Lights	1	204	2631	16	-	2852	3	12	2820	77	-	2912	0	17	6	20	-	43	0	41	18	167	-	226	6033

% Lights	100.0	96.7	97.4	72.7	-	97.2	100.0	100.0	97.3	100.0	-	97.4	-	89.5	100.0	95.2	-	93.5	-	97.6	94.7	96.5	-	96.6	97.2
Buses	0	2	29	5	-	36	0	0	45	0	-	45	0	2	0	0	-	2	0	1	1	0	-	2	85
% Buses	0.0	0.9	1.1	22.7	-	1.2	0.0	0.0	1.6	0.0	-	1.5	-	10.5	0.0	0.0	-	4.3	-	2.4	5.3	0.0	-	0.9	1.4
Single-Unit Trucks	0	4	30	1	-	35	0	0	25	0	-	25	0	0	0	1	-	1	0	0	0	3	-	3	64
% Single-Unit Trucks	0.0	1.9	1.1	4.5	-	1.2	0.0	0.0	0.9	0.0	-	0.8	-	0.0	0.0	4.8	-	2.2	-	0.0	0.0	1.7	-	1.3	1.0
Articulated Trucks	0	1	10	0	-	11	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	3	-	3	23
% Articulated Trucks	0.0	0.5	0.4	0.0	-	0.4	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.7	-	1.3	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	18	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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	
8:00 AM	0	2	116	3	0	121	0	2	97	2	0	101	0	3	0	0	1	3	0	1	0	3	1	4	229
8:15 AM	0	7	217	3	0	227	0	1	100	0	0	101	0	2	0	2	1	4	0	0	0	7	0	7	339
8:30 AM	0	10	140	2	0	152	0	0	171	5	0	176	0	1	0	0	0	1	0	0	0	9	2	9	338
8:45 AM	0	9	183	0	1	192	0	1	114	1	0	116	0	0	1	2	0	3	0	1	0	9	2	10	321
Total	0	28	656	8	1	692	0	4	482	8	0	494	0	6	1	4	2	11	0	2	0	28	5	30	1227
Approach %	0.0	4.0	94.8	1.2	-	-	0.0	0.8	97.6	1.6	-	-	0.0	54.5	9.1	36.4	-	-	0.0	6.7	0.0	93.3	-	-	-
Total %	0.0	2.3	53.5	0.7	-	56.4	0.0	0.3	39.3	0.7	-	40.3	0.0	0.5	0.1	0.3	-	0.9	0.0	0.2	0.0	2.3	-	2.4	-
PHF	0.000	0.700	0.756	0.667	-	0.762	0.000	0.500	0.705	0.400	-	0.702	0.000	0.500	0.250	0.500	-	0.688	0.000	0.500	0.000	0.778	-	0.750	0.905
Lights	0	26	636	6	-	668	0	4	460	8	-	472	0	5	1	4	-	10	0	2	0	25	-	27	1177
% Lights	-	92.9	97.0	75.0	-	96.5	-	100.0	95.4	100.0	-	95.5	-	83.3	100.0	100.0	-	90.9	-	100.0	-	89.3	-	90.0	95.9
Buses	0	0	6	2	-	8	0	0	15	0	-	15	0	1	0	0	-	1	0	0	0	0	-	0	24
% Buses	-	0.0	0.9	25.0	-	1.2	-	0.0	3.1	0.0	-	3.0	-	16.7	0.0	0.0	-	9.1	-	0.0	-	0.0	-	0.0	2.0
Single-Unit Trucks	0	2	11	0	-	13	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	1	-	1	18
% Single-Unit Trucks	-	7.1	1.7	0.0	-	1.9	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	-	3.6	-	3.3	1.5
Articulated Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	2	-	2	8
% Articulated Trucks	-	0.0	0.5	0.0	-	0.4	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	-	7.1	-	6.7	0.7
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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Central+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Mcgovern Blvd Northbound						Access Dr 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
4:30 PM	0	13	101	0	0	114	0	0	138	3	0	141	0	1	0	1	1	2	0	3	3	13	4	19	276
4:45 PM	0	10	125	0	0	135	0	1	151	6	0	158	0	0	1	2	1	3	0	5	2	13	0	20	316
5:00 PM	0	15	128	1	1	144	0	0	202	3	0	205	0	1	1	1	2	3	0	2	0	7	0	9	361
5:15 PM	1	14	123	0	0	138	0	0	144	9	0	153	0	1	0	1	4	2	0	6	0	8	0	14	307
Total	1	52	477	1	1	531	0	1	635	21	0	657	0	3	2	5	8	10	0	16	5	41	4	62	1260
Approach %	0.2	9.8	89.8	0.2	-	-	0.0	0.2	96.7	3.2	-	-	0.0	30.0	20.0	50.0	-	-	0.0	25.8	8.1	66.1	-	-	-
Total %	0.1	4.1	37.9	0.1	-	42.1	0.0	0.1	50.4	1.7	-	52.1	0.0	0.2	0.2	0.4	-	0.8	0.0	1.3	0.4	3.3	-	4.9	-
PHF	0.250	0.867	0.932	0.250	-	0.922	0.000	0.250	0.786	0.583	-	0.801	0.000	0.750	0.500	0.625	-	0.833	0.000	0.667	0.417	0.788	-	0.775	0.873
Lights	1	52	471	1	-	525	0	1	630	21	-	652	0	3	2	5	-	10	0	16	5	41	-	62	1249
% Lights	100.0	100.0	98.7	100.0	-	98.9	-	100.0	99.2	100.0	-	99.2	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.1
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	0.0	0.2	0.0	-	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	3
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	1	0	0	3	0	2	1	0	0	3	7
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	2	1	0	5	0	0	0	2	0	2	10
Hourly Total	0	0	0	0	0	0	0	1	0	6	0	7	0	5	3	1	0	9	0	3	2	2	0	7	23
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	1	1	0	2	6
7:15 AM	0	0	0	0	0	0	0	2	0	1	0	3	0	1	0	2	0	3	0	0	3	0	0	3	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	0	0	4	5
7:45 AM	0	2	0	2	0	4	0	1	0	2	1	3	0	0	3	1	0	4	0	2	3	0	0	5	16
Hourly Total	0	2	0	2	0	4	0	3	0	3	1	6	0	4	4	4	0	12	0	4	9	1	0	14	36
8:00 AM	0	3	0	1	0	4	0	0	0	2	3	2	0	0	7	0	0	7	0	5	5	0	0	10	23
8:15 AM	0	1	0	1	0	2	0	1	0	5	1	6	0	0	5	3	0	8	0	4	4	0	0	8	24
8:30 AM	0	2	0	2	0	4	0	1	1	3	2	5	0	0	3	1	1	4	0	3	2	0	1	5	18
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	3	0	11	0	4	5	0	0	9	22
Hourly Total	0	6	0	4	0	10	0	2	1	12	6	15	0	0	23	7	1	30	0	16	16	0	1	32	87
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	4	1	0	5	0	0	5	0	0	5	15
3:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	2	2	0	4	0	2	6	0	0	8	13
3:30 PM	0	1	0	0	0	1	0	2	0	6	0	8	0	0	3	0	0	3	0	1	6	0	1	7	19
3:45 PM	0	0	0	0	0	0	0	0	0	3	1	3	0	0	4	0	0	4	0	2	13	0	0	15	22
Hourly Total	0	1	0	0	0	1	0	2	0	15	2	17	0	0	13	3	0	16	0	5	30	0	1	35	69
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	8	0	0	9	0	2	9	0	0	11	21
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	4	6	1	0	11	0	1	6	1	0	8	26
4:30 PM	0	0	0	0	0	0	0	0	0	7	4	7	0	4	7	0	0	11	0	0	7	0	0	7	25
4:45 PM	0	0	0	0	0	0	0	1	0	7	0	8	0	0	3	0	0	3	0	3	8	0	0	11	22
Hourly Total	0	0	0	0	0	0	0	1	0	22	4	23	0	9	24	1	0	34	0	6	30	1	0	37	94
5:00 PM	0	0	0	1	0	1	0	2	0	10	0	12	0	1	6	1	0	8	0	1	6	0	0	7	28
5:15 PM	0	4	0	6	0	10	0	0	0	1	0	1	0	0	8	0	0	8	0	2	6	1	0	9	28
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	0	1	3	0	0	4	10
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	1	0	0	3	0	0	3	6
Hourly Total	0	5	0	7	0	12	0	2	0	13	0	15	0	1	19	2	0	22	0	4	18	1	0	23	72
Grand Total	0	14	0	13	0	27	0	11	1	71	13	83	0	19	86	18	1	123	0	38	105	5	2	148	381
Approach %	0.0	51.9	0.0	48.1	-	-	0.0	13.3	1.2	85.5	-	-	0.0	15.4	69.9	14.6	-	-	0.0	25.7	70.9	3.4	-	-	-
Total %	0.0	3.7	0.0	3.4	-	7.1	0.0	2.9	0.3	18.6	-	21.8	0.0	5.0	22.6	4.7	-	32.3	0.0	10.0	27.6	1.3	-	38.8	-
Lights	0	13	0	12	-	25	0	11	0	71	-	82	0	19	76	18	-	113	0	38	97	5	-	140	360

% Lights	-	92.9	-	92.3	-	92.6	-	100.0	0.0	100.0	-	98.8	-	100.0	88.4	100.0	-	91.9	-	100.0	92.4	100.0	-	94.6	94.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	9	0	-	9	0	0	8	0	-	8	17
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	10.5	0.0	-	7.3	-	0.0	7.6	0.0	-	5.4	4.5
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	-	7.7	-	3.7	-	0.0	100.0	0.0	-	1.2	-	0.0	1.2	0.0	-	0.8	-	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
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	7.1	-	0.0	-	3.7	-	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
Pedestrians	-	-	-	-	0	-	-	-	-	-	13	-	-	-	-	-	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 abowen@kloainc.com

Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
8:00 AM	0	3	0	1	0	4	0	0	0	2	3	2	0	0	7	0	0	7	0	5	5	0	0	10	23
8:15 AM	0	1	0	1	0	2	0	1	0	5	1	6	0	0	5	3	0	8	0	4	4	0	0	8	24
8:30 AM	0	2	0	2	0	4	0	1	1	3	2	5	0	0	3	1	1	4	0	3	2	0	1	5	18
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	3	0	11	0	4	5	0	0	9	22
Total	0	6	0	4	0	10	0	2	1	12	6	15	0	0	23	7	1	30	0	16	16	0	1	32	87
Approach %	0.0	60.0	0.0	40.0	-	-	0.0	13.3	6.7	80.0	-	-	0.0	0.0	76.7	23.3	-	-	0.0	50.0	50.0	0.0	-	-	-
Total %	0.0	6.9	0.0	4.6	-	11.5	0.0	2.3	1.1	13.8	-	17.2	0.0	0.0	26.4	8.0	-	34.5	0.0	18.4	18.4	0.0	-	36.8	-
PHF	0.000	0.500	0.000	0.500	-	0.625	0.000	0.500	0.250	0.600	-	0.625	0.000	0.000	0.719	0.583	-	0.682	0.000	0.800	0.800	0.000	-	0.800	0.906
Lights	0	6	0	3	-	9	0	2	0	12	-	14	0	0	17	7	-	24	0	16	13	0	-	29	76
% Lights	-	100.0	-	75.0	-	90.0	-	100.0	0.0	100.0	-	93.3	-	-	73.9	100.0	-	80.0	-	100.0	81.3	-	-	90.6	87.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	0	3	0	-	3	8
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	21.7	0.0	-	16.7	-	0.0	18.8	-	-	9.4	9.2
Single-Unit Trucks	0	0	0	1	-	1	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	-	25.0	-	10.0	-	0.0	100.0	0.0	-	6.7	-	-	4.3	0.0	-	3.3	-	0.0	0.0	-	-	0.0	3.4
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
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: East-West+Alley+and+Hickory+Street TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Alley west Eastbound						Alley East Westbound						Hickory St Northbound						Hickory St 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	
4:30 PM	0	0	0	0	0	0	0	0	0	7	4	7	0	4	7	0	0	11	0	0	7	0	0	7	25
4:45 PM	0	0	0	0	0	0	0	1	0	7	0	8	0	0	3	0	0	3	0	3	8	0	0	11	22
5:00 PM	0	0	0	1	0	1	0	2	0	10	0	12	0	1	6	1	0	8	0	1	6	0	0	7	28
5:15 PM	0	4	0	6	0	10	0	0	0	1	0	1	0	0	8	0	0	8	0	2	6	1	0	9	28
Total	0	4	0	7	0	11	0	3	0	25	4	28	0	5	24	1	0	30	0	6	27	1	0	34	103
Approach %	0.0	36.4	0.0	63.6	-	-	0.0	10.7	0.0	89.3	-	-	0.0	16.7	80.0	3.3	-	-	0.0	17.6	79.4	2.9	-	-	-
Total %	0.0	3.9	0.0	6.8	-	10.7	0.0	2.9	0.0	24.3	-	27.2	0.0	4.9	23.3	1.0	-	29.1	0.0	5.8	26.2	1.0	-	33.0	-
PHF	0.000	0.250	0.000	0.292	-	0.275	0.000	0.375	0.000	0.625	-	0.583	0.000	0.313	0.750	0.250	-	0.682	0.000	0.500	0.844	0.250	-	0.773	0.920
Lights	0	4	0	7	-	11	0	3	0	25	-	28	0	5	23	1	-	29	0	6	27	1	-	34	102
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	95.8	100.0	-	96.7	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	4.2	0.0	-	3.3	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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
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
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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	
6:00 AM	0	0	8	4	0	12	0	0	6	0	0	6	0	3	0	0	0	3	0	0	1	0	0	1	22
6:15 AM	0	0	9	8	0	17	0	1	5	1	0	7	0	7	0	0	0	7	0	0	0	1	0	1	32
6:30 AM	0	3	22	25	0	50	0	0	5	0	0	5	0	7	0	0	0	7	0	0	1	1	0	2	64
6:45 AM	0	4	16	33	0	53	0	0	8	0	0	8	0	7	1	0	0	8	0	0	0	0	0	0	69
Hourly Total	0	7	55	70	0	132	0	1	24	1	0	26	0	24	1	0	0	25	0	0	2	2	0	4	187
7:00 AM	0	2	33	43	0	78	0	0	6	1	0	7	0	11	1	0	0	12	0	0	1	0	0	1	98
7:15 AM	0	1	33	57	0	91	0	2	21	0	0	23	0	21	1	0	1	22	0	1	0	2	0	3	139
7:30 AM	0	0	39	53	0	92	0	0	15	0	0	15	0	25	0	0	0	25	0	0	3	0	0	3	135
7:45 AM	0	1	58	62	0	121	0	0	26	0	0	26	0	37	3	0	0	40	0	1	4	4	0	9	196
Hourly Total	0	4	163	215	0	382	0	2	68	1	0	71	0	94	5	0	1	99	0	2	8	6	0	16	568
8:00 AM	0	4	45	39	0	88	0	0	18	0	2	18	0	26	3	0	2	29	0	1	1	5	0	7	142
8:15 AM	0	2	83	66	0	151	0	1	24	0	2	25	0	27	4	0	1	31	0	0	1	5	0	6	213
8:30 AM	0	4	80	45	0	129	0	0	43	0	0	43	0	43	3	0	0	46	0	0	3	4	0	7	225
8:45 AM	0	7	72	63	0	142	0	1	35	2	0	38	0	28	2	0	0	30	0	0	3	1	0	4	214
Hourly Total	0	17	280	213	0	510	0	2	120	2	4	124	0	124	12	0	3	136	0	1	8	15	0	24	794
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	37	31	0	68	0	1	46	2	0	49	0	35	3	1	0	39	0	0	3	2	0	5	161
3:15 PM	0	1	34	29	0	64	0	0	48	1	0	49	0	37	2	0	0	39	0	0	1	4	0	5	157
3:30 PM	0	1	34	46	0	81	0	1	47	1	0	49	0	23	2	0	0	25	0	0	3	5	0	8	163
3:45 PM	0	4	31	41	2	76	0	1	48	0	2	49	0	29	0	0	1	29	0	0	7	6	1	13	167
Hourly Total	0	6	136	147	2	289	0	3	189	4	2	196	0	124	7	1	1	132	0	0	14	17	1	31	648
4:00 PM	0	4	39	46	0	89	0	1	64	4	0	69	0	30	1	0	1	31	0	0	5	4	0	9	198
4:15 PM	0	7	34	38	0	79	0	0	49	2	0	51	0	32	1	1	0	34	0	0	2	5	1	7	171
4:30 PM	0	4	33	42	0	79	0	0	45	3	2	48	0	30	5	0	0	35	0	1	3	2	0	6	168
4:45 PM	0	2	39	45	0	86	0	0	53	0	0	53	0	28	1	0	0	29	0	3	2	5	0	10	178
Hourly Total	0	17	145	171	0	333	0	1	211	9	2	221	0	120	8	1	1	129	0	4	12	16	1	32	715
5:00 PM	0	2	38	58	0	98	0	0	87	3	2	90	0	25	2	0	0	27	0	2	3	3	0	8	223
5:15 PM	1	4	36	42	0	83	0	0	74	1	0	75	0	25	3	0	0	28	0	1	9	4	0	14	200
5:30 PM	0	2	30	40	0	72	0	0	59	1	0	60	0	19	2	0	0	21	0	1	1	1	0	3	156
5:45 PM	0	1	35	49	0	85	0	0	48	0	0	48	0	22	1	1	0	24	0	0	2	0	0	2	159
Hourly Total	1	9	139	189	0	338	0	0	268	5	2	273	0	91	8	1	0	100	0	4	15	8	0	27	738
Grand Total	1	60	918	1005	2	1984	0	9	880	22	10	911	0	577	41	3	6	621	0	11	59	64	2	134	3650
Approach %	0.1	3.0	46.3	50.7	-	-	0.0	1.0	96.6	2.4	-	-	0.0	92.9	6.6	0.5	-	-	0.0	8.2	44.0	47.8	-	-	-
Total %	0.0	1.6	25.2	27.5	-	54.4	0.0	0.2	24.1	0.6	-	25.0	0.0	15.8	1.1	0.1	-	17.0	0.0	0.3	1.6	1.8	-	3.7	-
Lights	1	57	899	977	-	1934	0	5	855	21	-	881	0	564	36	3	-	603	0	11	58	57	-	126	3544

