Fenwick High School

Planned Development

Public Hearing Application

December 20, 2018

Tab #1

Narrative

December 20, 2018

Fenwick High School
Planned Development Submittal-Parking Garage
Item #1 - Narrative

Case for an Onsite Parking Garage

Fenwick High School (FHS) is a co-ed Catholic school and has been a part of the Oak Park community for 90 years. Our enrollment over the past several years has been in the 1160-1210 range, drawing from over 90 schools in Chicago and the surrounding suburban communities. (See Exhibit "A").

Given our broad reach, transportation for our students has long been a challenge. Our students use many means of transportation including parent drop off, Fenwick buses, Metra, the CTA and driving their own vehicles. We estimate the number of student drivers to be 350 while we are able to provide roughly only 10% onsite parking. (See Exhibit "B").

The FHS onsite parking consists of our main parking lot (approx. 85 spots), our gated lot east of the main lot (approx. 68 spots) and the lot to the south of the main lot (approx. 49 spots plus bus parking). This lot is a temporary lot for which FHS was given a temporary, 10-year, special use variance. This lot is slated to go away in 2025 at which time FHS will be furthering its master plan. Based on this, the total parking for the 3 lots is roughly 202. This will be reduced to 153 when the temporary lot gone.

FHS currently has approximately 150 employees. There are roughly 10 daily cafeteria workers that are not FHS employees. In addition, the school will have visitors on a daily basis including parents, vendors and representatives from other schools. While not all employees drive to work, the current and future surface parking is generally enough to satisfy those needs in addition to visitors, leaving virtually no student parking.

Consequently, we have had to rely on Oak Park permit parking and other street parking for our students. Through an arrangement with the Village, we have purchased 265 - S4, SB4 and SB5 parking permits for our students. A change occurred this year with the removal of the parking lot at Oak Park and Madison which had previously be designated as S4 permit parking for FHS students. Now all permit parking is street parking.

The student parking situation has long been a concern for many of our parents who worry about their children walking to and from their cars in early morning and late evening hours. The loss of the parking lot at Oak Park and Madison added to their concerns.

In addition to the limited daytime parking, we have also had issues with limited parking for events. FHS often hosts athletic events, plays, concerts and other activities with can draw large crowds to the school. With limited onsite parking, people are forced to use street parking, much of which is permit parking and not accessible to them.

As a result, FHS has been working on a better solution to address these parking needs. Building an onsite parking garage where the current gated lot is located, with roughly 350 spaces will go a long way to addressing many of our needs. In the near term we will have ample parking for employees, students

and visitors which will minimize our need for street parking. This condition will change when we lose the temporary lot as well as when we take the next step in our master plan which will eliminate our main parking lot. When that is complete, we will have the parking garage with 350 spaces, significantly more than our current surface packing and able to meet the needs of a majority of our employees and students. This will also allow us to reduce our reliance on permit parking and take many cars off the streets.

At this time, we are anticipating a cost of $13-$14m for the project that includes building the garage, purchasing the alley and completing site preparation such as moving electric, gas and telephone lines.

Security Summary for Onsite Parking Garage

- The front entrance shall have a card reader that only allows entry when gate is open, during specific hours, or when an approved card is presented to the entry station. This entry will be logged into the history. These cards can be immediately deactivated from the school, and history will be available for at least one year. In the event a cancelled card is presented, it can send an access denied card report to the school security email.
- License plate readers will be installed that will record the entry and exit plate numbers of cars entering and leaving the facility. Hot plates can be entered into the system if required by the security department.
- Video recording will be installed on the perimeter of the garage, the interior of the garage providing coverage to most visible areas of the interior garage, stairwells, elevator interior, and emergency stations. This video recording will be kept on hard drives located in the school, and will maintain 30 days of recording on a 24/7 basis.
- Video illumination will be integrated in each camera to record video if the garage lighting fails.
- The outside access of the video system will be controlled by the school, and access will be granted to the First Responders or the Westcom Communication center upon request.
- Emergency call stations with video flashing indicator lights, will be installed so they are visible on all floors of the garage. When the emergency button is activated, this audio message can be monitored by the school, and after hours by the Westcom -911 Center, or the Central Monitoring Station of Forest Security. The panic alarm activation will be sent to Westcom.
- A fire alarm system will be installed per the plans and specifications that will be approved by the Fire Department.
- The security system, camera system, will have 24/7 power based on the initial switchover to UPS and then longer term power by a generator. In the event of a power failure, video recording will continue for at least thirty minutes, or as long as generator power continues.
- When any failure occurs on a camera, the school will be emailed with a video loss signal.
- Signage indicating use of emergency call boxes, as well as premises are video recorded will be installed as requested.
- All cameras will be high resolution with a minimum of 4MP quality.
- During the school day, Fenwick will have onsite supervision during the peak morning and afternoon times when students are arriving and departing the parking garage. Those supervising will ensure that the proper entrances and exits are being used as well as the pace of traffic flow to minimize disruption on the surrounding streets.