% Lights	100.0	95.0	97.9	97.2	-	97.5	-	55.6	97.2	95.5	-	96.7	-	97.7	87.8	100.0	-	97.1	-	100.0	98.3	89.1	-	94.0	97.1
Buses	0	3	15	14	-	32	0	4	25	1	-	30	0	8	5	0	-	13	0	0	1	7	-	8	83
% Buses	0.0	5.0	1.6	1.4	-	1.6	-	44.4	2.8	4.5	-	3.3	-	1.4	12.2	0.0	-	2.1	-	0.0	1.7	10.9	-	6.0	2.3
Single-Unit Trucks	0	0	3	14	-	17	0	0	0	0	-	0	0	5	0	0	-	5	0	0	0	0	-	0	22
% Single-Unit Trucks	0.0	0.0	0.3	1.4	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.9	0.0	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.6
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	0.0	0.1	0.0	-	0.1	-	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	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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	
8:00 AM	0	4	45	39	0	88	0	0	18	0	2	18	0	26	3	0	2	29	0	1	1	5	0	7	142
8:15 AM	0	2	83	66	0	151	0	1	24	0	2	25	0	27	4	0	1	31	0	0	1	5	0	6	213
8:30 AM	0	4	80	45	0	129	0	0	43	0	0	43	0	43	3	0	0	46	0	0	3	4	0	7	225
8:45 AM	0	7	72	63	0	142	0	1	35	2	0	38	0	28	2	0	0	30	0	0	3	1	0	4	214
Total	0	17	280	213	0	510	0	2	120	2	4	124	0	124	12	0	3	136	0	1	8	15	0	24	794
Approach %	0.0	3.3	54.9	41.8	-	-	0.0	1.6	96.8	1.6	-	-	0.0	91.2	8.8	0.0	-	-	0.0	4.2	33.3	62.5	-	-	-
Total %	0.0	2.1	35.3	26.8	-	64.2	0.0	0.3	15.1	0.3	-	15.6	0.0	15.6	1.5	0.0	-	17.1	0.0	0.1	1.0	1.9	-	3.0	-
PHF	0.000	0.607	0.843	0.807	-	0.844	0.000	0.500	0.698	0.250	-	0.721	0.000	0.721	0.750	0.000	-	0.739	0.000	0.250	0.667	0.750	-	0.857	0.882
Lights	0	16	269	205	-	490	0	0	104	2	-	106	0	120	8	0	-	128	0	1	8	12	-	21	745
% Lights	-	94.1	96.1	96.2	-	96.1	-	0.0	86.7	100.0	-	85.5	-	96.8	66.7	-	-	94.1	-	100.0	100.0	80.0	-	87.5	93.8
Buses	0	1	10	2	-	13	0	2	16	0	-	18	0	2	4	0	-	6	0	0	0	3	-	3	40
% Buses	-	5.9	3.6	0.9	-	2.5	-	100.0	13.3	0.0	-	14.5	-	1.6	33.3	-	-	4.4	-	0.0	0.0	20.0	-	12.5	5.0
Single-Unit Trucks	0	0	1	6	-	7	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	9
% Single-Unit Trucks	-	0.0	0.4	2.8	-	1.4	-	0.0	0.0	0.0	-	0.0	-	1.6	0.0	-	-	1.5	-	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
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: hickory St and Deerfield Rd TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Deerfield Rd Eastbound						Laurel Rd Westbound						Hickory St Northbound						Hickory St 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
4:30 PM	0	4	33	42	0	79	0	0	45	3	2	48	0	30	5	0	0	35	0	1	3	2	0	6	168
4:45 PM	0	2	39	45	0	86	0	0	53	0	0	53	0	28	1	0	0	29	0	3	2	5	0	10	178
5:00 PM	0	2	38	58	0	98	0	0	87	3	2	90	0	25	2	0	0	27	0	2	3	3	0	8	223
5:15 PM	1	4	36	42	0	83	0	0	74	1	0	75	0	25	3	0	0	28	0	1	9	4	0	14	200
Total	1	12	146	187	0	346	0	0	259	7	4	266	0	108	11	0	0	119	0	7	17	14	0	38	769
Approach %	0.3	3.5	42.2	54.0	-	-	0.0	0.0	97.4	2.6	-	-	0.0	90.8	9.2	0.0	-	-	0.0	18.4	44.7	36.8	-	-	-
Total %	0.1	1.6	19.0	24.3	-	45.0	0.0	0.0	33.7	0.9	-	34.6	0.0	14.0	1.4	0.0	-	15.5	0.0	0.9	2.2	1.8	-	4.9	-
PHF	0.250	0.750	0.936	0.806	-	0.883	0.000	0.000	0.744	0.583	-	0.739	0.000	0.900	0.550	0.000	-	0.850	0.000	0.583	0.472	0.700	-	0.679	0.862
Lights	1	12	146	187	-	346	0	0	259	6	-	265	0	107	11	0	-	118	0	7	17	14	-	38	767
% Lights	100.0	100.0	100.0	100.0	-	100.0	-	-	100.0	85.7	-	99.6	-	99.1	100.0	-	-	99.2	-	100.0	100.0	100.0	-	100.0	99.7
Buses	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	14.3	-	0.4	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.9	0.0	-	-	0.8	-	0.0	0.0	0.0	-	0.0	0.1
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
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	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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	
6:00 AM	0	0	7	0	0	7	0	0	3	0	0	3	0	1	0	0	0	1	0	0	1	0	0	1	12
6:15 AM	0	0	11	0	0	11	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	0	23	0	0	23	0	0	4	1	0	5	0	0	1	0	0	1	0	0	0	0	0	0	29
6:45 AM	0	1	15	0	0	16	0	0	7	0	0	7	0	0	1	0	0	1	0	0	1	0	1	1	25
Hourly Total	0	1	56	0	0	57	0	0	20	1	0	21	0	1	2	0	0	3	0	0	2	0	1	2	83
7:00 AM	0	1	33	0	0	34	0	0	6	1	0	7	0	0	0	1	0	1	0	0	0	1	1	1	43
7:15 AM	0	0	39	0	0	39	0	0	19	0	0	19	0	1	0	0	1	1	0	1	0	0	0	1	60
7:30 AM	0	0	33	0	0	33	0	0	14	0	0	14	0	0	1	0	0	1	0	1	0	1	1	2	50
7:45 AM	1	1	63	0	0	65	0	1	25	1	0	27	0	0	0	0	0	0	0	1	0	0	0	1	93
Hourly Total	1	2	168	0	0	171	0	1	64	2	0	67	0	1	1	1	1	3	0	3	0	2	2	5	246
8:00 AM	0	0	41	1	0	42	0	1	15	1	0	17	0	0	0	0	0	0	0	0	1	1	0	2	61
8:15 AM	0	2	78	0	0	80	0	0	22	0	0	22	0	1	3	0	0	4	0	0	1	2	0	3	109
8:30 AM	1	0	83	0	0	84	0	1	45	0	0	46	0	0	1	0	0	1	0	0	0	1	2	1	132
8:45 AM	0	1	70	0	0	71	0	0	40	2	0	42	0	1	1	0	0	2	0	0	0	0	0	0	115
Hourly Total	1	3	272	1	0	277	0	2	122	3	0	127	0	2	5	0	0	7	0	0	2	4	2	6	417
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	38	1	0	39	0	0	47	0	0	47	0	0	0	1	0	1	0	1	0	2	1	3	90
3:15 PM	0	0	34	0	0	34	0	0	48	2	0	50	0	0	0	0	1	0	0	0	2	0	0	2	86
3:30 PM	0	1	30	0	0	31	0	0	47	0	1	47	0	1	0	0	0	1	0	1	3	0	0	4	83
3:45 PM	0	0	35	0	0	35	0	1	45	1	1	47	0	2	0	0	1	2	0	1	1	3	0	5	89
Hourly Total	0	1	137	1	0	139	0	1	187	3	2	191	0	3	0	1	2	4	0	3	6	5	1	14	348
4:00 PM	0	0	40	1	0	41	0	1	67	0	0	68	0	0	0	0	1	0	0	1	2	0	0	3	112
4:15 PM	0	0	31	1	0	32	0	0	43	0	0	43	0	0	0	0	1	0	0	0	2	1	2	3	78
4:30 PM	0	1	38	0	1	39	0	1	48	0	0	49	0	0	0	1	1	1	0	0	1	0	0	1	90
4:45 PM	0	0	39	1	2	40	0	0	50	0	0	50	0	0	0	0	1	0	0	1	1	2	0	4	94
Hourly Total	0	1	148	3	3	152	0	2	208	0	0	210	0	0	0	1	4	1	0	2	6	3	2	11	374
5:00 PM	0	2	45	1	0	48	0	0	90	0	0	90	0	1	0	0	0	1	0	0	0	0	1	0	139
5:15 PM	0	1	34	0	0	35	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0	111
5:30 PM	0	2	32	0	0	34	0	0	55	2	0	57	0	0	0	0	0	0	0	2	1	2	0	5	96
5:45 PM	0	1	31	0	0	32	0	1	48	2	0	51	0	0	1	0	0	1	0	0	1	1	0	2	86
Hourly Total	0	6	142	1	0	149	0	1	268	5	0	274	0	1	1	0	0	2	0	2	2	3	1	7	432
Grand Total	2	14	923	6	3	945	0	7	869	14	2	890	0	8	9	3	7	20	0	10	18	17	9	45	1900
Approach %	0.2	1.5	97.7	0.6	-	-	0.0	0.8	97.6	1.6	-	-	0.0	40.0	45.0	15.0	-	-	0.0	22.2	40.0	37.8	-	-	-
Total %	0.1	0.7	48.6	0.3	-	49.7	0.0	0.4	45.7	0.7	-	46.8	0.0	0.4	0.5	0.2	-	1.1	0.0	0.5	0.9	0.9	-	2.4	-
Lights	2	13	907	6	-	928	0	7	845	13	-	865	0	4	8	2	-	14	0	10	16	12	-	38	1845

% Lights	100.0	92.9	98.3	100.0	-	98.2	-	100.0	97.2	92.9	-	97.2	-	50.0	88.9	66.7	-	70.0	-	100.0	88.9	70.6	-	84.4	97.1
Buses	0	1	13	0	-	14	0	0	23	0	-	23	0	3	1	1	-	5	0	0	2	4	-	6	48
% Buses	0.0	7.1	1.4	0.0	-	1.5	-	0.0	2.6	0.0	-	2.6	-	37.5	11.1	33.3	-	25.0	-	0.0	11.1	23.5	-	13.3	2.5
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	1	-	2	0	1	0	0	-	1	0	0	0	1	-	1	6
% Single-Unit Trucks	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.1	7.1	-	0.2	-	12.5	0.0	0.0	-	5.0	-	0.0	0.0	5.9	-	2.2	0.3
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	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
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	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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
8:00 AM	0	0	41	1	0	42	0	1	15	1	0	17	0	0	0	0	0	0	0	0	1	1	0	2	61
8:15 AM	0	2	78	0	0	80	0	0	22	0	0	22	0	1	3	0	0	4	0	0	1	2	0	3	109
8:30 AM	1	0	83	0	0	84	0	1	45	0	0	46	0	0	1	0	0	1	0	0	0	1	2	1	132
8:45 AM	0	1	70	0	0	71	0	0	40	2	0	42	0	1	1	0	0	2	0	0	0	0	0	0	115
Total	1	3	272	1	0	277	0	2	122	3	0	127	0	2	5	0	0	7	0	0	2	4	2	6	417
Approach %	0.4	1.1	98.2	0.4	-	-	0.0	1.6	96.1	2.4	-	-	0.0	28.6	71.4	0.0	-	-	0.0	0.0	33.3	66.7	-	-	-
Total %	0.2	0.7	65.2	0.2	-	66.4	0.0	0.5	29.3	0.7	-	30.5	0.0	0.5	1.2	0.0	-	1.7	0.0	0.0	0.5	1.0	-	1.4	-
PHF	0.250	0.375	0.819	0.250	-	0.824	0.000	0.500	0.678	0.375	-	0.690	0.000	0.500	0.417	0.000	-	0.438	0.000	0.000	0.500	0.500	-	0.500	0.790
Lights	1	3	262	1	-	267	0	2	106	3	-	111	0	0	4	0	-	4	0	0	1	3	-	4	386
% Lights	100.0	100.0	96.3	100.0	-	96.4	-	100.0	86.9	100.0	-	87.4	-	0.0	80.0	-	-	57.1	-	-	50.0	75.0	-	66.7	92.6
Buses	0	0	9	0	-	9	0	0	16	0	-	16	0	1	1	0	-	2	0	0	1	1	-	2	29
% Buses	0.0	0.0	3.3	0.0	-	3.2	-	0.0	13.1	0.0	-	12.6	-	50.0	20.0	-	-	28.6	-	-	50.0	25.0	-	33.3	7.0
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	50.0	0.0	-	-	14.3	-	-	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
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	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Laurel+Avenue+with+McGovern+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Laurel Ave Eastbound						Laurel Ave Westbound						mcgovern ave Northbound						mcgovern ave 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
4:30 PM	0	1	38	0	1	39	0	1	48	0	0	49	0	0	0	1	1	1	0	0	1	0	0	1	90
4:45 PM	0	0	39	1	2	40	0	0	50	0	0	50	0	0	0	0	1	0	0	1	1	2	0	4	94
5:00 PM	0	2	45	1	0	48	0	0	90	0	0	90	0	1	0	0	0	1	0	0	0	0	1	0	139
5:15 PM	0	1	34	0	0	35	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	0	0	0	111
Total	0	4	156	2	3	162	0	1	263	1	0	265	0	1	0	1	2	2	0	1	2	2	1	5	434
Approach %	0.0	2.5	96.3	1.2	-	-	0.0	0.4	99.2	0.4	-	-	0.0	50.0	0.0	50.0	-	-	0.0	20.0	40.0	40.0	-	-	-
Total %	0.0	0.9	35.9	0.5	-	37.3	0.0	0.2	60.6	0.2	-	61.1	0.0	0.2	0.0	0.2	-	0.5	0.0	0.2	0.5	0.5	-	1.2	-
PHF	0.000	0.500	0.867	0.500	-	0.844	0.000	0.250	0.731	0.250	-	0.736	0.000	0.250	0.000	0.250	-	0.500	0.000	0.250	0.500	0.250	-	0.313	0.781
Lights	0	4	156	2	-	162	0	1	262	1	-	264	0	1	0	1	-	2	0	1	2	2	-	5	433
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	99.6	100.0	-	99.6	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.8
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
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	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	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
6:00 AM	0	0	26	0	0	26	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	1	0	55
6:15 AM	0	0	21	0	0	21	0	0	35	0	0	35	0	1	0	0	0	1	0	0	0	0	0	0	57
6:30 AM	0	0	48	0	0	48	0	0	31	0	0	31	0	0	0	1	0	1	0	0	0	0	0	0	80
6:45 AM	1	1	80	0	0	82	0	2	69	0	0	71	0	0	0	0	0	0	0	0	0	1	2	1	154
Hourly Total	1	1	175	0	0	177	0	2	164	0	0	166	0	1	0	1	0	2	0	0	0	1	3	1	346
7:00 AM	0	0	68	0	0	68	0	0	68	0	0	68	0	0	0	0	1	0	0	0	0	1	0	1	137
7:15 AM	0	2	98	0	1	100	0	0	80	0	0	80	0	0	0	1	1	1	0	0	0	0	1	0	181
7:30 AM	0	4	137	1	0	142	0	0	87	0	0	87	0	0	0	0	1	0	0	0	0	0	2	0	229
7:45 AM	0	11	171	1	0	183	0	0	106	3	0	109	0	0	0	1	0	1	0	0	0	0	3	0	293
Hourly Total	0	17	474	2	1	493	0	0	341	3	0	344	0	0	0	2	3	2	0	0	0	1	6	1	840
8:00 AM	0	8	114	1	0	123	0	1	101	1	0	103	0	0	0	0	1	0	0	0	0	3	2	3	229
8:15 AM	0	10	229	1	0	240	0	2	106	1	0	109	0	0	0	0	1	0	0	0	0	1	1	1	350
8:30 AM	0	5	149	0	0	154	0	0	176	0	0	176	0	0	0	1	0	1	0	1	0	5	2	6	337
8:45 AM	0	8	186	0	0	194	0	0	117	2	0	119	0	0	0	0	0	0	0	3	0	1	1	4	317
Hourly Total	0	31	678	2	0	711	0	3	500	4	0	507	0	0	0	1	2	1	0	4	0	10	6	14	1233
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	2	139	1	0	142	0	1	157	2	0	160	0	0	0	0	0	0	0	4	0	0	2	4	306
3:15 PM	0	4	112	1	0	117	0	1	214	3	0	218	0	0	0	0	0	0	0	1	0	5	1	6	341
3:30 PM	0	0	120	1	0	121	0	2	226	4	0	232	0	0	0	0	0	0	0	2	0	6	0	8	361
3:45 PM	0	8	147	1	0	156	0	2	139	16	0	157	0	0	0	0	0	0	0	7	0	6	0	13	326
Hourly Total	0	14	518	4	0	536	0	6	736	25	0	767	0	0	0	0	0	0	0	14	0	17	3	31	1334
4:00 PM	0	6	113	5	0	124	0	2	168	7	0	177	0	1	0	0	0	1	0	10	0	10	0	20	322
4:15 PM	0	0	142	0	0	142	0	0	150	2	0	152	0	0	0	0	0	0	0	2	0	2	0	4	298
4:30 PM	0	1	114	0	0	115	0	0	160	2	0	162	0	0	0	0	1	0	0	1	0	8	5	9	286
4:45 PM	0	7	130	0	0	137	0	0	154	12	0	166	0	0	0	0	0	0	0	4	0	14	1	18	321
Hourly Total	0	14	499	5	0	518	0	2	632	23	0	657	0	1	0	0	1	1	0	17	0	34	6	51	1227
5:00 PM	0	4	135	2	0	141	0	2	213	1	0	216	0	0	0	1	3	1	0	4	0	6	3	10	368
5:15 PM	0	1	137	0	0	138	0	0	164	1	0	165	0	0	0	0	0	0	0	1	0	6	1	7	310
5:30 PM	0	2	132	1	0	135	0	2	120	2	0	124	0	0	0	0	0	0	0	1	0	2	1	3	262
5:45 PM	0	23	123	1	0	147	0	1	135	17	0	153	0	1	0	0	0	1	0	1	0	12	1	13	314
Hourly Total	0	30	527	4	0	561	0	5	632	21	0	658	0	1	0	1	3	2	0	7	0	26	6	33	1254
Grand Total	1	107	2871	17	1	2996	0	18	3005	76	0	3099	0	3	0	5	9	8	0	42	0	89	30	131	6234
Approach %	0.0	3.6	95.8	0.6	-	-	0.0	0.6	97.0	2.5	-	-	0.0	37.5	0.0	62.5	-	-	0.0	32.1	0.0	67.9	-	-	-
Total %	0.0	1.7	46.1	0.3	-	48.1	0.0	0.3	48.2	1.2	-	49.7	0.0	0.0	0.0	0.1	-	0.1	0.0	0.7	0.0	1.4	-	2.1	-
Lights	1	107	2791	17	-	2916	0	18	2918	76	-	3012	0	3	0	5	-	8	0	42	0	89	-	131	6067

% Lights	100.0	100.0	97.2	100.0	-	97.3	-	100.0	97.1	100.0	-	97.2	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.3
Buses	0	0	34	0	-	34	0	0	47	0	-	47	0	0	0	0	-	0	0	0	0	0	-	0	81
% Buses	0.0	0.0	1.2	0.0	-	1.1	-	0.0	1.6	0.0	-	1.5	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.3
Single-Unit Trucks	0	0	34	0	-	34	0	0	29	0	-	29	0	0	0	0	-	0	0	0	0	0	-	0	63
% Single-Unit Trucks	0.0	0.0	1.2	0.0	-	1.1	-	0.0	1.0	0.0	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	12	0	-	12	0	0	11	0	-	11	0	0	0	0	-	0	0	0	0	0	-	0	23
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% 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	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	30	-	-
% 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 abowen@kloainc.com

Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
8:00 AM	0	8	114	1	0	123	0	1	101	1	0	103	0	0	0	0	1	0	0	0	0	3	2	3	229
8:15 AM	0	10	229	1	0	240	0	2	106	1	0	109	0	0	0	0	1	0	0	0	0	1	1	1	350
8:30 AM	0	5	149	0	0	154	0	0	176	0	0	176	0	0	0	1	0	1	0	1	0	5	2	6	337
8:45 AM	0	8	186	0	0	194	0	0	117	2	0	119	0	0	0	0	0	0	0	3	0	1	1	4	317
Total	0	31	678	2	0	711	0	3	500	4	0	507	0	0	0	1	2	1	0	4	0	10	6	14	1233
Approach %	0.0	4.4	95.4	0.3	-	-	0.0	0.6	98.6	0.8	-	-	0.0	0.0	0.0	100.0	-	-	0.0	28.6	0.0	71.4	-	-	-
Total %	0.0	2.5	55.0	0.2	-	57.7	0.0	0.2	40.6	0.3	-	41.1	0.0	0.0	0.0	0.1	-	0.1	0.0	0.3	0.0	0.8	-	1.1	-
PHF	0.000	0.775	0.740	0.500	-	0.741	0.000	0.375	0.710	0.500	-	0.720	0.000	0.000	0.000	0.250	-	0.250	0.000	0.333	0.000	0.500	-	0.583	0.881
Lights	0	31	656	2	-	689	0	3	475	4	-	482	0	0	0	1	-	1	0	4	0	10	-	14	1186
% Lights	-	100.0	96.8	100.0	-	96.9	-	100.0	95.0	100.0	-	95.1	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.2
Buses	0	0	8	0	-	8	0	0	17	0	-	17	0	0	0	0	-	0	0	0	0	0	-	0	25
% Buses	-	0.0	1.2	0.0	-	1.1	-	0.0	3.4	0.0	-	3.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.0
Single-Unit Trucks	0	0	11	0	-	11	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	15
% Single-Unit Trucks	-	0.0	1.6	0.0	-	1.5	-	0.0	0.8	0.0	-	0.8	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.2
Articulated Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.8	0.0	-	0.8	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: North-South+Alley+with+Central+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Central Ave Eastbound						Central Ave Westbound						Alley Dr Northbound						Alley Dr 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	
4:30 PM	0	1	114	0	0	115	0	0	160	2	0	162	0	0	0	0	1	0	0	1	0	8	5	9	286
4:45 PM	0	7	130	0	0	137	0	0	154	12	0	166	0	0	0	0	0	0	0	4	0	14	1	18	321
5:00 PM	0	4	135	2	0	141	0	2	213	1	0	216	0	0	0	1	3	1	0	4	0	6	3	10	368
5:15 PM	0	1	137	0	0	138	0	0	164	1	0	165	0	0	0	0	0	0	0	1	0	6	1	7	310
Total	0	13	516	2	0	531	0	2	691	16	0	709	0	0	0	1	4	1	0	10	0	34	10	44	1285
Approach %	0.0	2.4	97.2	0.4	-	-	0.0	0.3	97.5	2.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	22.7	0.0	77.3	-	-	-
Total %	0.0	1.0	40.2	0.2	-	41.3	0.0	0.2	53.8	1.2	-	55.2	0.0	0.0	0.0	0.1	-	0.1	0.0	0.8	0.0	2.6	-	3.4	-
PHF	0.000	0.464	0.942	0.250	-	0.941	0.000	0.250	0.811	0.333	-	0.821	0.000	0.000	0.000	0.250	-	0.250	0.000	0.625	0.000	0.607	-	0.611	0.873
Lights	0	13	509	2	-	524	0	2	683	16	-	701	0	0	0	1	-	1	0	10	0	34	-	44	1270
% Lights	-	100.0	98.6	100.0	-	98.7	-	100.0	98.8	100.0	-	98.9	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.8
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.6	0.0	-	0.6	-	0.0	0.6	0.0	-	0.6	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
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	0.1	0.0	-	0.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2
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
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
6:45 AM	0	0	0	1	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	5
Hourly Total	0	1	0	2	0	3	0	2	0	1	0	3	0	0	0	0	0	0	0	0	2	2	0	4	10
7:00 AM	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	1	0	1	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	6
7:30 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	1	0	2	0	0	1	0	0	1	5
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	0	0	1	0	1	1	4
Hourly Total	0	1	0	3	0	4	0	8	0	0	0	8	0	1	1	1	0	3	0	0	3	0	1	3	18
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	4
8:15 AM	0	0	0	2	0	2	0	2	1	0	0	3	0	1	0	2	0	3	0	0	1	2	0	3	11
8:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	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
Hourly Total	0	1	0	4	0	5	0	2	1	0	0	3	0	2	0	2	1	4	0	0	3	2	0	5	17
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
3:15 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	2	4
3:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	0	2	0	2	1	0	0	3	8
3:45 PM	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	1	1	0	3	0	0	0	3	6
Hourly Total	0	0	0	8	1	8	0	0	0	0	1	0	1	1	1	1	1	4	0	6	2	2	0	10	22
4:00 PM	0	0	0	2	0	2	0	1	0	0	0	1	0	1	0	2	1	3	0	2	2	1	0	5	11
4:15 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	1	1	1	0	3	0	0	1	0	0	1	6
4:30 PM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	5	1	5	0	2	0	0	0	2	0	2	1	6	2	9	0	2	4	1	0	7	23
5:00 PM	0	0	0	2	2	2	0	3	1	1	0	5	0	1	0	1	0	2	0	1	2	1	0	4	13
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	3
5:30 PM	0	1	0	1	0	2	0	1	0	0	0	1	0	0	0	1	0	1	0	2	1	1	0	4	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	2
Hourly Total	0	1	1	3	2	5	0	4	1	1	0	6	0	3	0	4	1	7	0	3	3	2	0	8	26
Grand Total	0	4	1	25	4	30	0	18	2	2	1	22	1	9	3	14	5	27	0	11	17	9	1	37	116
Approach %	0.0	13.3	3.3	83.3	-	-	0.0	81.8	9.1	9.1	-	-	3.7	33.3	11.1	51.9	-	-	0.0	29.7	45.9	24.3	-	-	-
Total %	0.0	3.4	0.9	21.6	-	25.9	0.0	15.5	1.7	1.7	-	19.0	0.9	7.8	2.6	12.1	-	23.3	0.0	9.5	14.7	7.8	-	31.9	-
Lights	0	4	1	25	-	30	0	18	1	2	-	21	1	9	3	13	-	26	0	11	17	9	-	37	114

% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	50.0	100.0	-	95.5	100.0	100.0	100.0	92.9	-	96.3	-	100.0	100.0	100.0	-	100.0	98.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	50.0	0.0	-	4.5	0.0	0.0	0.0	7.1	-	3.7	-	0.0	0.0	0.0	-	0.0	1.7
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	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	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 abowen@kloainc.com

Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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
8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	4
8:15 AM	0	0	0	2	0	2	0	2	1	0	0	3	0	1	0	2	0	3	0	0	1	2	0	3	11
8:30 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	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
Total	0	1	0	4	0	5	0	2	1	0	0	3	0	2	0	2	1	4	0	0	3	2	0	5	17
Approach %	0.0	20.0	0.0	80.0	-	-	0.0	66.7	33.3	0.0	-	-	0.0	50.0	0.0	50.0	-	-	0.0	0.0	60.0	40.0	-	-	-
Total %	0.0	5.9	0.0	23.5	-	29.4	0.0	11.8	5.9	0.0	-	17.6	0.0	11.8	0.0	11.8	-	23.5	0.0	0.0	17.6	11.8	-	29.4	-
PHF	0.000	0.250	0.000	0.500	-	0.625	0.000	0.250	0.250	0.000	-	0.250	0.000	0.500	0.000	0.250	-	0.333	0.000	0.000	0.375	0.250	-	0.417	0.386
Lights	0	1	0	4	-	5	0	2	0	0	-	2	0	2	0	1	-	3	0	0	3	2	-	5	15
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	0.0	-	-	66.7	-	100.0	-	50.0	-	75.0	-	-	100.0	100.0	-	100.0	88.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	100.0	-	-	33.3	-	0.0	-	50.0	-	25.0	-	-	0.0	0.0	-	0.0	11.8
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
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	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: North-South+Alley+with+East-West+Alley TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Alley West Eastbound						Westbound Approach Westbound						Alley South Northbound						Alley North 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	
4:30 PM	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	2	2	2	0	3	1	1	0	5	0	1	0	1	0	2	0	1	2	1	0	4	13
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	3
Total	0	0	1	4	3	5	0	3	1	1	0	5	0	2	0	5	2	7	0	1	3	1	0	5	22
Approach %	0.0	0.0	20.0	80.0	-	-	0.0	60.0	20.0	20.0	-	-	0.0	28.6	0.0	71.4	-	-	0.0	20.0	60.0	20.0	-	-	-
Total %	0.0	0.0	4.5	18.2	-	22.7	0.0	13.6	4.5	4.5	-	22.7	0.0	9.1	0.0	22.7	-	31.8	0.0	4.5	13.6	4.5	-	22.7	-
PHF	0.000	0.000	0.250	0.500	-	0.625	0.000	0.250	0.250	0.250	-	0.250	0.000	0.500	0.000	0.625	-	0.875	0.000	0.250	0.375	0.250	-	0.313	0.423
Lights	0	0	1	4	-	5	0	3	1	1	-	5	0	2	0	5	-	7	0	1	3	1	-	5	22
% Lights	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	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
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
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
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
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: North-South+Alley+with+Laurel+Avenue TMC
Site Code:
Start Date: 01/27/2026

Turning Movement Data

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	8	0	8	0	4	0	0	4	0	0	1	0	1	13
6:15 AM	0	0	9	0	9	0	7	0	0	7	0	0	0	0	0	16
6:30 AM	0	0	22	0	22	0	3	0	0	3	0	1	1	0	2	27
6:45 AM	0	1	16	0	17	0	7	0	0	7	0	2	2	1	4	28
Hourly Total	0	1	55	0	56	0	21	0	0	21	0	3	4	1	7	84
7:00 AM	0	0	33	0	33	0	7	0	0	7	0	2	1	0	3	43
7:15 AM	0	0	36	0	36	0	20	0	0	20	0	4	1	0	5	61
7:30 AM	0	1	36	0	37	0	14	1	0	15	0	0	2	1	2	54
7:45 AM	0	1	58	0	59	0	26	0	0	26	0	0	3	0	3	88
Hourly Total	0	2	163	0	165	0	67	1	0	68	0	6	7	1	13	246
8:00 AM	0	1	43	1	44	0	17	0	0	17	0	0	1	0	1	62
8:15 AM	0	0	90	0	90	0	20	4	0	24	0	2	3	0	5	119
8:30 AM	0	1	74	0	75	0	48	0	1	48	0	1	0	2	1	124
8:45 AM	0	0	74	0	74	0	35	0	0	35	0	0	0	0	0	109
Hourly Total	0	2	281	1	283	0	120	4	1	124	0	3	4	2	7	414
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	0	37	1	38	0	47	1	0	48	0	3	0	1	3	89
3:15 PM	0	0	35	0	35	0	49	1	0	50	0	1	0	0	1	86
3:30 PM	0	2	27	0	29	0	49	0	0	49	0	3	1	0	4	82
3:45 PM	0	0	31	0	31	0	47	1	0	48	0	2	0	0	2	81
Hourly Total	1	2	130	1	133	0	192	3	0	195	0	9	1	1	10	338
4:00 PM	0	3	40	0	43	0	65	0	1	65	0	2	3	0	5	113
4:15 PM	0	1	31	0	32	0	44	2	0	46	0	0	4	1	4	82
4:30 PM	0	3	33	0	36	0	50	1	0	51	0	3	3	1	6	93
4:45 PM	0	0	43	0	43	0	52	1	0	53	0	1	1	0	2	98
Hourly Total	0	7	147	0	154	0	211	4	1	215	0	6	11	2	17	386
5:00 PM	0	0	38	0	38	0	91	1	0	92	0	6	2	1	8	138
5:15 PM	0	0	37	0	37	0	74	2	0	76	0	0	1	0	1	114
5:30 PM	0	1	30	0	31	0	53	0	0	53	0	2	1	0	3	87
5:45 PM	0	1	33	0	34	0	52	1	0	53	0	0	0	0	0	87
Hourly Total	0	2	138	0	140	0	270	4	0	274	0	8	4	1	12	426
Grand Total	1	16	914	2	931	0	881	16	2	897	0	35	31	8	66	1894
Approach %	0.1	1.7	98.2	-	-	0.0	98.2	1.8	-	-	0.0	53.0	47.0	-	-	-
Total %	0.1	0.8	48.3	-	49.2	0.0	46.5	0.8	-	47.4	0.0	1.8	1.6	-	3.5	-
Lights	1	15	897	-	913	0	850	15	-	865	0	35	30	-	65	1843
% Lights	100.0	93.8	98.1	-	98.1	-	96.5	93.8	-	96.4	-	100.0	96.8	-	98.5	97.3

Buses	0	0	14	-	14	0	30	0	-	30	0	0	0	-	0	44
% Buses	0.0	0.0	1.5	-	1.5	-	3.4	0.0	-	3.3	-	0.0	0.0	-	0.0	2.3
Single-Unit Trucks	0	1	2	-	3	0	1	1	-	2	0	0	1	-	1	6
% Single-Unit Trucks	0.0	6.3	0.2	-	0.3	-	0.1	6.3	-	0.2	-	0.0	3.2	-	1.5	0.3
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	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
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 01/27/2026

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	1	43	1	44	0	17	0	0	17	0	0	1	0	1	62
8:15 AM	0	0	90	0	90	0	20	4	0	24	0	2	3	0	5	119
8:30 AM	0	1	74	0	75	0	48	0	1	48	0	1	0	2	1	124
8:45 AM	0	0	74	0	74	0	35	0	0	35	0	0	0	0	0	109
Total	0	2	281	1	283	0	120	4	1	124	0	3	4	2	7	414
Approach %	0.0	0.7	99.3	-	-	0.0	96.8	3.2	-	-	0.0	42.9	57.1	-	-	-
Total %	0.0	0.5	67.9	-	68.4	0.0	29.0	1.0	-	30.0	0.0	0.7	1.0	-	1.7	-
PHF	0.000	0.500	0.781	-	0.786	0.000	0.625	0.250	-	0.646	0.000	0.375	0.333	-	0.350	0.835
Lights	0	2	271	-	273	0	102	3	-	105	0	3	4	-	7	385
% Lights	-	100.0	96.4	-	96.5	-	85.0	75.0	-	84.7	-	100.0	100.0	-	100.0	93.0
Buses	0	0	9	-	9	0	18	0	-	18	0	0	0	-	0	27
% Buses	-	0.0	3.2	-	3.2	-	15.0	0.0	-	14.5	-	0.0	0.0	-	0.0	6.5
Single-Unit Trucks	0	0	1	-	1	0	0	1	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.4	-	0.4	-	0.0	25.0	-	0.8	-	0.0	0.0	-	0.0	0.5
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	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
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 01/27/2026

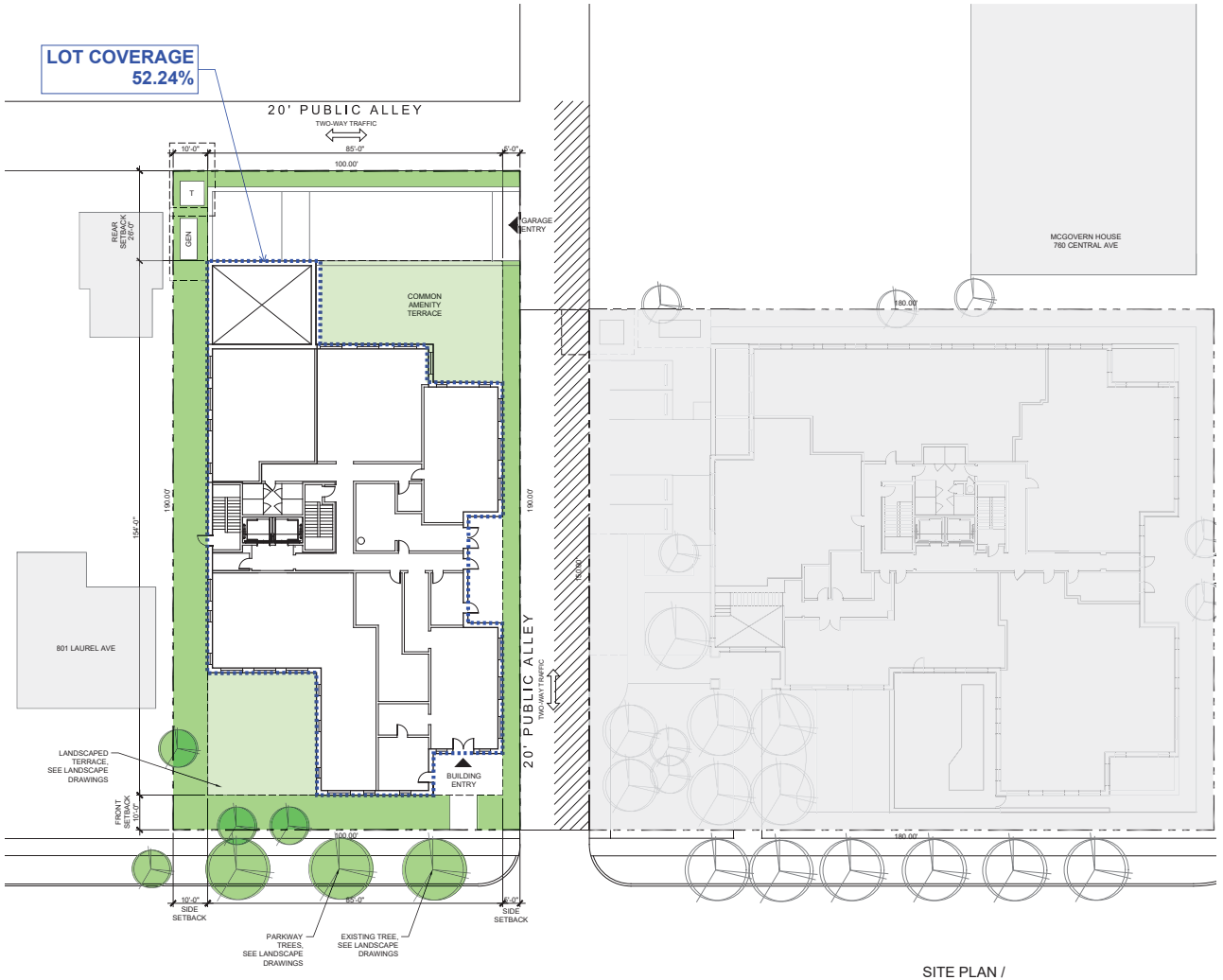
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Laurel Ave Eastbound					Laurel Ave Westbound					Alley Dr Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	3	33	0	36	0	50	1	0	51	0	3	3	1	6	93
4:45 PM	0	0	43	0	43	0	52	1	0	53	0	1	1	0	2	98
5:00 PM	0	0	38	0	38	0	91	1	0	92	0	6	2	1	8	138
5:15 PM	0	0	37	0	37	0	74	2	0	76	0	0	1	0	1	114
Total	0	3	151	0	154	0	267	5	0	272	0	10	7	2	17	443
Approach %	0.0	1.9	98.1	-	-	0.0	98.2	1.8	-	-	0.0	58.8	41.2	-	-	-
Total %	0.0	0.7	34.1	-	34.8	0.0	60.3	1.1	-	61.4	0.0	2.3	1.6	-	3.8	-
PHF	0.000	0.250	0.878	-	0.895	0.000	0.734	0.625	-	0.739	0.000	0.417	0.583	-	0.531	0.803
Lights	0	3	151	-	154	0	266	5	-	271	0	10	7	-	17	442
% Lights	-	100.0	100.0	-	100.0	-	99.6	100.0	-	99.6	-	100.0	100.0	-	100.0	99.8
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.0	-	0.0	0.2
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	-	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	-	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	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan

Project Data	Zoning Requirement	793 Laurel Ave (3/17/26 Submittal)
Zoning District	RD	RD
Land Use	Residential	Residential
Lot Area (a)	> 21,780 SF	19,000 SF
Density (h)	1/871 SF of Lot Area = 21 Units	14
Number of Affordable Units	20%	1 (+1.4 cash in lieu)
Height	Non-PD=51'-0" (4-Stories) PD allows 5th story with 15' minimum stepback per 150.520 (K)	Height from average grade (674.25'): 64'-9" Height from first floor (676'): 63'-0" 40'-2" @4th Floor Parapet
Total Building Area (b)	N/A	43,592 SF (9,926 SF footprint floor 1)
Lot Coverage	33.3%	52.24%
Open Space (j)	20.0%	20.8% (3,960 SF)
Percentage of Impervious Surfaces (e)	N/A	Building Area: 10,850 SF
		Parking Area: 0 SF
		Roads: 1,997 SF
		Recreational Facilities: 2,249 SF
		Total: 15,096 SF
Area of Pervious Surfaces (f)	N/A	3,904 SF
Parking and Road Area (c)	N/A	1,997 SF
Front Yard Build-to-zone Along Laurel Ave [150.2310 - Neighborhood]	Min. 5'-0" - Max 25'-0"	10'
Side Yard setback (east - along alley)	10'	5' + 10'-0" (Half of Alley) = 15'-0"
Side Yard Setback (west - interior lot line)	10'	10'
Rear Yard Setback (alley)	25'-0" or 20% of lot, whichever is less	26'-0" + 10'-0" (Half of Alley) = 36'-0"
Parking Spaces (d)	2 spaces per dwelling unit	27
Guest Spaces	0.1 per dwelling unit	2 (located on adjacent site)
Loading Spaces	None Required	1 (35'x11') (shared with adjacent site)
Bike Parking	N/A	15 spaces, interior

Build to Zone	Setback (5'-0" - 25'-0") Min 65% in Build to Zone	85%
Transparency [150.2310 - Neighborhood]	Min 20% at Ground Floor Min 20% at Upper Floors	Ground Story = 41% Upper Story = 45%



1 SITE PLAN / FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

SCALE: 1/16" = 1'-0"

NO	DATE	ISSUE DESCRIPTION
1	00/00/00	-

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CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO PROCEEDING WITH CONSTRUCTION AND NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES OR CONFLICTS.

PRINCIPAL: XX
QC BY: XX
P.M.: XX
DRAWN BY: XX

SGW ARCHITECTURE & DESIGN
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PROFESSIONAL DESIGN FIRM
License Number: 184-001505
Expiration Date: April 30, 2027

793 LAUREL AVENUE

HIGHLAND PARK, ILLINOIS 60035

SITE PLAN

NORTH

A0-02

ITE Trip Generation Sheets

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

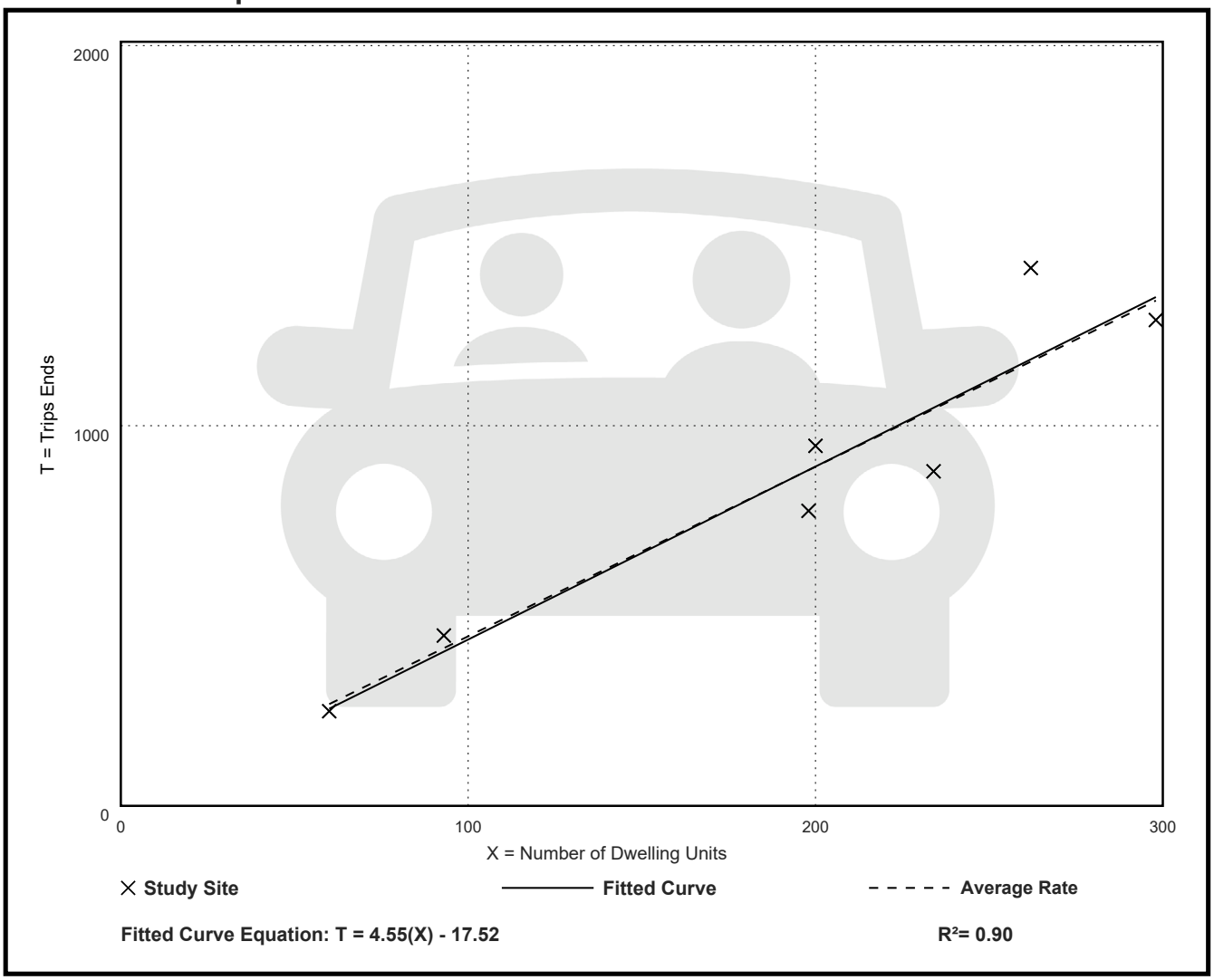
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Fitted Curve Equation: T = 4.55(X) - 17.52