Zoning Relief Requested

Height of Structure
We are requesting relief from the height restrictions for the garage. Our proposed structure height is as follows: 61' 6" to the top of the parapet and 71' 10" to the top of the elevator. This does not exceed the height of elements of our current structure. The west wing of the building is roughly 65' and the tower on Washington Blvd, the tallest element of the campus, is roughly 95'.

Setback
The zoning setback requirement is 15'. We are asking for a 9' setback. At 9' the setback is in line with other buildings on our campus.

Alley Vacation

As a part of our PD application we are also requesting vacation of the east west alley that runs from East Ave. to Scoville and is just north of Madison St. This alley runs through our campus and is important for the ingress and egress of the parking garage. We understand that an easement will need to be granted for the buildings south of the alley in order to service utilities and for garbage pick-up. The Application for Vacation of the alley is attached to this submission.

Public Art Contribution

As an educational institution we fully appreciate the arts and their importance to our school and the village. Given the nature of the proposed development is a parking garage we would prefer giving a donation in lieu of artwork. We are recommending a $10,000 donation from Fenwick High School to the Village for Public Art.

Neighborhood Meeting

A meeting was held on November 13, 2018 at Fenwick High School for the neighbors to review the plans for the proposed parking garage development. There were 11 people in attendance from the neighborhood. After a brief overview of the project by Fenwick High School, we opened up the session for questions. See Exhibit "C" for details of the meeting.

Fenwick High School
Planned Development Submittal-Parking Garage
Item #1 - Narrative

EXHIBIT "A"

The Fenwick Community
To 20 Towns with Fenwick Families

Rank	Town	# of Families
1	Chicago	191
2	Oak Park	108
3	Elmhurst	106
4	Western Springs	83
5	River Forest	76
6	Berwyn	75
7	Hinsdale	63
8	Elmwood Park	58
9	Riverside	54
10	LaGrange	32
11	Forest Park	27
12	Melrose Park	26
13	Cicero	23
14	Clarendon Hills	19
15	Westchester	15
16	River Grove	13
17	Burr Ridge	13
18	LaGrange Park	12
19	Lombard	12
20	Brookfield	11

Fenwick High School
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Item #1 - Narrative

EXHIBIT "B"

Parking Analysis
Student and Faculty/Staff Parking

	8/1/2018	Post Garage Effective 8/1/2020	
Main Lot	83	79	
South Lot	49	49	*
East Lot	68	0	
Parking Structure	0	350	
Total On Site Parking	200	478	
Student Parking	43	321	
Faculty/Staff/Visitor Parking	157	157	
Total On Site Parking	200	478	

* Temporary zoning for South Lot ends June 2025.

Fenwick High School
Planned Development Submittal-Parking Garage
Item #1 - Narrative

EXHIBIT "C"

Neighborhood Meeting Recap

A meeting was held on November 13, 2018 at Fenwick High School for the neighbors to review the plans for the proposed parking garage. There were 11 people in attendance from the neighborhood. After a brief overview of the project by Fenwick High School, we opened up the session for questions. Following is an overview of the questions and responses.

Question: Will the construction of the garage obstruct parking on the surrounding streets? During prior construction, some permit parking was obstructed or used by unauthorized vehicles. How will you prevent this?
Answer: Once we select a construction company, we will have a detailed logistics plan. Our goal is to minimize any impact to the surrounding neighbors and we will communicate any potential impacts during construction. We will also continue to communicate to our students, parents and visitors the need to adhere to parking restrictions and look to supplement parking for the school during construction.

Question: How will you prevent unauthorized persons from parking in the garage?
Answer: During peak times for school days and after school activities, the garage will be open. During off times and particularly overnight, there will be a gate with key card access to prevent unauthorized persons from parking in the garage.

Question: How will the project compensate neighbors for damage caused during the construction project? If there is a claim for damages who should we contact?
Answer: Fenwick requires all contractors to provide proof of insurance. If you experience any sort of damage you should contact the school and we will address it.

Question: Concerned about the exhaust from the garage. Also, how will you accommodate those who ride their bikes? We should be promoting more of a bike culture.
Answer: The garage will be open air so there will be no mechanical exhaust system. Also, there will be bike racks located inside of the garage for those who ride their bikes to school.

Question: What will the construction hours be? For those who live in the neighboring condos we are concerned about the construction noise.
Answer: The Village has specific code as it relates to construction hours that we will adhere to. It is also our goal to be as fast and efficient with the project to minimize disruption to our neighbors.

Question: During construction, where will people park given the reduction in your parking? How will you ensure that permit parkers on East Ave are not impacted?

Answer: We will need to find additional parking offsite to supplement our parking during the school year. Depending on where the parking is, we may need to provide a shuttle to get to the school. We will work with the Village to find other parking alternatives. We will also reinforce with our students, parents and visitors that they should not be parking in permit parking. As is currently the practice, people who park in unauthorized parking will be ticketed.

Question: There are many old buildings on Madison St. that are vacant. Have you considered buying them for the school parking? Also, we have heard that Jewel will be moving. Have you considered that space?
Answer: Our goals has been to stay within the footprint of the school. Also, given some of the zoning constraints for property on Madison St., building a parking lot or garage may not be allowed. Regarding Jewel, we understand that they will not be moving.

Question: Based on previous images, we thought that there would be green space and an arch at East and Madison.
Answer: Our future plans do call for that however the timing is uncertain. It will depend on future fundraising efforts but it is a part of the future plans for the school campus. We then shared an image of the future campus with the residents.

Question: Are there any representatives from the Village here and if not, why not?
Answer: There are not Village representatives at this meeting. This meeting is intended for those in the neighborhood to meet with the representatives of Fenwick. There will be an opportunity to meet with the Village representatives regarding this project when we have our Planned Development Review Meeting.

Question: Will the garage be open to residents to park?
Answer: No, the garage will not be open to residents. We tried a few years ago to allow residents to park overnight in our surface lot, however it did not work. Our student and staff arrive early in the morning and often stay late in the evenings for practices, games and other events. Also, it was difficult for residents to be out of the lot in time for the start of the school day.

Question: What happens to the condos on Madison?
Answer: Nothing. We do not own those condos.

Question: Do you own any other property in the area?
Answer: No, we do not own any other property in the area.

Question: Will there be an entrance to the garage on Scoville?
Answer: No, there will not be an entrance to the garage from Scoville but there will be an exit to Scoville. The alley will remain as a right of way for the condos primarily garbage and utilities, one way going east from the entrance of the garage to Scoville.

Question: Your students are wonderful and have had a long tradition here. However, there can be disruption from parents picking up their students and blocking or parking in the permit parking. Do you have any plans to address this?
Answer: We will continue to reinforce with our parents that parking spaces should not be blocked our used unless authorized, and use the opportunity for educating our students and parents on the new traffic patterns to reinforce the neighborhood parking conditions.

Question: How many spots with there be in the parking garage?
Answer: We are planning on roughly 350 parking spaces.

Question: What is the cost for the garage?
Answer: We are still finalizing the cost but it is estimated at $10-$12m.

Question: How are parking spots assigned to students?
Answer: We use a lottery system to assign parking to students.

Tab #2

Fee

Fenwick High School
Planned Development Submittal-Parking Garage
Item #2 – Fee

$2,000 fee paid on November 29, 2018 by credit card.

Tab #3 a.-b.

Standards

Fenwick High School
Planned Development Submittal-Parking Garage
Item #3 a. – Planned Development Standards

Standards for Review

1. The proposed development and the use or combination of uses is consistent with the goals and objectives of the Comprehensive Plan and has been considered in relation to any other plans adopted by the Village Board.

The proposed parking garage is being recommended in an effort to create more onsite parking for Fenwick constituents which should reduce the need for street parking. Fenwick is also planning to build the parking garage in a style that will complement the architecture of the school and surrounding area.

2. The establishment, maintenance, or operation of the use or combination of uses will not be materially detrimental to or endanger the public health, safety and welfare of the Village.

The proposed parking garage will not be a detriment to or endanger the public health, safety and welfare of the Village. It will be maintained and operated by Fenwick for use by its employees, students and visitors.