R^2= 0.90

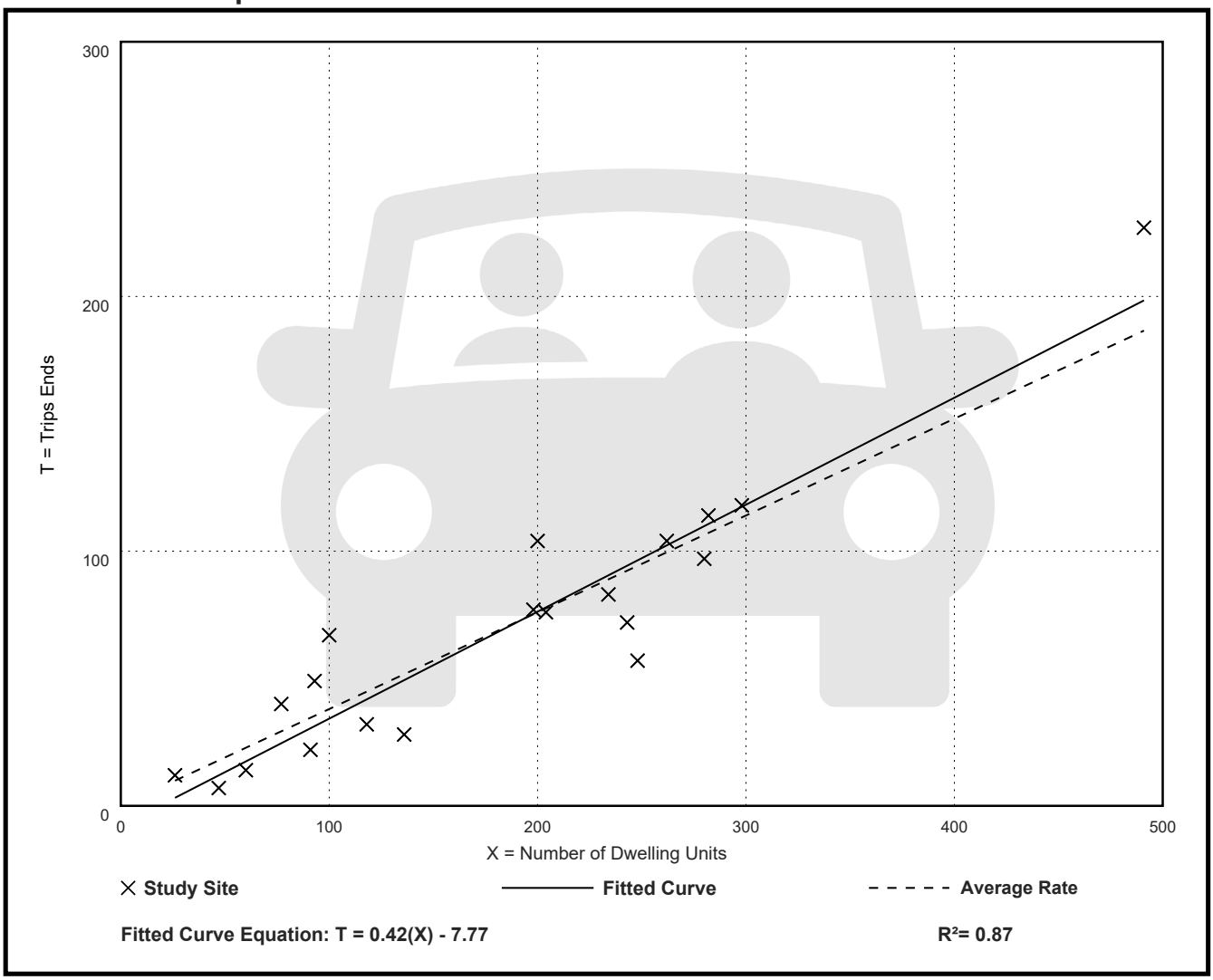
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Dwelling Units:	184
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



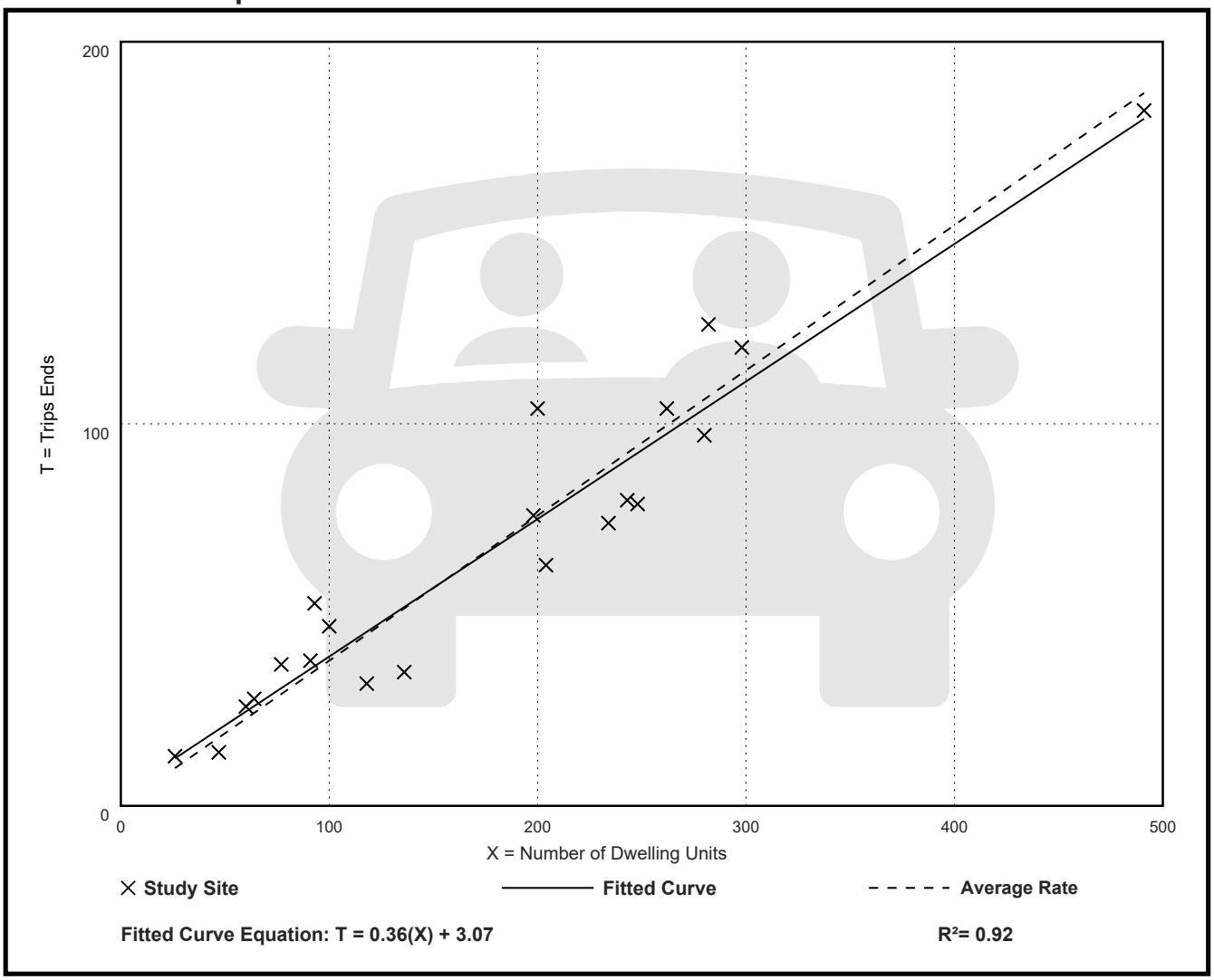
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	21
Avg. Num. of Dwelling Units:	179
Directional Distribution:	64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Fitted Curve Equation: T = 0.36(X) + 3.07

R^2= 0.92

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

February 18, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Central Avenue - Laurel Avenue - Deerfield Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 16, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Central Ave between Hickory St and McGovern Ave	15,300	15,900
Laurel Ave between Hickory St and McGovern Ave	27,300	28,400
Deerfield Rd between Hickory St and McGovern Ave	4,300	4,470

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 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 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2026_TrafficForecasts\HighlandPark\la-04-26\la-04-26.docx

TRAFFIC FORECAST RECORD

Record Number: la-04-26
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: KLOA
Contact: Ryan May
Email or Phone: rmay@kloainc.com
Sponsor: IDOT
Date request was received: February 16, 2026
Date that response was emailed: 12:00:00 AM
Facility Location: Central Avenue - Laurel Avenue - Deerfield Road
Municipality: Highland Park

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

February 16th, 2026

Mr. Jose Rodriguez
Senior Planner, Research & Analysis
Attn: Traffic Projections
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Year 2050 Traffic Projections; Highland Park, Illinois

Dear Mr. Rodriguez:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) respectfully requests Year 2050 traffic projections for roadway segments of Central Avenue, Laurel Avenue and Deerfield Road in Highland Park, Illinois. Based on information provided on IDOT's website, the AADTs for the roadway segment are as follows:

- Central Avenue between Hickory Street & McGovern Avenue – 15,300 Vehicles (IDOT AADT 2023)
- Laurel Avenue between Hickory Street & McGovern Avenue – 27,300 Vehicles (IDOT AADT 2023)
- Deerfield Road between Hickory Street & McGovern Avenue – 4,300 Vehicles (IDOT AADT 2023)

This information is for a traffic study we are conducting for the proposed residential development that consists of two parcels to be located on the north side of Laurel Avenue on both sides of the north-south alley. If you have any questions about this request, please do not hesitate to e-mail me at rmay@kloainc.com. Thank you!

Sincerely,

Ryan May
Project Coordinator

Table A

Table A
ESTIMATED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES
1696 MCGOVERN AVENUE

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing (Mid-Rise) – 20 units	2	6	8	5	3	8	45	45	90

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

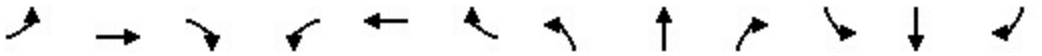
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level 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*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

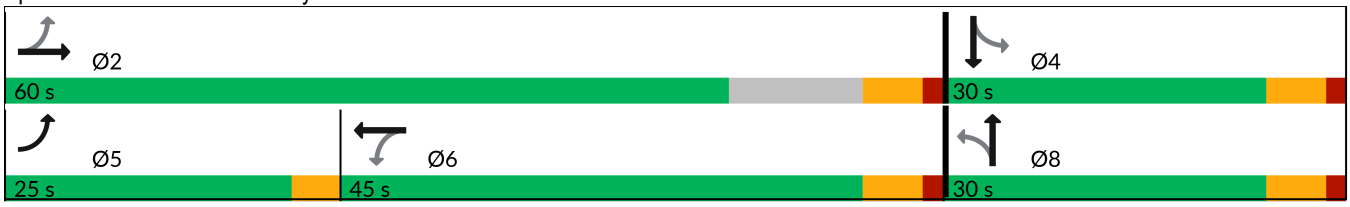


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	698	23	10	497	12	25	2	15	8	1	14
Future Volume (vph)	14	698	23	10	497	12	25	2	15	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.952			0.919	
Flt Protected		0.999			0.999			0.971			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1516	0	0	1700	0
Flt Permitted		0.943			0.939			0.802			0.862	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1250	0	0	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3			16			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	799	0	0	564	0	0	45	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		41.7			41.7			9.0			9.0	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.22			0.20			0.09	
Control Delay (s/veh)		4.0			3.7			19.6			16.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			3.7			19.6			16.3	
LOS		A			A			B			B	
Approach Delay (s/veh)		4.0			3.7			19.6			16.3	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		54			36			10			3	
Queue Length 95th (ft)		94			64			37			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3253			2543			604			718	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.22			0.07			0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 52.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.6		Intersection LOS: A	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

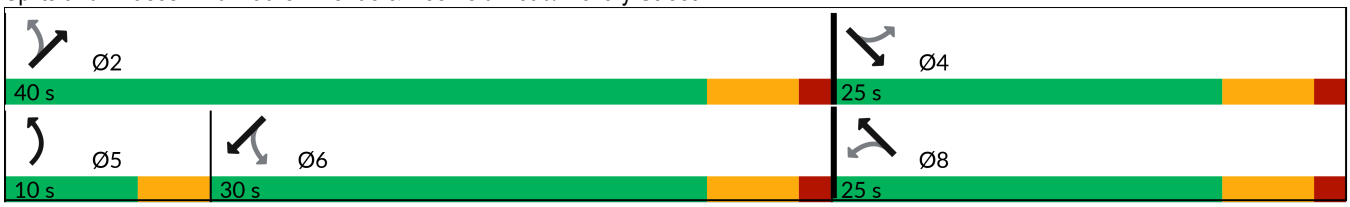


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	8	15	124	12	0	17	282	213	2	124	2
Future Volume (vph)	1	8	15	124	12	0	17	282	213	2	124	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.915						0.935			0.998	
Flt Protected		0.998			0.956		0.950				0.999	
Satd. Flow (prot)	0	1667	0	0	945	0	1752	1481	0	0	1889	0
Flt Permitted		0.990			0.726		0.655				0.994	
Satd. Flow (perm)	0	1653	0	0	718	0	1208	1481	0	0	1880	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						88			1	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	155	0	19	562	0	0	145	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.5			16.5		33.5	31.0			29.1	
Actuated g/C Ratio		0.28			0.28		0.56	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.78		0.03	0.69			0.16	
Control Delay (s/veh)		11.0			49.8		6.5	14.9			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.0			49.8		6.5	14.9			10.9	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.0			49.8			14.6			10.9	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			57		3	160			27	
Queue Length 95th (ft)		19			#155		11	285			72	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		543			230		738	889			919	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.05			0.67		0.03	0.63			0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 59.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 19.9		Intersection LOS: B	
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	688	2	3	509	4	0	0	0	4	0	10
Future Vol, veh/h	31	688	2	3	509	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	724	2	3	536	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	540	0	0	726	0	0			972	-	270
Stage 1	-	-	-	-	-	-			544	-	-
Stage 2	-	-	-	-	-	-			427	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1039	-	-	886	-	-			254	0	734
Stage 1	-	-	-	-	-	-			551	0	-
Stage 2	-	-	-	-	-	-			631	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1039	-	-	886	-	-			245	0	734
Mov Cap-2 Maneuver	-	-	-	-	-	-			245	0	-
Stage 1	-	-	-	-	-	-			534	0	-
Stage 2	-	-	-	-	-	-			629	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0.05	12.83
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1039	-	-	886	-	-	245	734
HCM Lane V/C Ratio	0.031	-	-	0.004	-	-	0.017	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20	10
HCM Lane LOS	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	656	8	4	482	8	6	1	4	2	0	28
Future Vol, veh/h	28	656	8	4	482	8	6	1	4	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	729	9	4	536	9	7	1	4	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	740	0	0	1075	1356	371	981	1356	278
Stage 1	-	-	-	-	-	-	798	798	-	554	554	-
Stage 2	-	-	-	-	-	-	278	558	-	427	802	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	982	-	-	876	-	-	155	151	632	207	151	693
Stage 1	-	-	-	-	-	-	315	401	-	489	517	-
Stage 2	-	-	-	-	-	-	665	515	-	581	399	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	978	-	-	874	-	-	142	144	631	195	144	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	144	-	195	144	-
Stage 1	-	-	-	-	-	-	304	388	-	485	512	-
Stage 2	-	-	-	-	-	-	631	510	-	557	386	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.36	0.07	24.32	11.35
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	199	978	-	-	874	-	-	195	689
HCM Lane V/C Ratio	0.062	0.032	-	-	0.005	-	-	0.011	0.045
HCM Ctrl Dly (s/v)	24.3	8.8	-	-	9.1	-	-	23.6	10.5
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0	0.1

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	6	0	4	2	1	12	0	24	7	16	18	0
Future Vol, veh/h	6	0	4	2	1	12	0	24	7	16	18	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	13	0	26	8	18	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	90	22	86	86	31	21	0	0	34	0	0
Stage 1	56	56	-	30	30	-	-	-	-	-	-	-
Stage 2	28	34	-	56	56	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	908	804	993	905	651	1049	1608	-	-	1591	-	-
Stage 1	961	852	-	992	710	-	-	-	-	-	-	-
Stage 2	994	871	-	961	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	794	991	890	643	1048	1607	-	-	1591	-	-
Mov Cap-2 Maneuver	883	794	-	890	643	-	-	-	-	-	-	-
Stage 1	950	842	-	992	710	-	-	-	-	-	-	-
Stage 2	979	871	-	945	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.95	8.72	0	3.43
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1607	-	-	923	983	847	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.017	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	8.9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Future Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	5	0	5	0	8	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	26	11	23	26	-	13	0	0	5	0	0
Stage 1	-	10	-	13	13	-	-	-	-	-	-	-
Stage 2	-	15	-	10	13	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	872	1075	994	709	0	1619	-	-	1629	-	-
Stage 1	0	891	-	1013	724	0	-	-	-	-	-	-
Stage 2	0	887	-	1016	724	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	869	1075	978	706	-	1619	-	-	1629	-	-
Mov Cap-2 Maneuver	-	869	-	978	706	-	-	-	-	-	-	-
Stage 1	-	891	-	1010	722	-	-	-	-	-	-	-
Stage 2	-	884	-	1003	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.55	9.19	3.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	1026	867	1629	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	281	0	1	123	4	2	0	2	3	0	4
Future Vol, veh/h	2	281	0	1	123	4	2	0	2	3	0	4
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	339	0	1	148	5	2	0	2	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	155	0	0	339	0	0	495	501	340	499	498	154
Stage 1	-	-	-	-	-	-	343	343	-	155	155	-
Stage 2	-	-	-	-	-	-	152	157	-	344	343	-
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	1438	-	-	1232	-	-	488	475	707	485	477	898
Stage 1	-	-	-	-	-	-	676	641	-	852	773	-
Stage 2	-	-	-	-	-	-	856	771	-	675	641	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1232	-	-	484	473	707	480	474	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	473	-	480	474	-
Stage 1	-	-	-	-	-	-	675	639	-	850	771	-
Stage 2	-	-	-	-	-	-	849	769	-	671	639	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.06	11.32	10.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	13	-	-	14	-	-	653
HCM Lane V/C Ratio	0.008	0.002	-	-	0.001	-	-	0.013
HCM Ctrl Dly (s/v)	11.3	7.5	0	-	7.9	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	279	1	2	122	3	2	5	0	0	2	4
Future Vol, veh/h	4	279	1	2	122	3	2	5	0	0	2	4
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	5	353	1	3	154	4	3	6	0	0	3	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	354	0	0	525	529	354	530	528	158
Stage 1	-	-	-	-	-	-	364	364	-	163	163	-
Stage 2	-	-	-	-	-	-	161	165	-	366	365	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1431	-	-	1216	-	-	340	431	695	463	395	830
Stage 1	-	-	-	-	-	-	494	593	-	843	680	-
Stage 2	-	-	-	-	-	-	656	729	-	657	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1216	-	-	334	427	695	452	391	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	427	-	452	391	-
Stage 1	-	-	-	-	-	-	492	591	-	840	678	-
Stage 2	-	-	-	-	-	-	648	726	-	647	545	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.13	14.31	11.04
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	25	-	-	28	-	-	604
HCM Lane V/C Ratio	0.022	0.004	-	-	0.002	-	-	0.013
HCM Ctrl Dly (s/v)	14.3	7.5	0	-	8	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

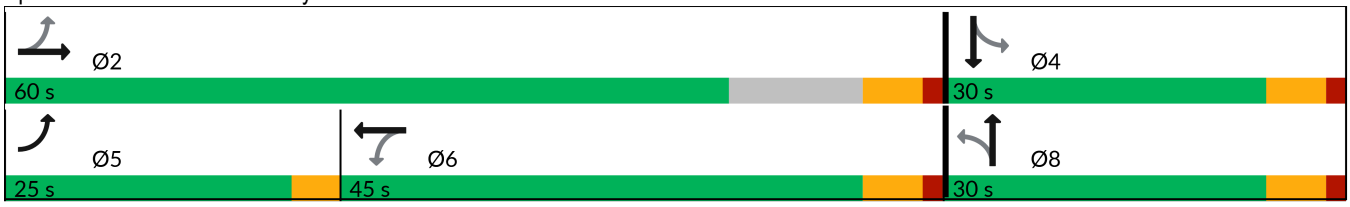
Existing Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	514	16	10	696	26	34	11	10	12	9	36
Future Volume (vph)	14	514	16	10	696	26	34	11	10	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.975			0.914	
Flt Protected		0.999			0.999			0.970			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1759	0	0	1719	0
Flt Permitted		0.932			0.946			0.775			0.912	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1405	0	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			4			11			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	598	0	0	805	0	0	60	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		38.7			38.7			9.0			9.0	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.23			0.31			0.23			0.20	
Control Delay (s/veh)		4.0			4.4			20.2			13.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			4.4			20.2			13.1	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.0			4.4			20.2			13.1	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		37			55			12			6	
Queue Length 95th (ft)		66			93			45			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2764			694			795	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.29			0.09			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.2		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

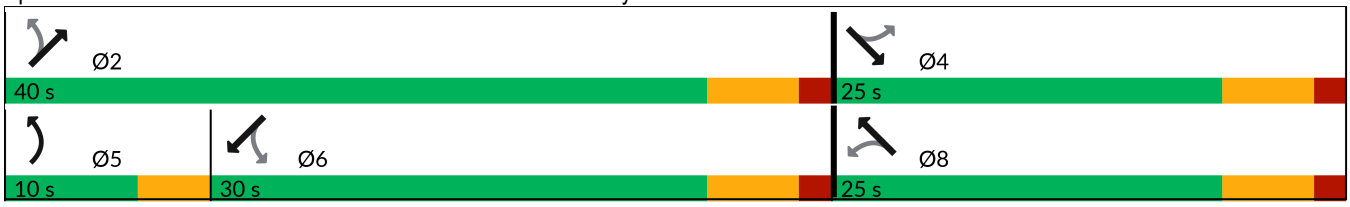


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	17	14	108	12	0	14	148	187	0	267	7
Future Volume (vph)	7	17	14	108	12	0	14	148	187	0	267	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.951						0.916			0.997	
Flt Protected		0.991			0.957		0.950					
Satd. Flow (prot)	0	1791	0	0	1818	0	1787	1740	0	0	1894	0
Flt Permitted		0.919			0.716		0.489					
Satd. Flow (perm)	0	1659	0	0	1360	0	920	1740	0	0	1894	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						147			2	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	140	0	16	389	0	0	318	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.2			11.2		25.7	24.6			23.2	
Actuated g/C Ratio		0.26			0.26		0.59	0.57			0.53	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.10			0.40		0.02	0.37			0.31	
Control Delay (s/veh)		11.4			18.7		5.7	6.1			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.4			18.7		5.7	6.1			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.4			18.7			6.1			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		4			24		2	32			43	
Queue Length 95th (ft)		27			84		9	85			142	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		767			621		679	1449			1220	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.23		0.02	0.27			0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 43.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	521	2	2	698	16	0	0	0	10	0	34
Future Vol, veh/h	13	521	2	2	698	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	592	2	2	793	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	817	0	0	596	0	0			1138	-	412
Stage 1	-	-	-	-	-	-			813	-	-
Stage 2	-	-	-	-	-	-			326	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	820	-	-	990	-	-			198	0	595
Stage 1	-	-	-	-	-	-			402	0	-
Stage 2	-	-	-	-	-	-			710	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	815	-	-	990	-	-			193	0	592
Mov Cap-2 Maneuver	-	-	-	-	-	-			193	0	-
Stage 1	-	-	-	-	-	-			392	0	-
Stage 2	-	-	-	-	-	-			709	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.02	14.54
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	815	-	-	990	-	-	193	592
HCM Lane V/C Ratio	0.018	-	-	0.002	-	-	0.059	0.065
HCM Ctrl Dly (s/v)	9.5	-	-	8.6	-	-	24.8	11.5
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	477	1	1	672	21	3	2	5	16	5	41
Future Vol, veh/h	53	477	1	1	672	21	3	2	5	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	61	548	1	1	772	24	3	2	6	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	801	0	0	557	0	0	1071	1482	283	1188	1470	403
Stage 1	-	-	-	-	-	-	679	679	-	791	791	-
Stage 2	-	-	-	-	-	-	392	803	-	397	679	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	787	-	-	1023	-	-	156	126	720	146	129	572
Stage 1	-	-	-	-	-	-	374	454	-	354	404	-
Stage 2	-	-	-	-	-	-	565	399	-	605	454	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	784	-	-	1016	-	-	125	115	715	130	117	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	125	115	-	130	117	-
Stage 1	-	-	-	-	-	-	343	416	-	352	402	-
Stage 2	-	-	-	-	-	-	510	397	-	551	416	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	0.01	23.42	20.95
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	207	784	-	-	1016	-	-	130	401
HCM Lane V/C Ratio	0.056	0.078	-	-	0.001	-	-	0.141	0.132
HCM Ctrl Dly (s/v)	23.4	10	-	-	8.5	-	-	37.1	15.3
HCM Lane LOS	C	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	3	0	25	5	27	1	6	28	1
Future Vol, veh/h	4	0	7	3	0	25	5	27	1	6	28	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	27	5	29	1	7	30	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	89	31	88	89	34	32	0	0	34	0	0
Stage 1	44	44	-	45	45	-	-	-	-	-	-	-
Stage 2	40	45	-	43	45	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	907	805	1049	902	805	1045	1594	-	-	1590	-	-
Stage 1	975	862	-	974	862	-	-	-	-	-	-	-
Stage 2	980	861	-	976	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	877	796	1049	886	796	1042	1594	-	-	1585	-	-
Mov Cap-2 Maneuver	877	796	-	886	796	-	-	-	-	-	-	-
Stage 1	971	859	-	968	856	-	-	-	-	-	-	-
Stage 2	951	855	-	965	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.72	8.63	1.1	1.25
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	271	-	-	979	1022	306	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.03	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Future Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	5	0	12	2	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	38	13	31	33	-	13	0	0	12	0	0
Stage 1	-	16	-	15	15	-	-	-	-	-	-	-
Stage 2	-	21	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	859	1073	983	864	0	1619	-	-	1620	-	-
Stage 1	0	886	-	1010	887	0	-	-	-	-	-	-
Stage 2	0	881	-	1010	885	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	853	1068	966	858	-	1616	-	-	1620	-	-
Mov Cap-2 Maneuver	-	853	-	966	858	-	-	-	-	-	-	-
Stage 1	-	883	-	1007	884	-	-	-	-	-	-	-
Stage 2	-	879	-	995	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	8.97	2.07	1.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	429	-	-	1017	919	343	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.013	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	151	1	3	267	5	0	0	2	10	0	7
Future Vol, veh/h	3	151	1	3	267	5	0	0	2	10	0	7
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	189	1	4	334	6	0	0	3	13	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	190	0	0	538	546	189	543	544	339
Stage 1	-	-	-	-	-	-	197	197	-	346	346	-
Stage 2	-	-	-	-	-	-	341	350	-	196	198	-
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	1228	-	-	1396	-	-	457	448	858	454	449	708
Stage 1	-	-	-	-	-	-	810	742	-	674	639	-
Stage 2	-	-	-	-	-	-	678	637	-	810	741	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1226	-	-	1396	-	-	448	444	858	449	445	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	448	444	-	449	445	-
Stage 1	-	-	-	-	-	-	807	739	-	670	635	-
Stage 2	-	-	-	-	-	-	667	633	-	805	739	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.15	0.08	9.21	12.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	858	35	-	-	20	-	-	528
HCM Lane V/C Ratio	0.003	0.003	-	-	0.003	-	-	0.04
HCM Ctrl Dly (s/v)	9.2	7.9	0	-	7.6	0	-	12.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	156	2	1	269	1	1	0	1	1	2	2
Future Vol, veh/h	4	156	2	1	269	1	1	0	1	1	2	2
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	200	3	1	345	1	1	0	1	1	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	205	0	0	565	563	203	559	564	350
Stage 1	-	-	-	-	-	-	214	214	-	349	349	-
Stage 2	-	-	-	-	-	-	352	350	-	210	215	-
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	1223	-	-	1379	-	-	438	438	843	442	438	698
Stage 1	-	-	-	-	-	-	793	730	-	671	637	-
Stage 2	-	-	-	-	-	-	669	637	-	796	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1376	-	-	430	434	841	439	434	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	430	434	-	439	434	-
Stage 1	-	-	-	-	-	-	788	725	-	670	636	-
Stage 2	-	-	-	-	-	-	661	635	-	791	724	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.03	11.36	12.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	569	44	-	-	7	-	-	512
HCM Lane V/C Ratio	0.005	0.004	-	-	0.001	-	-	0.013
HCM Ctrl Dly (s/v)	11.4	8	0	-	7.6	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

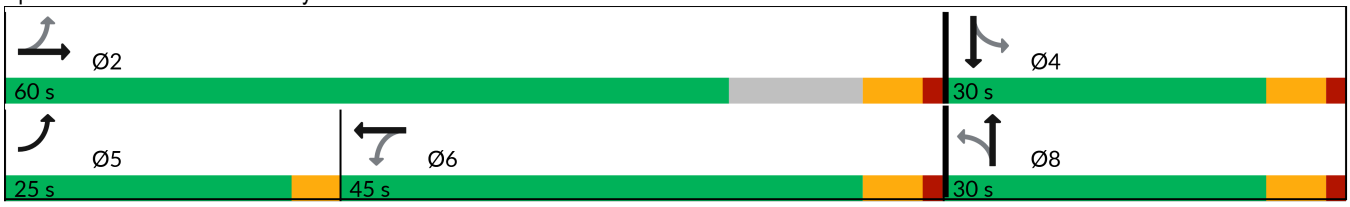
Year 2032 No-Build Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	707	25	10	506	12	28	2	15	8	1	14
Future Volume (vph)	14	707	25	10	506	12	28	2	15	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.955			0.919	
Flt Protected		0.999			0.999			0.970			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1518	0	0	1700	0
Flt Permitted		0.943			0.939			0.795			0.861	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1242	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			16			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	0	574	0	0	48	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		42.3			42.3			9.1			9.1	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.23			0.21			0.09	
Control Delay (s/veh)		4.0			3.7			20.3			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.0			3.7			20.3			16.7	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.0			3.7			20.3			16.7	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		55			36			11			3	
Queue Length 95th (ft)		96			66			40			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3238			2531			595			710	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.23			0.08			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 53.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.6		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

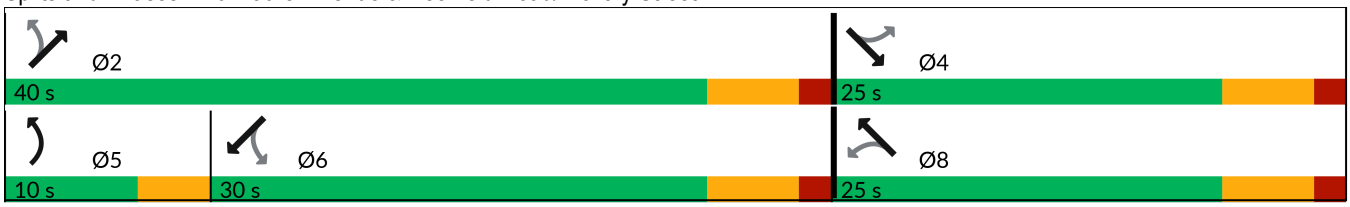


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	8	15	125	12	0	17	287	215	2	129	5
Future Volume (vph)	3	8	15	125	12	0	17	287	215	2	129	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.921						0.936			0.995	
Flt Protected		0.995			0.956		0.950				0.999	
Satd. Flow (prot)	0	1671	0	0	945	0	1752	1481	0	0	1874	0
Flt Permitted		0.971			0.724		0.650				0.994	
Satd. Flow (perm)	0	1630	0	0	716	0	1199	1481	0	0	1865	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						87			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	156	0	19	570	0	0	155	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.7			16.7		34.1	31.6			29.8	
Actuated g/C Ratio		0.28			0.28		0.56	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.79		0.03	0.70			0.17	
Control Delay (s/veh)		11.2			51.0		6.5	15.1			10.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.2			51.0		6.5	15.1			10.7	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.2			51.0			14.8			10.7	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			59		3	165			29	
Queue Length 95th (ft)		20			#157		11	294			76	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		527			226		737	876			921	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.69		0.03	0.65			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 60.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	697	2	3	518	4	0	0	0	4	0	10
Future Vol, veh/h	31	697	2	3	518	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	734	2	3	545	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	549	0	0	736	0	0			986	-	275
Stage 1	-	-	-	-	-	-			554	-	-
Stage 2	-	-	-	-	-	-			432	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1030	-	-	879	-	-			248	0	729
Stage 1	-	-	-	-	-	-			545	0	-
Stage 2	-	-	-	-	-	-			628	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1030	-	-	879	-	-			240	0	729
Mov Cap-2 Maneuver	-	-	-	-	-	-			240	0	-
Stage 1	-	-	-	-	-	-			528	0	-
Stage 2	-	-	-	-	-	-			626	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0.05	12.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1030	-	-	879	-	-	240	729
HCM Lane V/C Ratio	0.032	-	-	0.004	-	-	0.018	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20.3	10
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	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	28	664	9	4	490	8	7	1	4	2	0	28
Future Vol, veh/h	28	664	9	4	490	8	7	1	4	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	738	10	4	544	9	8	1	4	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	750	0	0	1089	1374	376	994	1375	283
Stage 1	-	-	-	-	-	-	807	807	-	563	563	-
Stage 2	-	-	-	-	-	-	282	567	-	432	812	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	975	-	-	868	-	-	152	147	627	202	147	688
Stage 1	-	-	-	-	-	-	311	397	-	483	512	-
Stage 2	-	-	-	-	-	-	660	510	-	578	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	867	-	-	139	140	626	191	140	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	140	-	191	140	-
Stage 1	-	-	-	-	-	-	300	384	-	479	507	-
Stage 2	-	-	-	-	-	-	627	505	-	554	382	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.07	25.63	11.42
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	188	970	-	-	867	-	-	191	684
HCM Lane V/C Ratio	0.071	0.032	-	-	0.005	-	-	0.012	0.045
HCM Ctrl Dly (s/v)	25.6	8.8	-	-	9.2	-	-	24.1	10.5
HCM Lane LOS	D	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	4	2	1	12	0	27	7	16	20	0
Future Vol, veh/h	6	0	4	2	1	12	0	27	7	16	20	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	13	0	30	8	18	22	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	96	24	92	92	35	23	0	0	37	0	0
Stage 1	58	58	-	34	34	-	-	-	-	-	-	-
Stage 2	31	37	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	798	990	897	646	1044	1605	-	-	1586	-	-
Stage 1	959	850	-	988	707	-	-	-	-	-	-	-
Stage 2	990	868	-	959	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	876	789	988	882	638	1043	1604	-	-	1586	-	-
Mov Cap-2 Maneuver	876	789	-	882	638	-	-	-	-	-	-	-
Stage 1	947	840	-	988	707	-	-	-	-	-	-	-
Stage 2	975	868	-	943	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.97	8.74	0	3.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	917	978	800	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.017	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Future Vol, veh/h	0	1	4	2	1	0	2	0	2	0	3	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	5	0	5	0	8	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	26	11	23	26	-	13	0	0	5	0	0
Stage 1	-	10	-	13	13	-	-	-	-	-	-	-
Stage 2	-	15	-	10	13	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	872	1075	994	709	0	1619	-	-	1629	-	-
Stage 1	0	891	-	1013	724	0	-	-	-	-	-	-
Stage 2	0	887	-	1016	724	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	869	1075	978	706	-	1619	-	-	1629	-	-
Mov Cap-2 Maneuver	-	869	-	978	706	-	-	-	-	-	-	-
Stage 1	-	891	-	1010	722	-	-	-	-	-	-	-
Stage 2	-	884	-	1003	724	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.55	9.19	3.62	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	1026	867	1629	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	288	1	2	126	5	5	0	5	4	0	5
Future Vol, veh/h	2	288	1	2	126	5	5	0	5	4	0	5
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	347	1	2	152	6	6	0	6	5	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	348	0	0	510	517	349	514	515	158
Stage 1	-	-	-	-	-	-	352	352	-	162	162	-
Stage 2	-	-	-	-	-	-	158	165	-	353	353	-
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	1432	-	-	1222	-	-	477	465	699	474	467	893
Stage 1	-	-	-	-	-	-	669	635	-	845	768	-
Stage 2	-	-	-	-	-	-	849	766	-	668	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1222	-	-	471	462	699	466	464	890
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	462	-	466	464	-
Stage 1	-	-	-	-	-	-	667	634	-	842	765	-
Stage 2	-	-	-	-	-	-	841	763	-	661	633	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.12	11.53	10.78
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	12	-	-	27	-	-	634
HCM Lane V/C Ratio	0.021	0.002	-	-	0.002	-	-	0.017
HCM Ctrl Dly (s/v)	11.5	7.5	0	-	8	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	286	1	2	125	3	2	5	0	0	2	5
Future Vol, veh/h	7	286	1	2	125	3	2	5	0	0	2	5
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	9	362	1	3	158	4	3	6	0	0	3	6

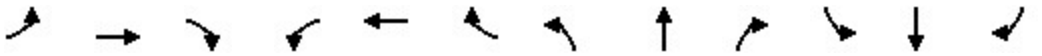
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	363	0	0	545	549	363	550	548	162
Stage 1	-	-	-	-	-	-	380	380	-	167	167	-
Stage 2	-	-	-	-	-	-	165	169	-	383	381	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1427	-	-	1206	-	-	329	419	687	449	384	826
Stage 1	-	-	-	-	-	-	483	583	-	839	678	-
Stage 2	-	-	-	-	-	-	653	726	-	644	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1206	-	-	321	414	687	437	379	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	414	-	437	379	-
Stage 1	-	-	-	-	-	-	479	579	-	836	675	-
Stage 2	-	-	-	-	-	-	644	723	-	632	533	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.12	14.64	10.92
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	43	-	-	28	-	-	617
HCM Lane V/C Ratio	0.023	0.006	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	14.6	7.5	0	-	8	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Evening Peak Hour

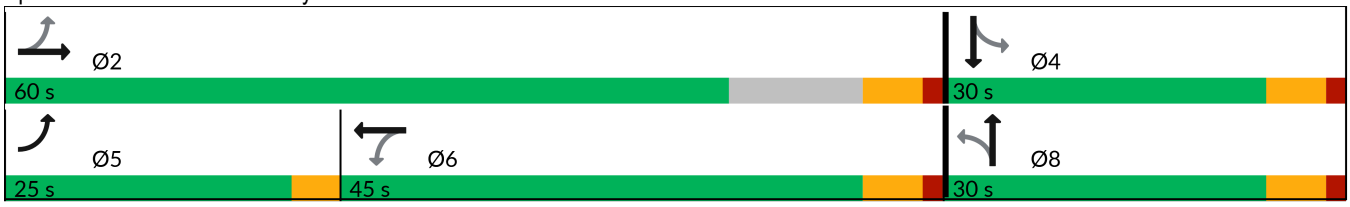


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	522	19	10	705	26	37	11	10	12	9	36
Future Volume (vph)	14	522	19	10	705	26	37	11	10	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.977			0.914	
Flt Protected		0.999			0.999			0.969			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1760	0	0	1719	0
Flt Permitted		0.932			0.946			0.768			0.911	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1395	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			10			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	815	0	0	64	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		39.2			39.2			9.1			9.1	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24			0.31			0.25			0.20	
Control Delay (s/veh)		4.1			4.5			21.0			13.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.1			4.5			21.0			13.1	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.1			4.5			21.0			13.1	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		39			57			14			6	
Queue Length 95th (ft)		68			96			48			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2743			681			786	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.30			0.09			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 5.4		Intersection LOS: A	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

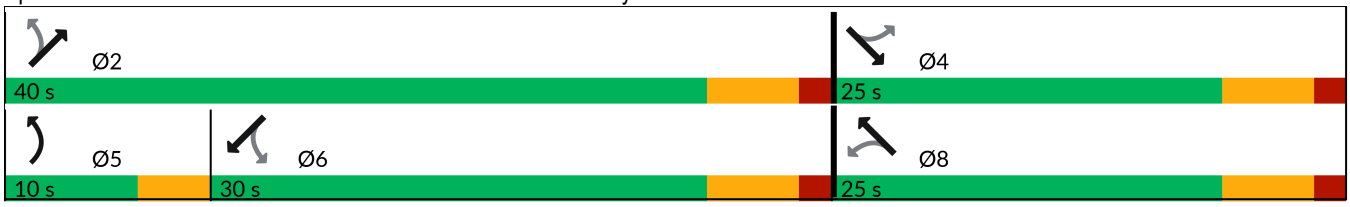


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	17	14	109	12	0	14	153	189	0	273	9
Future Volume (vph)	10	17	14	109	12	0	14	153	189	0	273	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.955						0.917			0.996	
Flt Protected		0.988			0.957		0.950					
Satd. Flow (prot)	0	1793	0	0	1818	0	1787	1742	0	0	1892	0
Flt Permitted		0.886			0.713		0.486					
Satd. Flow (perm)	0	1605	0	0	1355	0	914	1742	0	0	1892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						144			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	141	0	16	398	0	0	327	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.3			11.3		26.1	25.0			23.6	
Actuated g/C Ratio		0.26			0.26		0.59	0.57			0.54	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.11			0.41		0.02	0.38			0.32	
Control Delay (s/veh)		11.8			19.0		5.7	6.3			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.8			19.0		5.7	6.3			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.8			19.0			6.3			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			25		2	34			45	
Queue Length 95th (ft)		29			85		9	90			147	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		735			613		678	1438			1209	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.07			0.23		0.02	0.28			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 44			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	529	2	2	707	16	0	0	0	10	0	34
Future Vol, veh/h	13	529	2	2	707	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	601	2	2	803	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	828	0	0	605	0	0			1153	-	417
Stage 1	-	-	-	-	-	-			823	-	-
Stage 2	-	-	-	-	-	-			330	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	812	-	-	982	-	-			194	0	590
Stage 1	-	-	-	-	-	-			397	0	-
Stage 2	-	-	-	-	-	-			706	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	808	-	-	982	-	-			189	0	587
Mov Cap-2 Maneuver	-	-	-	-	-	-			189	0	-
Stage 1	-	-	-	-	-	-			387	0	-
Stage 2	-	-	-	-	-	-			705	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.02	14.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	982	-	-	189	587
HCM Lane V/C Ratio	0.018	-	-	0.002	-	-	0.06	0.066
HCM Ctrl Dly (s/v)	9.5	-	-	8.7	-	-	25.3	11.6
HCM Lane LOS	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	483	2	4	680	21	4	2	6	16	5	41
Future Vol, veh/h	54	483	2	4	680	21	4	2	6	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	62	555	2	5	782	24	5	2	7	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	810	0	0	565	0	0	1092	1507	287	1210	1496	408
Stage 1	-	-	-	-	-	-	688	688	-	807	807	-
Stage 2	-	-	-	-	-	-	404	819	-	403	690	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	780	-	-	1016	-	-	151	122	716	141	124	568
Stage 1	-	-	-	-	-	-	369	450	-	346	397	-
Stage 2	-	-	-	-	-	-	556	392	-	601	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	777	-	-	1009	-	-	120	110	711	125	112	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	110	-	125	112	-
Stage 1	-	-	-	-	-	-	337	411	-	343	394	-
Stage 2	-	-	-	-	-	-	499	389	-	544	410	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.01	0.05	24.33	21.57
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	200	777	-	-	1009	-	-	125	393
HCM Lane V/C Ratio	0.069	0.08	-	-	0.005	-	-	0.147	0.135
HCM Ctrl Dly (s/v)	24.3	10	-	-	8.6	-	-	38.8	15.6
HCM Lane LOS	C	B	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

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	4	0	7	3	0	25	5	29	1	6	31	1
Future Vol, veh/h	4	0	7	3	0	25	5	29	1	6	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	27	5	32	1	7	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	95	34	94	95	36	35	0	0	37	0	0
Stage 1	47	47	-	47	47	-	-	-	-	-	-	-
Stage 2	42	47	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	799	1045	895	799	1042	1590	-	-	1587	-	-
Stage 1	971	859	-	972	860	-	-	-	-	-	-	-
Stage 2	977	859	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	870	790	1045	878	790	1039	1590	-	-	1582	-	-
Mov Cap-2 Maneuver	870	790	-	878	790	-	-	-	-	-	-	-
Stage 1	967	856	-	965	854	-	-	-	-	-	-	-
Stage 2	948	854	-	961	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.74	8.64	1.04	1.15
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	973	1019	282	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.03	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Future Vol, veh/h	0	1	4	3	2	0	2	0	5	1	3	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	5	0	12	2	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	38	13	31	33	-	13	0	0	12	0	0
Stage 1	-	16	-	15	15	-	-	-	-	-	-	-
Stage 2	-	21	-	15	17	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	859	1073	983	864	0	1619	-	-	1620	-	-
Stage 1	0	886	-	1010	887	0	-	-	-	-	-	-
Stage 2	0	881	-	1010	885	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	853	1068	966	858	-	1616	-	-	1620	-	-
Mov Cap-2 Maneuver	-	853	-	966	858	-	-	-	-	-	-	-
Stage 1	-	883	-	1007	884	-	-	-	-	-	-	-
Stage 2	-	879	-	995	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	8.97	2.07	1.45
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	429	-	-	1017	919	343	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.013	0.001	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	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	4	153	3	6	266	7	1	0	4	11	0	8
Future Vol, veh/h	4	153	3	6	266	7	1	0	4	11	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	191	4	8	333	9	1	0	5	14	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	195	0	0	551	561	193	555	559	339
Stage 1	-	-	-	-	-	-	203	203	-	354	354	-
Stage 2	-	-	-	-	-	-	348	358	-	201	205	-
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	1227	-	-	1390	-	-	448	439	854	445	440	708
Stage 1	-	-	-	-	-	-	803	737	-	667	634	-
Stage 2	-	-	-	-	-	-	673	631	-	805	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1225	-	-	1390	-	-	437	433	854	437	435	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	433	-	437	435	-
Stage 1	-	-	-	-	-	-	800	734	-	662	628	-
Stage 2	-	-	-	-	-	-	659	626	-	797	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.16	10.07	12.25
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	45	-	-	39	-	-	521
HCM Lane V/C Ratio	0.009	0.004	-	-	0.005	-	-	0.046
HCM Ctrl Dly (s/v)	10.1	8	0	-	7.6	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	160	2	1	276	1	1	0	1	1	2	5
Future Vol, veh/h	6	160	2	1	276	1	1	0	1	1	2	5
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	205	3	1	354	1	1	0	1	1	3	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	356	0	0	210	0	0	584	582	208	579	583	358
Stage 1	-	-	-	-	-	-	224	224	-	358	358	-
Stage 2	-	-	-	-	-	-	361	359	-	221	225	-
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	1214	-	-	1373	-	-	426	427	837	430	427	690
Stage 1	-	-	-	-	-	-	783	722	-	664	631	-
Stage 2	-	-	-	-	-	-	662	631	-	786	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1370	-	-	414	422	835	425	422	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	414	422	-	425	422	-
Stage 1	-	-	-	-	-	-	776	716	-	663	630	-
Stage 2	-	-	-	-	-	-	650	630	-	780	715	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.29	0.03	11.53	11.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	553	64	-	-	6	-	-	557
HCM Lane V/C Ratio	0.005	0.006	-	-	0.001	-	-	0.018
HCM Ctrl Dly (s/v)	11.5	8	0	-	7.6	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets

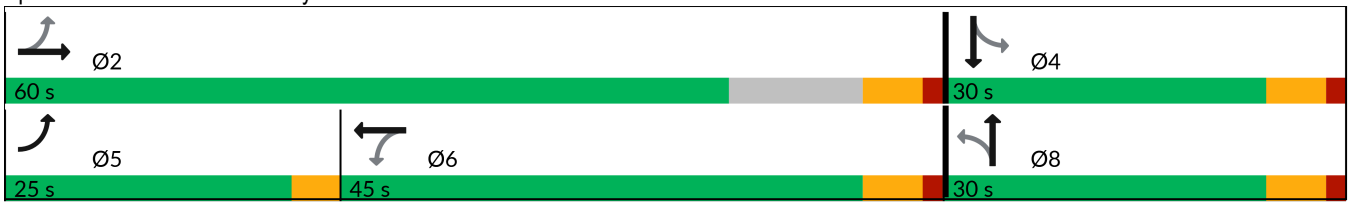
Year 2032 Total Projected Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	708	25	10	506	12	30	2	16	8	1	14
Future Volume (vph)	14	708	25	10	506	12	30	2	16	8	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.99	
Frt		0.995			0.997			0.956			0.919	
Flt Protected		0.999			0.999			0.969			0.982	
Satd. Flow (prot)	0	3487	0	0	3409	0	0	1517	0	0	1700	0
Flt Permitted		0.943			0.939			0.793			0.860	
Satd. Flow (perm)	0	3291	0	0	3204	0	0	1240	0	0	1486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3			17			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	1		1	1		1	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	33%	5%	0%	17%	0%	14%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	812	0	0	574	0	0	52	0	0	25	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		42.0			42.0			9.2			9.2	
Actuated g/C Ratio		0.79			0.79			0.17			0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.31			0.23			0.23			0.09	
Control Delay (s/veh)		4.1			3.8			20.3			16.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.1			3.8			20.3			16.6	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.1			3.8			20.3			16.6	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		56			37			11			3	
Queue Length 95th (ft)		98			67			42			23	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3234			2526			596			711	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.23			0.09			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 53.2			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 4.8		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

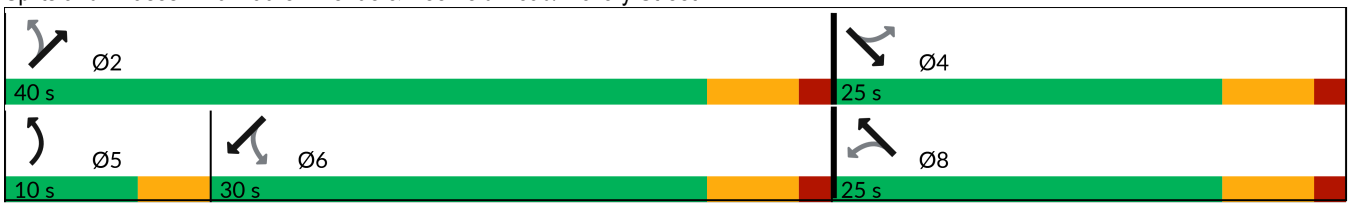


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	8	15	125	12	0	17	288	215	2	130	5
Future Volume (vph)	3	8	15	125	12	0	17	288	215	2	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.921						0.936			0.995	
Flt Protected		0.995			0.956		0.950				0.999	
Satd. Flow (prot)	0	1671	0	0	945	0	1752	1481	0	0	1874	0
Flt Permitted		0.971			0.724		0.649				0.994	
Satd. Flow (perm)	0	1630	0	0	716	0	1197	1481	0	0	1865	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						87			4	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4			3	3		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	4%	4%	100%	13%	0%	3%	33%	0%	0%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	156	0	19	571	0	0	156	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		16.7			16.7		34.2	31.7			29.8	
Actuated g/C Ratio		0.28			0.28		0.57	0.52			0.49	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.06			0.79		0.03	0.70			0.17	
Control Delay (s/veh)		11.2			51.1		6.5	15.1			10.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.2			51.1		6.5	15.1			10.7	
LOS		B			D		A	B			B	
Approach Delay (s/veh)		11.2			51.1			14.9			10.7	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			59		3	166			29	
Queue Length 95th (ft)		20			#157		11	295			76	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		527			226		737	876			921	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.06			0.69		0.03	0.65			0.17	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 60.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 20.1		Intersection LOS: C	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	698	3	3	518	4	0	0	0	4	0	10
Future Vol, veh/h	31	698	3	3	518	4	0	0	0	4	0	10
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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	735	3	3	545	4	0	0	0	4	0	11

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	549	0	0	738	0	0			986	-	275
Stage 1	-	-	-	-	-	-			554	-	-
Stage 2	-	-	-	-	-	-			433	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	1030	-	-	877	-	-			248	0	729
Stage 1	-	-	-	-	-	-			545	0	-
Stage 2	-	-	-	-	-	-			628	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1030	-	-	877	-	-			239	0	729
Mov Cap-2 Maneuver	-	-	-	-	-	-			239	0	-
Stage 1	-	-	-	-	-	-			528	0	-
Stage 2	-	-	-	-	-	-			625	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.36	0.05	12.95
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1030	-	-	877	-	-	239	729
HCM Lane V/C Ratio	0.032	-	-	0.004	-	-	0.018	0.014
HCM Ctrl Dly (s/v)	8.6	-	-	9.1	-	-	20.3	10
HCM Lane LOS	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.1	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	28	665	9	5	490	8	7	1	8	2	0	28
Future Vol, veh/h	28	665	9	5	490	8	7	1	8	2	0	28
Conflicting Peds, #/hr	5	0	2	2	0	5	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
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, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	31	739	10	6	544	9	8	1	9	2	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	751	0	0	1092	1378	376	997	1378	283
Stage 1	-	-	-	-	-	-	808	808	-	565	565	-
Stage 2	-	-	-	-	-	-	284	569	-	432	813	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	975	-	-	868	-	-	151	146	627	201	146	688
Stage 1	-	-	-	-	-	-	310	397	-	482	511	-
Stage 2	-	-	-	-	-	-	658	509	-	577	395	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	866	-	-	138	140	626	188	140	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	138	140	-	188	140	-
Stage 1	-	-	-	-	-	-	300	383	-	477	505	-
Stage 2	-	-	-	-	-	-	624	503	-	549	381	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.35	0.09	22.26	11.43
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	226	970	-	-	866	-	-	188	684
HCM Lane V/C Ratio	0.079	0.032	-	-	0.006	-	-	0.012	0.045
HCM Ctrl Dly (s/v)	22.3	8.8	-	-	9.2	-	-	24.3	10.5
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0	0.1

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	6	0	4	2	1	15	0	27	7	16	20	0
Future Vol, veh/h	6	0	4	2	1	15	0	27	7	16	20	0
Conflicting Peds, #/hr	1	0	1	1	0	1	0	0	0	0	0	1
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	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	25	0	100	0	0	26	0	0	19	0
Mvmt Flow	7	0	4	2	1	16	0	30	8	18	22	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	89	96	24	92	92	35	23	0	0	37	0	0
Stage 1	58	58	-	34	34	-	-	-	-	-	-	-
Stage 2	31	37	-	58	58	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.45	7.1	7.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.525	3.5	4.9	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	798	990	897	646	1044	1605	-	-	1586	-	-
Stage 1	959	850	-	988	707	-	-	-	-	-	-	-
Stage 2	990	868	-	959	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	873	789	988	882	638	1043	1604	-	-	1586	-	-
Mov Cap-2 Maneuver	873	789	-	882	638	-	-	-	-	-	-	-
Stage 1	947	840	-	988	707	-	-	-	-	-	-	-
Stage 2	972	868	-	943	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	8.72	0	3.24
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	916	988	800	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.02	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	-	9	8.7	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	2	1	0	5	0	2	0	4	2
Future Vol, veh/h	0	1	4	2	1	0	5	0	2	0	4	2
Conflicting Peds, #/hr	0	0	1	1	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	39	39	39	39	39	39	39	39	39	39	39	39
Heavy Vehicles, %	0	0	0	0	100	0	0	0	50	0	0	0
Mvmt Flow	0	3	10	5	3	0	13	0	5	0	10	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	44	14	41	44	-	15	0	0	5	0	0
Stage 1	-	13	-	28	28	-	-	-	-	-	-	-
Stage 2	-	31	-	13	15	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	7.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4.9	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	852	1072	968	691	0	1616	-	-	1629	-	-
Stage 1	0	889	-	994	712	0	-	-	-	-	-	-
Stage 2	0	873	-	1013	722	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	845	1071	948	686	-	1616	-	-	1629	-	-
Mov Cap-2 Maneuver	-	845	-	948	686	-	-	-	-	-	-	-
Stage 1	-	889	-	986	706	-	-	-	-	-	-	-
Stage 2	-	866	-	1000	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.59	9.32	5.18	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	1017	840	1629	-	-
HCM Lane V/C Ratio	0.008	-	-	0.013	0.009	-	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	8.6	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	288	1	2	126	5	4	0	5	6	0	6
Future Vol, veh/h	2	288	1	2	126	5	4	0	5	6	0	6
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	15	25	0	0	0	0	0	0
Mvmt Flow	2	347	1	2	152	6	5	0	6	7	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	348	0	0	510	517	349	514	515	158
Stage 1	-	-	-	-	-	-	352	352	-	162	162	-
Stage 2	-	-	-	-	-	-	158	165	-	353	353	-
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	1432	-	-	1222	-	-	477	465	699	474	467	893
Stage 1	-	-	-	-	-	-	669	635	-	845	768	-
Stage 2	-	-	-	-	-	-	849	766	-	668	634	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1429	-	-	1222	-	-	471	462	699	466	464	890
Mov Cap-2 Maneuver	-	-	-	-	-	-	471	462	-	466	464	-
Stage 1	-	-	-	-	-	-	667	634	-	842	765	-
Stage 2	-	-	-	-	-	-	840	763	-	661	633	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.05	0.12	11.38	11.02
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	12	-	-	27	-	-	612
HCM Lane V/C Ratio	0.019	0.002	-	-	0.002	-	-	0.024
HCM Ctrl Dly (s/v)	11.4	7.5	0	-	8	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	286	1	2	125	3	2	5	0	1	2	5
Future Vol, veh/h	7	286	1	2	125	3	2	5	0	1	2	5
Conflicting Peds, #/hr	2	0	0	0	0	2	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	4	0	0	13	0	100	20	0	0	50	25
Mvmt Flow	9	362	1	3	158	4	3	6	0	1	3	6

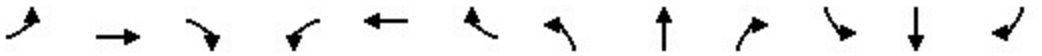
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	363	0	0	545	549	363	550	548	162
Stage 1	-	-	-	-	-	-	380	380	-	167	167	-
Stage 2	-	-	-	-	-	-	165	169	-	383	381	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.7	6.2	7.1	7	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.7	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4.18	3.3	3.5	4.45	3.525
Pot Cap-1 Maneuver	1427	-	-	1206	-	-	329	419	687	449	384	826
Stage 1	-	-	-	-	-	-	483	583	-	839	678	-
Stage 2	-	-	-	-	-	-	653	726	-	644	538	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1206	-	-	321	414	687	437	379	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	414	-	437	379	-
Stage 1	-	-	-	-	-	-	479	579	-	836	675	-
Stage 2	-	-	-	-	-	-	644	723	-	632	533	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	0.12	14.64	11.24
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	43	-	-	28	-	-	587
HCM Lane V/C Ratio	0.023	0.006	-	-	0.002	-	-	0.017
HCM Ctrl Dly (s/v)	14.6	7.5	0	-	8	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour

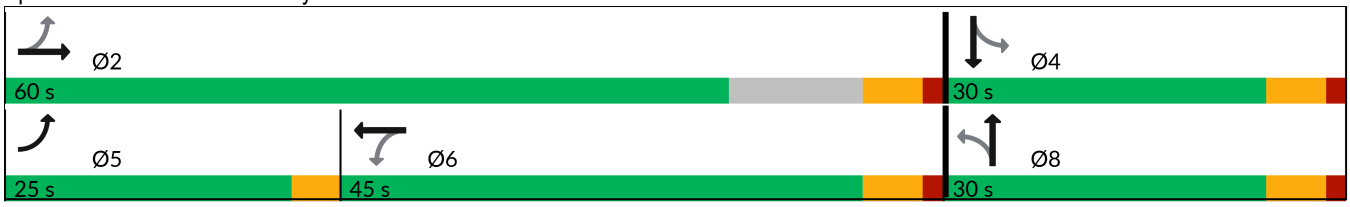


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	525	19	10	705	26	40	11	11	12	9	36
Future Volume (vph)	14	525	19	10	705	26	40	11	11	12	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.995			0.995			0.976			0.914	
Flt Protected		0.999			0.999			0.969			0.990	
Satd. Flow (prot)	0	3552	0	0	3550	0	0	1757	0	0	1719	0
Flt Permitted		0.932			0.946			0.766			0.910	
Satd. Flow (perm)	0	3314	0	0	3362	0	0	1389	0	0	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			4			10			40	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			230			238			128	
Travel Time (s)		24.3			6.3			6.5			3.5	
Confl. Peds. (#/hr)	10		2	2		10			4	4		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	3%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	613	0	0	815	0	0	68	0	0	63	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	25.0	60.0		45.0	45.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.0%	60.0%		45.0%	45.0%		30.0%	30.0%		30.0%	30.0%	
Yellow Time (s)	3.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		39.1			39.1			9.3			9.3	
Actuated g/C Ratio		0.77			0.77			0.18			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24			0.32			0.26			0.20	
Control Delay (s/veh)		4.2			4.5			21.2			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		4.2			4.5			21.2			13.0	
LOS		A			A			C			B	
Approach Delay (s/veh)		4.2			4.5			21.2			13.0	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		40			57			15			6	
Queue Length 95th (ft)		70			98			50			36	
Internal Link Dist (ft)		810			150			158			48	
Turn Bay Length (ft)												
Base Capacity (vph)		3314			2735			679			787	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.30			0.10			0.08	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 50.9			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 5.5		Intersection LOS: A	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Hickory Street/USPS Access & Central Avenue

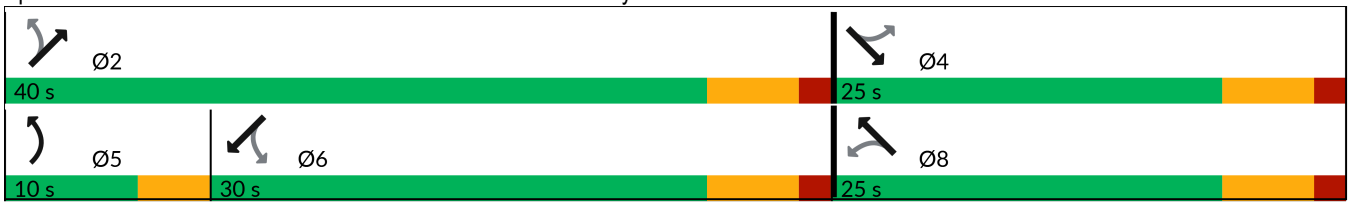


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	17	14	109	12	0	14	155	189	0	274	9
Future Volume (vph)	10	17	14	109	12	0	14	155	189	0	274	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	100			25			100			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Frt		0.955						0.917			0.996	
Flt Protected		0.988			0.957		0.950					
Satd. Flow (prot)	0	1793	0	0	1818	0	1787	1742	0	0	1892	0
Flt Permitted		0.886			0.713		0.485					
Satd. Flow (perm)	0	1605	0	0	1355	0	912	1742	0	0	1892	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						142			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		172			294			292			228	
Travel Time (s)		4.7			8.0			8.0			6.2	
Confl. Peds. (#/hr)	4					4						
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	14%	1%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	141	0	16	400	0	0	329	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		15.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	40.0		30.0	30.0	
Total Split (%)	38.5%	38.5%		38.5%	38.5%		15.4%	61.5%		46.2%	46.2%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0			6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		11.3			11.3		26.2	25.0			23.6	
Actuated g/C Ratio		0.26			0.26		0.60	0.57			0.54	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio		0.11			0.41		0.02	0.38			0.32	
Control Delay (s/veh)		11.9			19.1		5.7	6.4			10.9	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay (s/veh)		11.9			19.1		5.7	6.4			10.9	
LOS		B			B		A	A			B	
Approach Delay (s/veh)		11.9			19.1			6.3			10.9	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		5			25		2	35			45	
Queue Length 95th (ft)		29			85		9	91			147	
Internal Link Dist (ft)		92			214			212			148	
Turn Bay Length (ft)							50					
Base Capacity (vph)		734			612		677	1436			1208	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.07			0.23		0.02	0.28			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 44			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Laurel Avenue & Deerfield Road/Hickory Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	531	4	5	707	16	0	0	0	10	0	34
Future Vol, veh/h	13	531	4	5	707	16	0	0	0	10	0	34
Conflicting Peds, #/hr	6	0	2	2	0	4	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	50	-	-	50	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	15	603	5	6	803	18	0	0	0	11	0	39

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	828	0	0	610	0	0			1161	-	417
Stage 1	-	-	-	-	-	-			830	-	-
Stage 2	-	-	-	-	-	-			331	-	-
Critical Hdwy	4.1	-	-	4.1	-	-			6.8	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-			5.8	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.8	-	-
Follow-up Hdwy	2.2	-	-	2.2	-	-			3.5	-	3.3
Pot Cap-1 Maneuver	812	-	-	979	-	-			191	0	590
Stage 1	-	-	-	-	-	-			394	0	-
Stage 2	-	-	-	-	-	-			706	0	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	808	-	-	979	-	-			186	0	587
Mov Cap-2 Maneuver	-	-	-	-	-	-			186	0	-
Stage 1	-	-	-	-	-	-			384	0	-
Stage 2	-	-	-	-	-	-			701	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.23	0.06	14.76
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	979	-	-	186	587
HCM Lane V/C Ratio	0.018	-	-	0.006	-	-	0.061	0.066
HCM Ctrl Dly (s/v)	9.5	-	-	8.7	-	-	25.6	11.6
HCM Lane LOS	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	0.2	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	484	3	5	683	21	4	2	6	16	5	41
Future Vol, veh/h	54	484	3	5	683	21	4	2	6	16	5	41
Conflicting Peds, #/hr	4	0	8	8	0	4	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	7	3	25	0	5	0	17	0	0	0	0	11
Mvmt Flow	62	556	3	6	785	24	5	2	7	18	6	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	813	0	0	568	0	0	1098	1515	288	1216	1505	410
Stage 1	-	-	-	-	-	-	690	690	-	813	813	-
Stage 2	-	-	-	-	-	-	408	825	-	403	692	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.84	6.5	6.9	7.5	6.5	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.27	-	-	2.2	-	-	3.67	4	3.3	3.5	4	3.41
Pot Cap-1 Maneuver	778	-	-	1014	-	-	149	121	715	139	122	567
Stage 1	-	-	-	-	-	-	368	449	-	343	395	-
Stage 2	-	-	-	-	-	-	552	390	-	600	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	775	-	-	1007	-	-	118	109	709	123	111	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	109	-	123	111	-
Stage 1	-	-	-	-	-	-	336	410	-	340	391	-
Stage 2	-	-	-	-	-	-	495	386	-	544	409	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1	0.06	24.56	21.76
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	198	775	-	-	1007	-	-	123	390
HCM Lane V/C Ratio	0.07	0.08	-	-	0.006	-	-	0.149	0.135
HCM Ctrl Dly (s/v)	24.6	10	-	-	8.6	-	-	39.3	15.7
HCM Lane LOS	C	B	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	0.5	0.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	7	3	0	29	5	29	1	6	31	1
Future Vol, veh/h	4	0	7	3	0	29	5	29	1	6	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	4	0	8	3	0	32	5	32	1	7	34	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	90	95	34	94	95	36	35	0	0	37	0	0
Stage 1	47	47	-	47	47	-	-	-	-	-	-	-
Stage 2	42	47	-	47	48	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
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	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	900	799	1045	895	799	1042	1590	-	-	1587	-	-
Stage 1	971	859	-	972	860	-	-	-	-	-	-	-
Stage 2	977	859	-	972	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	866	790	1045	878	790	1039	1590	-	-	1582	-	-
Mov Cap-2 Maneuver	866	790	-	878	790	-	-	-	-	-	-	-
Stage 1	967	856	-	965	854	-	-	-	-	-	-	-
Stage 2	944	854	-	961	855	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.75	8.65	1.04	1.15
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	255	-	-	972	1021	282	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.034	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.8	8.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	4	3	2	0	6	0	5	1	8	1
Future Vol, veh/h	0	1	4	3	2	0	6	0	5	1	8	1
Conflicting Peds, #/hr	0	0	2	2	0	0	3	0	0	0	0	3
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	42	42	42	42	42	42	42	42	42	42	42	42
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	10	7	5	0	14	0	12	2	19	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	68	25	62	64	-	24	0	0	12	0	0
Stage 1	-	28	-	35	35	-	-	-	-	-	-	-
Stage 2	-	40	-	27	29	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	6.2	7.1	6.5	-	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.3	3.5	4	-	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	826	1057	939	831	0	1603	-	-	1620	-	-
Stage 1	0	876	-	986	870	0	-	-	-	-	-	-
Stage 2	0	865	-	996	875	0	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	815	1052	916	820	-	1600	-	-	1620	-	-
Mov Cap-2 Maneuver	-	815	-	916	820	-	-	-	-	-	-	-
Stage 1	-	872	-	978	862	-	-	-	-	-	-	-
Stage 2	-	857	-	981	871	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.66	9.17	3.97	0.72
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	995	875	176	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	0.014	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.7	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	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	4	153	3	6	266	8	1	0	4	12	0	8
Future Vol, veh/h	4	153	3	6	266	8	1	0	4	12	0	8
Conflicting Peds, #/hr	2	0	0	0	0	2	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	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	191	4	8	333	10	1	0	5	15	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	345	0	0	195	0	0	551	563	193	556	560	340
Stage 1	-	-	-	-	-	-	203	203	-	355	355	-
Stage 2	-	-	-	-	-	-	348	360	-	201	205	-
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	1226	-	-	1390	-	-	448	438	854	445	440	707
Stage 1	-	-	-	-	-	-	803	737	-	667	634	-
Stage 2	-	-	-	-	-	-	673	630	-	805	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1390	-	-	437	433	854	437	434	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	437	433	-	437	434	-
Stage 1	-	-	-	-	-	-	800	734	-	661	628	-
Stage 2	-	-	-	-	-	-	659	625	-	797	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.16	10.07	12.34
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	717	45	-	-	38	-	-	515
HCM Lane V/C Ratio	0.009	0.004	-	-	0.005	-	-	0.049
HCM Ctrl Dly (s/v)	10.1	8	0	-	7.6	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

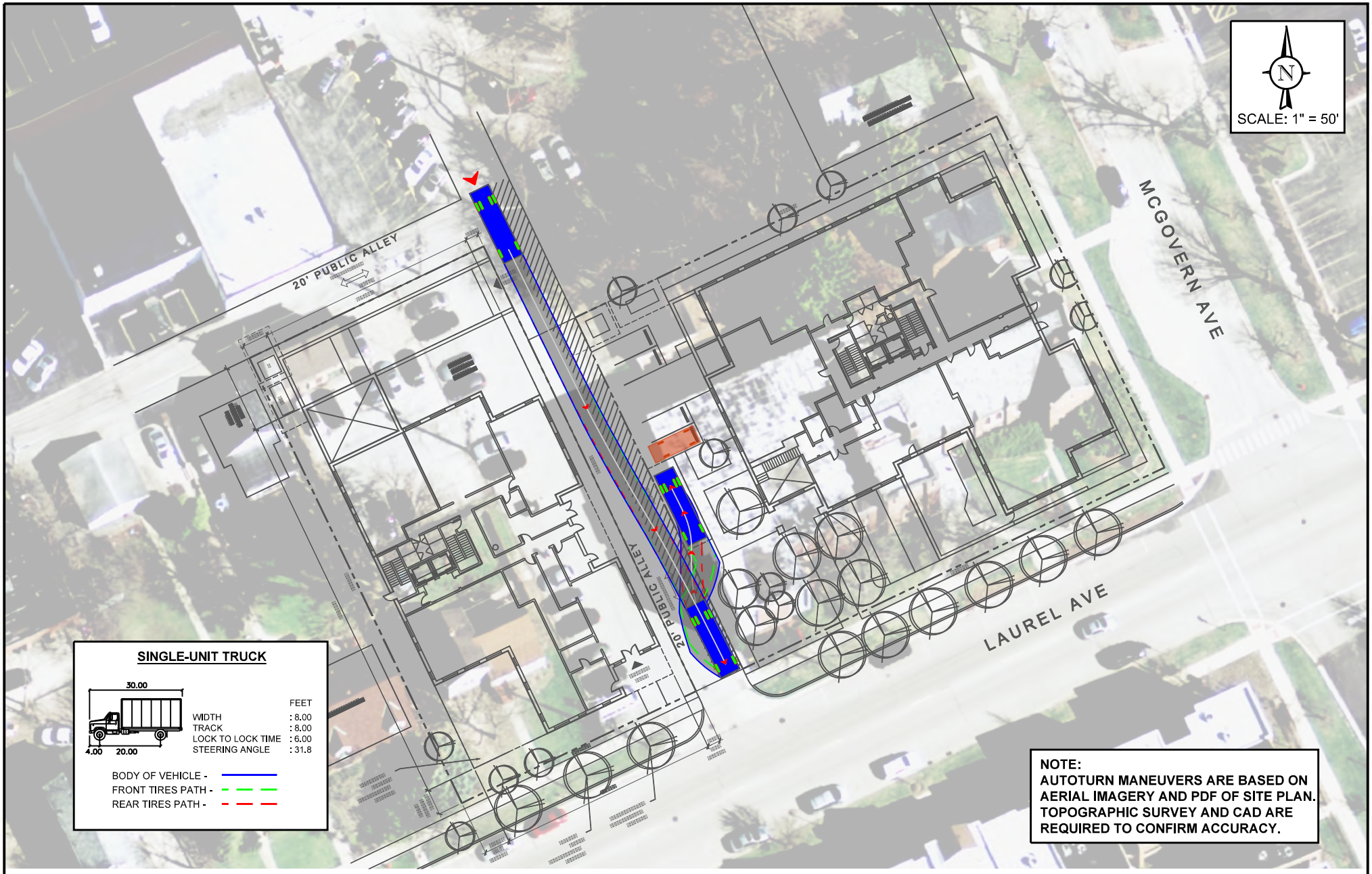
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	161	2	1	278	1	1	0	1	2	2	6
Future Vol, veh/h	6	161	2	1	278	1	1	0	1	2	2	6
Conflicting Peds, #/hr	1	0	2	2	0	1	3	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	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	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	206	3	1	356	1	1	0	1	3	3	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	211	0	0	588	586	210	582	587	361
Stage 1	-	-	-	-	-	-	225	225	-	361	361	-
Stage 2	-	-	-	-	-	-	363	361	-	222	226	-
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	1211	-	-	1372	-	-	423	425	836	427	425	688
Stage 1	-	-	-	-	-	-	782	721	-	662	630	-
Stage 2	-	-	-	-	-	-	660	629	-	785	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1369	-	-	411	420	834	423	420	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	420	-	423	420	-
Stage 1	-	-	-	-	-	-	775	715	-	660	628	-
Stage 2	-	-	-	-	-	-	647	628	-	778	714	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.28	0.03	11.57	11.73
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	550	64	-	-	6	-	-	548
HCM Lane V/C Ratio	0.005	0.006	-	-	0.001	-	-	0.023
HCM Ctrl Dly (s/v)	11.6	8	0	-	7.6	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

AutoTurn Exhibits

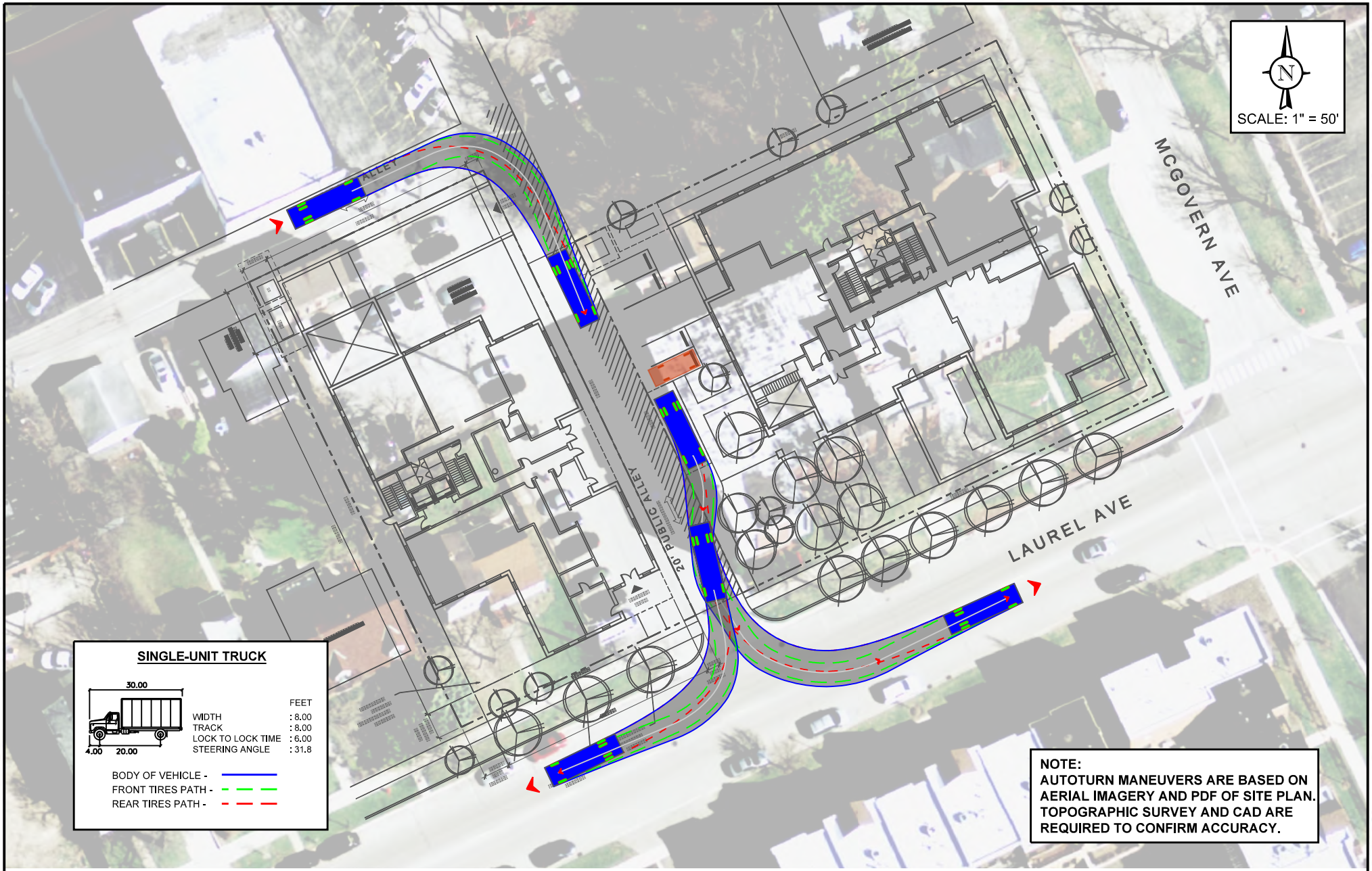


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

SINGLE-UNIT TRUCK INBOUND MANEUVER

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: A1

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

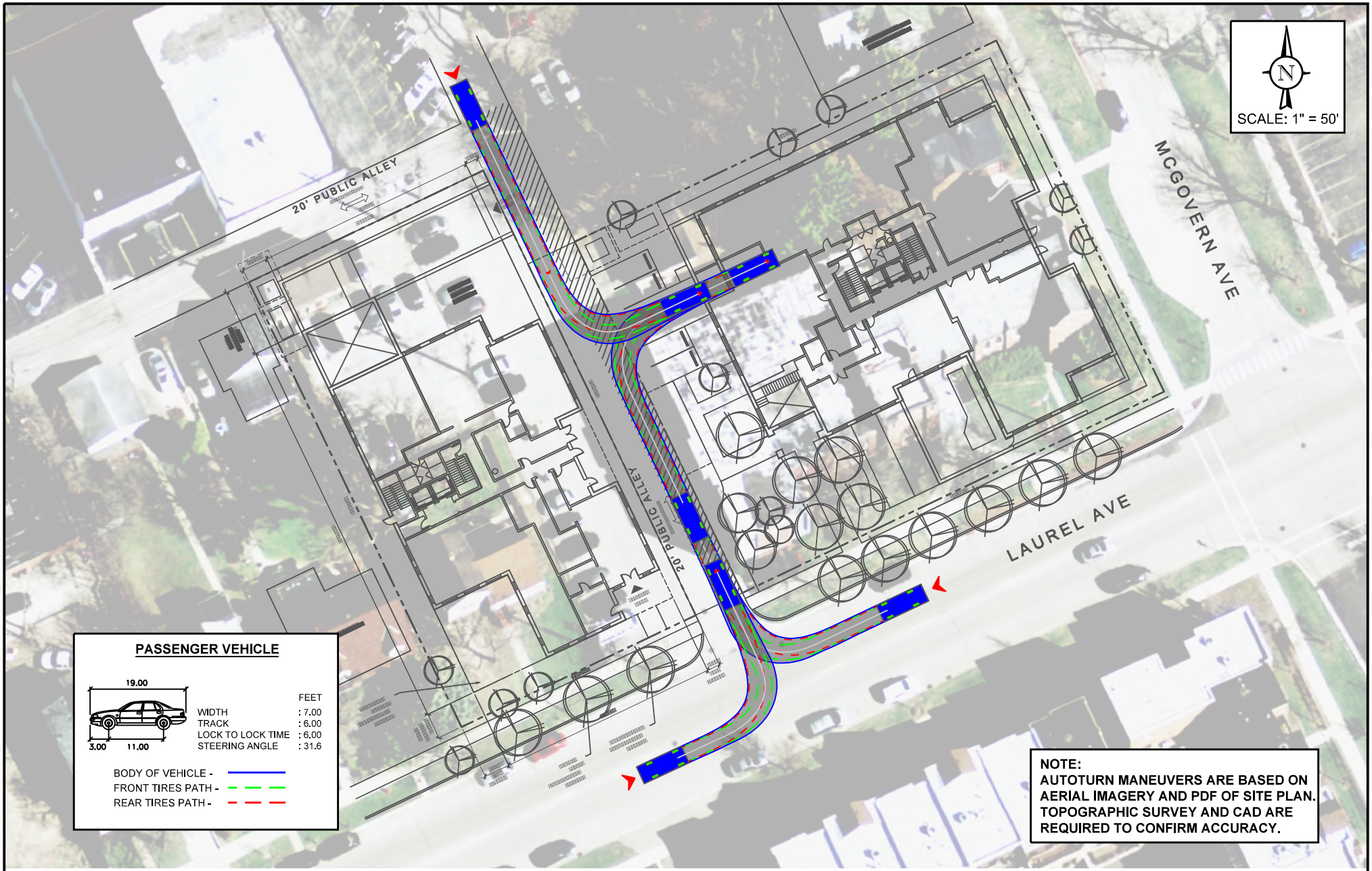


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

SINGLE-UNIT TRUCK OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: A2

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

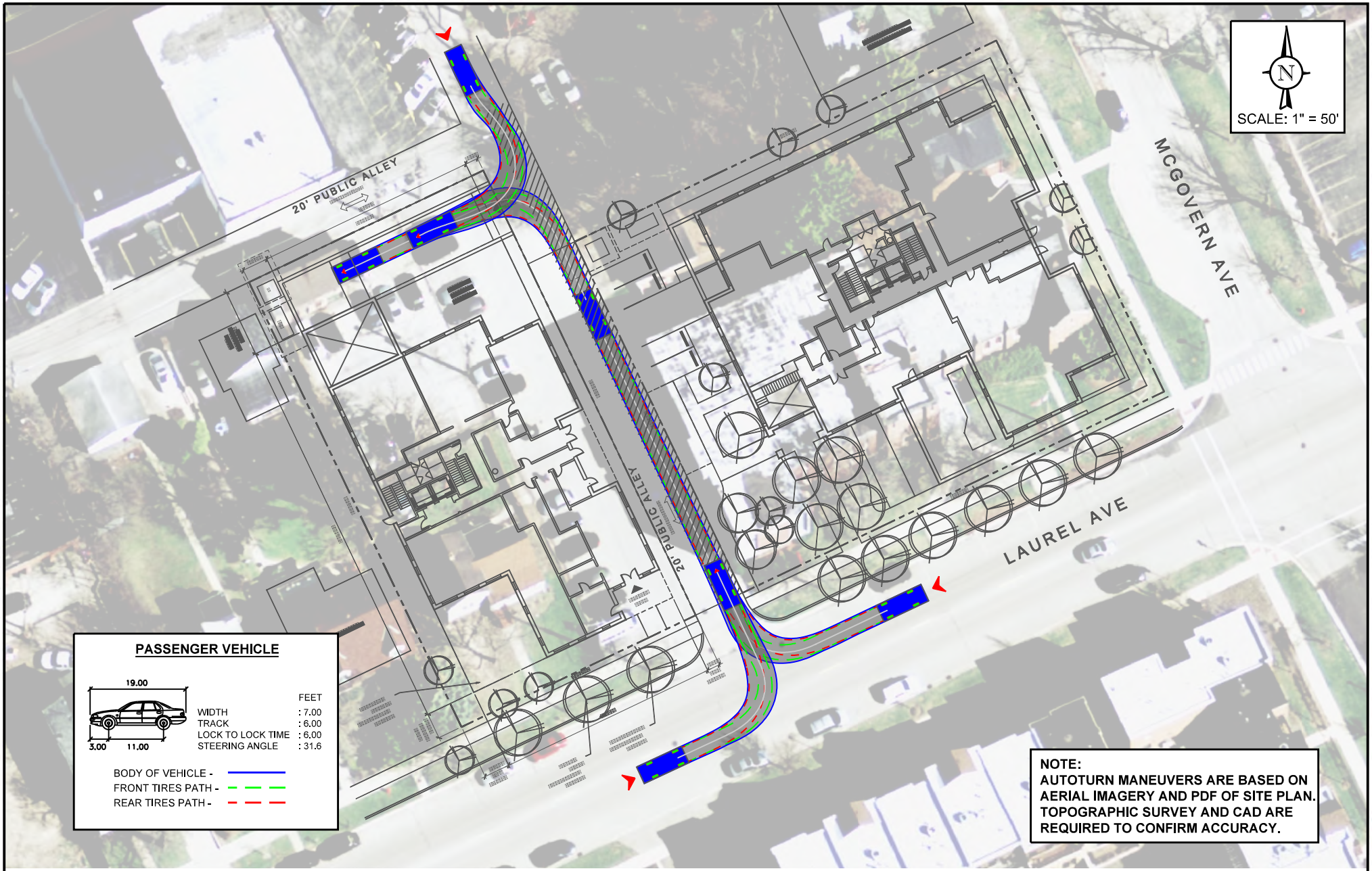


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B1

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

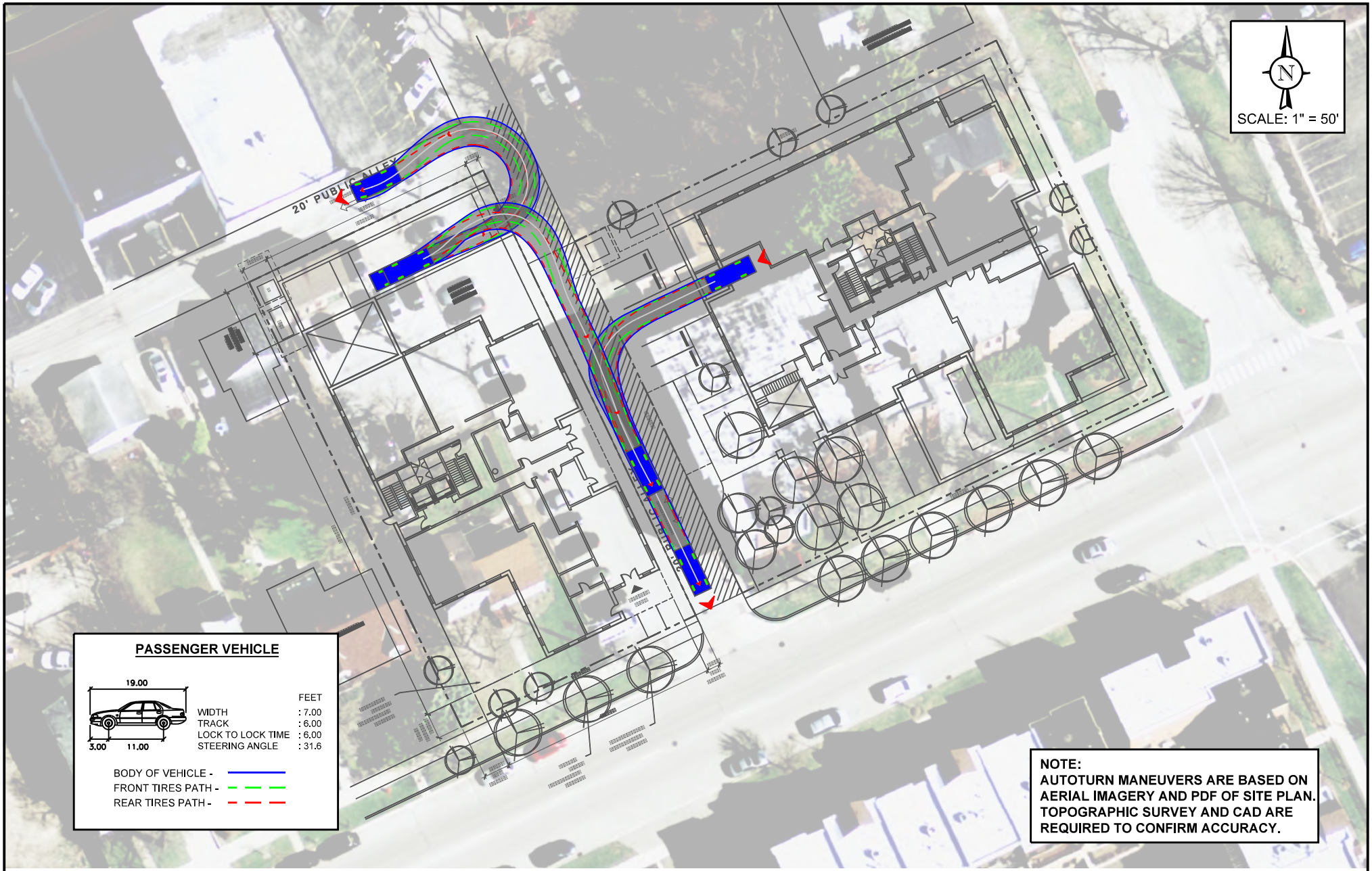


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE INBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B2

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

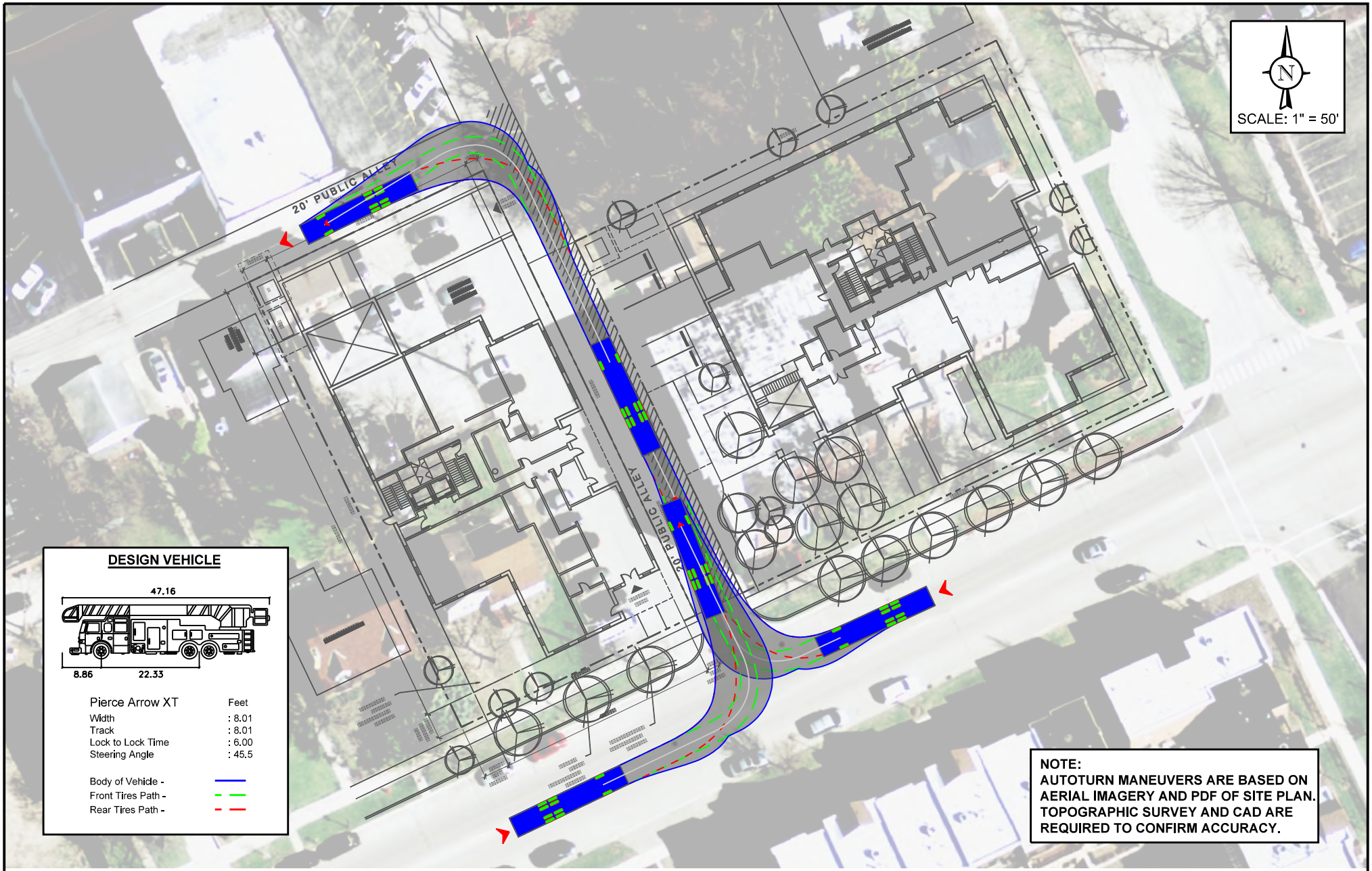


LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

PASSENGER VEHICLE OUTBOUND MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: B3

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



LAUREL AVENUE CONDOS
HIGHLAND PARK, ILLINOIS

FIRE TRUCK MANEUVERS

DRAWN: MD CHECKED: LA
DATE: 02-16-26 REV: 03-17-26
PROJECT #: 26-025
EXHIBIT: C

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

City of Highland Park

Memorandum

Date: April 1, 2026

To: Patrick Hoffmann – Planner II

From: Hannah Kosiek – Assistant City Forester

Subject: 1696 McGovern Street & 793 Laurel Avenue - PUD

Forestry has been asked to review the proposed development at 1696 McGovern St and 793 Laurel Ave. My response to this request is exclusive to tree preservation, and serves the sole purpose of providing the Plan and Design Commission with information regarding the impact this development will have upon trees.

Tree Removal & Replacement:

The submitted plans show the removal of 16 trees to accommodate construction. Of these, 4 are of insufficient size to be classified as "protected" under the City's tree preservation ordinance, or are dead, dying, diseased, or structurally unsound. The remaining 15 trees consist of *Protected* & *Key* trees. No *Heritage* trees exist on these parcels.

Tree replacement, outlined in Chapter 94 of Highland Park's tree preservation ordinance, requires 29 trees be planted to mitigate the loss of tree canopy. The proposed landscape plan includes the planting of 33 shade and ornamental trees, which will satisfy this requirement.

The species outlined to be planted as parkway trees on the public right of way (ROW) are appropriate and in line with the City's parkway tree planting palette

Once planted, any trees within ROW will be maintained by the City.

Tree Preservation:

A rudimentary tree preservation narrative is included in the submittal. Trees that are remaining on the property will need proper protection for the duration of this project.

A comprehensive plan should include, but not be limited to:

1) **A Tree Preservation Fence Plan:** to exclude construction equipment/activity from further encroachment into the Critical Root Zone (CRZ) of trees.

2) Any other relevant measures recommended by a Certified Arborist.

APPENDIX A
Highland Park Tree Replacement Plant Palette

City of Highland Park: Code Plant Palette

Revised 2021

Note: Due to overplanting and in the interest of increasing species diversity in Highland Park, Maples have been removed from the list of acceptable tree replacement species.

CATEGORY A: DECIDUOUS SHADE TREES Replacement for: *Heritage, Key, and Protected Trees*			
Common Name	**Variety**	**Genus**	**Species**
Baldcypress		Taxodium	distichum
Beech		Fagus	spp.
Buckeye	Ohio, *Autumn Splendor*	Aesculus	spp.
Catalpa	Northern, *Purple*	Catalpa	spp.
Dawn Redwood		Metasequoia	glyptostroboides
Elm	*Accolade, Homestead, Lincoln, Patriot, Valley Forge*	Ulmus	spp.
Elm, Lacebark		Ulmus	parviflora
Filbert, Turkish		Corylus	americana
Ginkgo		Ginkgo	biloba
Hackberry		Celtis	occidentalis
Hardy Rubber-Tree		Eucommia	ulmoides
Hickory	Bitternut, Mockernut, Pecan, Pignut, Red, Shagbark, Shellbark	Carya	spp.
Honey Locust	*Imperial, Shademaster, Skyline*	Gleditsia	triacanthos
Horsechestnut	*Baumann, Fort McNair*	Aesculus	spp.
Katsura Tree		Cercidiphyllum	japonicum
Kentucky Coffeetree		Gymnocladus	dioicus
Larch		Larix	spp.
Linden, American	*Redmond*	Tilia	americana
Linden, Silver		Tilia	tomentosa
Linden, Big Leaf		Tilia	platyphyllos
Planetree, London		Platanus	x acerifolia
Oak, Black		Quercus	velutina
Oak, Bur		Quercus	macrocarpa
Oak, Chinkapin		Quercus	muehlenbergii
Oak, Hills		Quercus	ellipsoidalis
Oak, Red		Quercus	rubra
Oak, Shingle		Quercus	imbricaria
Oak, Swamp White		Quercus	bicolor
Oak, White		Quercus	alba
Scholar Tree, Japanese		Styphnolobium	japonica
Sweetgum		Liquiambar	styraciflua
Tuliptree		Liriodendron	tulipifera
Tupelo, Black		Nyssa	sylvatica
Walnut	Black, Butternut	Juglans	spp.
Yellowwood, American		Cladrastis	kentukea
Zelkova, Japanese		Zelkova	serrata

CATEGORY B: EVERGREEN TREES Replacement for: *Key & Protected Trees*			
Common Name	**Variety**	**Genus**	**Species**
Douglas-fir		Pseudotsuga	menziesii
Fir, White		Abies	concolor
Fir, Balsam		Abies	balsamea
Fir, Fraser		Abies	fraseri
Hemlock, Eastern		Tsuga	canadensis
Pine, Limber		Pinus	flexilis
Pine, White		Pinus	strobus
Spruce, Norway		Picea	abies
Spruce, Serbian		Picea	omorika
Spruce, Black Hills	*densata*	Picea	glauca

CATEGORY C: DECIDUOUS ORNAMENTAL TREES Replacement for: *Protected Trees*			
Common Name	**Variety**	**Genus**	**Species**
Amur Maackia		Maackia	amurensis
Aspen, Quaking		Populus	tremuloides
Birch, River		Betula	nigra
Birch, White	*Whitespire*	Betula	populifolia
Birch, Sweet		Betula	lenta
Birch, Paper		Betula	papynifera
Crabapple	**Suggested Varieties:** *Adirondack, Coral Burst, David, Don Wyman, Golden Raindrops, Harvest Gold, Indian Summer, Jack, Lancelot, Louisa, Madonna, Molten Lava, Prariefire, Professor Sprenger, Purple Prince, Royal Raindrops, Selkirk, Sugartyme, Tina*	Malus	spp.
Dogwood, Cornelian Cherry		Cornus	mas
Dogwood, Pagoda		Cornus	alternifolia
Dogwood, Flowering		Cornus	florida
Hawthorn, Cockspur		Cretaegus	crus-galli
Hawthorn, 'Winter King'	*Winter King*	Cretaegus	viridus
Hornbeam, American		Carpinus	caroliniana
Ironwood		Ostrya	virginiana
Lilac, Japanese Tree		Syringa	reticulata
Lilac, Peking		Syringa	pekinensis
Magnolia, Cucumber		Magnolia	acuminata
Magnolia, Saucer		Magnolia	x soulangiana
Magnolia, Star		Magnolia	stellata
Redbud		Cercis	canadensis
Sassafras		Sassafras	albidum
Serviceberry, Allegheny		Amelanchier	laevis
Serviceberry, Downy		Amelanchier	arborea
Smoketree, American		Cotinus	obovatus
Witchhazel, Common		Hamamelis	virginiana
Witchhazel, Vernal		Hamamelis	vernalis

City of Highland Park
1150 Half Day Rd.
Highland Park, Illinois 60035
847.432.0807
cityhpil.com

Memorandum

DATE: April 13th, 2026

TO: Michael Ezgur

FROM: Anna Stawski, P.E., City Engineer

BY: Anna Ford, Civil Engineer

SUBJECT: 793 Laurel Ave/1696 McGovern St –PUD-2026-00083& PUD-2026-00084

Plan Comments

1. The burial of the ComEd lines is not a direct public benefit. The City would prefer the addition of the following items to be included as the public benefits for this development: lining the 8" sewer within Laurel Ave, repaving the public alley from Central Ave to Laurel Ave, and storm improvement within the public alley.

2. Civil drawings call out the relocation of utility structures by others. Please provide underground utility plans for review.

3. Provide a separate plan set for the public alley improvements.

4. Provide existing and proposed impervious cover calculations.

PROJECT INFORMATION

Property Address: 1696 McGovern Street,
Permit Number: PUD-2026-00083
Review Date: 4/17/2026
Review Number: 1
Drawing(s) Date: 3/17/2026 PD submission

The Applicant is reminded that there is 90-day period (from date of Plan Review Commentary), in which to submit a response and revisions to the Plan Review. If such 90-day period expires without any further response or contact, then re-submittal of the entire permit application packet may be required should the Applicant choose to move forward with the project in the future.

PERMIT PLAN REVIEW COMMENTARY

Action Required	**NEXT STEP(S):**	1. Please review and respond to the Commentary herewith noted accordingly. **2. If revisions to any drawings are required, please identify and cloud/bubble revisions made on drawings and re-submit in pdf format to the Building Division, City of Highland Park via the Civic Access Portal, along with attached Plan Review Transmittal Form. (1) set of revised Architectural drawings** (with Design Professional's signature/seal and license expiration date), along with a Letter of Transmittal identifying the project address and building permit number, identifying per line item revisions made, and any additional requested documents.
No Action Required	Inspections:	1. Inspection(s) are required for this project. 2. Please call or email to schedule inspections as needed (847.432.0808, buildinginspections@cityhpil.com). 3. A list of required inspections by project type is available **HERE.**
No Action Required	General Commentary:	1. Please note that once a PUD has received a Certificate of Design Review Approval (COA), any change/deviation from the approved COA that is visible from the Public Right of Way (i.e. change to building elevations, change/new roof mounted equipment, change/new lighting, signage, etc.), will require amendment of the COA: please contact Planning Division off. no.: 847.432.0867.
Action Required	Plan Review Commentary:	1. Please note that as of 3/1/2026, the City of H. P. has adopted the 2024 edition of International Code Council (ICC) Codes, with local amendments (copy attached). 2. Please note that as of 1/1/2026, the City of H. P. has adopted by reference the 2024 Illinois Energy Conservation Code (2024 IECC)- revise referenced code accordingly. 3. Sheet A0-02 a. Site Plan/First Floor Plan- i. For clear understanding of existing site conditions, it is suggested that the Applicant show existing structures on/near the site such as: fire hydrants, street/traffic lights, street underground utilities, etc. 1. Identify existing/new fire hydrant/s for verifying compliance with fire hydrant access/ spacing per 2018 International Fire Code (2024 IFC), Table C102.1

		ii. Verify clearance for fire truck turning from North/ South public alley to East/West public alley and vice versa. iii. Clearly label Passenger Loading Zone on public alley, and design to comply with 2018 Illinois Accessibility Code (2018 IAC), Section 503.1, including an accessible curb ramp per Section 406.1 iv. Identify accessible guest parking space/s. v. Identify accessible route/s (via ramp, walk); from public walks and accessible parking space/s to the building's accessible entrance/s. vi. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up day. vii. Identify location of Fire Department Connection (FDC)- to verify FDC is within 100' of a fire hydrant per City of H. P. addition to the 2024 International Building Code (2024 IBC), Section 912.2.3 viii. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1 ix. Identify location for any exterior EV charger/s. x. Electric service transformer- 1. Recommend means of vehicle protection. xi. Emergency generator- 1. Verify generator location to comply with City of H. P. Ordinance, Section 150.605- not to exceed 70 decibels at adjacent lot line when in "exercise mode". 2. Any ground mounted equipment (i.e. A/C condensers, emergency generator, etc.) will require a solid fence, wall or densely planted evergreen landscape planting to provide screening to comply with the City of H. P. Ordinance, Section 150.2250 4. Sheet A1-01 a. Basement Floor Plan- i. Review complete building accessibility/access for common use areas: from exterior to the elevators and from accessible parking spaces to elevators, to stairways. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1

		iv. Review ventilation/mechanical equipment requirements for garage ventilation. v. Identify location for any interior EV charger/s. 5. Sheet A1-02 a. First Floor Plan- i. Identify accessible route/s (via ramp, walk); from public walks and accessible parking space/s to the building's accessible entrances. ii. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up day. iii. Identify location of Fire Department Connection (FDC)- to verify FDC is within 100' of a fire hydrant per City of H. P. addition to the 2024 International Building Code (2024 IBC), Section 912.2.3 iv. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1 v. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 vi. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 6. Sheet A1-03 a. Second and Third Floor Plan- i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 7. Sheet A1-04 a. Fourth Floor Plan- i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 8. Sheet A1-05 a. Fifth Floor Plan-

		i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Provide smoke/fire barrier between elevator openings and individual dwelling units. iii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iv. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 9. Sheet A1-06 a. Roof Plan- i. Clarify access to roof level- only via roof hatch or does one of the elevators extend to the roof level ? Review means of access to the roof level in regards to rooftop HVAC equipment and green roof maintenance and servicing, etc. ii. Review additional roof loading from green roof construction, also note that per the City of H. P. amendment to the 2024 IBC, Section 1608.2, Ground Snow Load is 39 psf.
No Action Required	Fire Prevention Bureau Commentary:	None.
No Action Required	Forestry Commentary:	None.
No Action Required	Drainage and Grading Commentary:	None.
No Action Required	Planning & Zoning Commentary:	None.
No Action Required	APPLICANT NOTES:	**No Action is Required, but the Applicant should note the following:** The overall Plan Review herewith provided, excludes a review for compliance to easements or recorded covenants that may occur on the subject property. It shall be the responsibility of the Applicant, Design Professional, and/or Property Owner to verify that any proposed scope of work complies with any easements or recorded covenants that may occur on the subject property.

PROJECT INFORMATION

Property Address: 793 Laurel Avenue,
Permit Number: PUD-2026-00084
Review Date: 4/17/2026
Review Number: 1
Drawing(s) Date: 3/17/2026 PD submission

The Applicant is reminded that there is 90-day period (from date of Plan Review Commentary), in which to submit a response and revisions to the Plan Review. If such 90-day period expires without any further response or contact, then re-submittal of the entire permit application packet may be required should the Applicant choose to move forward with the project in the future.

PERMIT PLAN REVIEW COMMENTARY

Action Required	**NEXT STEP(S):**	1. Please review and respond to the Commentary herewith noted accordingly. **2. If revisions to any drawings are required, please identify and cloud/bubble revisions made on drawings and re-submit in pdf format to the Building Division, City of Highland Park via the Civic Access Portal, along with attached Plan Review Transmittal Form. (1) set of revised Architectural drawings** (with Design Professional's signature/seal and license expiration date), along with a Letter of Transmittal identifying the project address and building permit number, identifying per line item revisions made, and any additional requested documents.
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		ii. Verify clearance for fire truck turning from North/ South public alley to East/West public alley and vice versa. iii. Clearly label Passenger Loading Zone on public alley, and design to comply with 2018 Illinois Accessibility Code (2018 IAC), Section 503.1, including an accessible curb ramp per Section 406.1 iv. Identify accessible guest parking space/s. v. Identify accessible route/s (via ramp, walk); from public walks and accessible parking space/s to the building's accessible entrance/s. vi. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up day. vii. Identify location of Fire Department Connection (FDC)- to verify FDC is within 100' of a fire hydrant per City of H. P. addition to the 2024 International Building Code (2024 IBC), Section 912.2.3 viii. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1 ix. Identify location for any exterior EV charger/s. x. Electric service transformer- 1. Recommend means of vehicle protection. xi. Emergency generator- 1. Verify generator location to comply with City of H. P. Ordinance, Section 150.605- not to exceed 70 decibels at adjacent lot line when in "exercise mode". 2. Any ground mounted equipment (i.e. A/C condensers, emergency generator, etc.) will require a solid fence, wall or densely planted evergreen landscape planting to provide screening to comply with the City of H. P. Ordinance, Section 150.2250 4. Sheet A1-01 a. Basement Floor Plan- i. Review complete building accessibility/access for common use areas: from exterior to the elevators and from accessible parking spaces to elevators, to stairways. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1

		iv. Review ventilation/mechanical equipment requirements for garage ventilation. v. Identify location for any interior EV charger/s. 5. Sheet A1-02 a. First Floor Plan- i. Identify accessible route/s (via ramp, walk); from public walks and accessible parking space/s to the building's accessible entrances. ii. Identify location for an exterior refuse container area used on a temporary basis on weekly refuse pick-up day. iii. Identify location of Fire Department Connection (FDC)- to verify FDC is within 100' of a fire hydrant per City of H. P. addition to the 2024 International Building Code (2024 IBC), Section 912.2.3 iv. Identify location of Fire Pump room with required access directly from the exterior for First Responders, per City of H. P. amendments to the 2024 IBC, Section 902.1.1 and to the 2024 IFC, Section 901.4.7.1 v. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 vi. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 6. Sheet A1-03 a. Second Floor Plan- i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 7. Sheet A1-04 a. Third Floor Plan- i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 8. Sheet A1-05 a. Fourth Floor Plan-

		i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iii. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 9. Sheet A1-06 a. Fifth Floor Plan- i. Review location of electric service meters, data/ communication panels, etc. per floor. ii. Provide smoke/fire barrier between elevator openings and individual dwelling units. iii. Size of one of the elevators to be able to accommodate an ambulance stretcher to comply with City of H. P. amendment to the 2024 IBC, Section 3002.4 iv. Identify the refuse/recycling chutes/shaft to comply with City of H. P. addition to the 2024 IBC, Section 420.1.1 10. Sheet A1-07 a. Roof Plan- i. Clarify access to roof level- only via roof hatch or does one of the elevators extend to the roof level ? Review means of access to the roof level in regards to rooftop HVAC equipment servicing, etc. ii. Note that per the City of H. P. amendment to the 2024 IBC, Section 1608.2, Ground Snow Load is 39 psf.
No Action Required	Fire Prevention Bureau Commentary:	None.
No Action Required	Forestry Commentary:	None.
No Action Required	Drainage and Grading Commentary:	None.
No Action Required	Planning & Zoning Commentary:	None.
No Action Required	APPLICANT NOTES:	**No Action is Required, but the Applicant should note the following:** The overall Plan Review herewith provided, excludes a review for compliance to easements or recorded covenants that may occur on the subject property. It shall be the responsibility of the Applicant, Design Professional, and/or Property Owner to verify that any proposed scope of work complies with any easements or recorded covenants that may occur on the subject property.