3. Adequate utilities, road access, parking, drainage, police and fire service, and other necessary facilities already exist or will be provided to serve the proposed development, including access for fire, sanitation, and maintenance equipment.

The proposed development with have minimal impact on utilities and police and fire services as the number of people accessing the campus with be unchanged. Given the added on-site parking there will be more people accessing the campus which will increase traffic to the school, however we have planned for added ingress and egress. Also, since more students and visitors will be parking on our campus, this should alleviate some of the need for street parking and any congestion that may cause.

4. Adequate ingress and egress to the planned development site already exists or will be provided in a manner that adequately addresses additional traffic congestion in the public streets and promotes a safe and comfortable pedestrian environment.

We have planned for the ingress and egress to the planned development site to be positioned toward the center of our campus to allow for queuing on our property and not in the surrounding streets. We have also planned for entry to the site from 2 roadways and exit from 3 roadways in order to ease the traffic flow.

5. The proposed use or combination of uses will not substantially diminish the use or enjoyment of other property in the vicinity for those uses or combination of uses that are permitted by the Zoning Ordinance of the Village.

We do not anticipate any negative impact to the use or enjoyment of other property in the vicinity of the proposed development. In fact, since we are providing more of our own parking for employees, students and visitors throughout the day and evening, this should improve the street parking around the school for those in the vicinity.

6. The proposed design and use or combination of uses will complement the character of the surrounding neighborhood.

The proposed garage will be designed to match the architectural character of the original school building which was built in 1920's. The school building was built in the Collegiate Gothic style. We plan to replicate this same look for the garage.

7. The applicant has the financial and technical capacity to complete the proposed use or combination of uses.

In designing the parking garage, we have engaged a team of architects and engineers (see profiles and professional qualifications under tab 4d). In addition, the school's Facilities Committee of the Board has designated a subcommittee of those members to serve as an advisory committee for the project.

Regarding financial resources, the high school has been involved in a Capital Campaign to raise funds for this and other projects. To date over 50% of the cost of the project has been funded through campaign pledges and contributions and it is our intent to continue to fundraise for the garage until adequate funds have been raised.

8. The proposed development is economically feasible and does not pose a current or potential burden upon the services, tax base, or other economic factors that affect the financial operations of the Village, except to the extent that such burden is balanced by the benefit derived by the Village from the proposed use.

Funding for the proposed development will be 100% funded by Fenwick High School. While there may be a reduction in the number of village parking permits purchased by the school for students, this impact will be offset by freeing up parking for use by others living or visiting Oak Park.

Fenwick High School
Planned Development Submittal-Parking Garage
Item #3 b. – Sustainability Standards

In reviewing the sustainability certification options for the proposed parking garage, we learned that a standalone parking garage does not qualify for LEED certification. Since our parking garage is a standalone structure and not part of a mixed use development, it does not qualify for LEED.

We did some preliminary investigation as to garage certifications and identified Parksmart as an alternate sustainability rating system. In reviewing their scorecard, we determined that while the proposed garage does satisfy many of the elements they require, we anticipate that we would not meet their minimum standard for certification without several alternations to the proposed development. Pursuing these alterations would substantially increase the overall cost of the project as well as require changes to the construction design which would require additional time to complete.

Given that standalone garages have some unique characteristics and given the additional cost requirement we would like to ask for a waiver of this standard. We will, however, continue to pursue several of the sustainability elements included in the Parksmart checklist attached.

Parksmart Scorecard

Project Name:	Fenwick High School
Project Registration #:	

Add Points Attempted for Each Option in White Columns Below

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded	Points Pending
MANAGEMENT					
A1 - Parking Pricing	Parking Pricing	6	6		
A2 - Shared Parking	Shared Parking Program	2	2		
	Oversubscription of Parking Permits	2	0		
	Shared Parking Analysis	6	0		
A3 - TMA/TMO	Transportation Management Association / Organization	4	0		
A4 - Recycling Program	Active Recycling Program	2	2		
	Percentage of Recycling: At least 25% but less than 50%	1	0		
	Percentage of Recycling: 50% or more	2	0		
A5 - Sustainable Purchasing Program	Organized Sustainable Purchasing Program	2	0		
	Purchasing of Product Groups	1	0		
A6 - Proactive Operational Maintenance	Proactive Operational Maintenance	6	6		
A7 - Cleaning Procedures - Occupied Spaces	Cleaning Products & Hand Cleaners	2	0		
A8 - Cleaning Procedures - Parking Decks	Spot Cleaning / Oil Degreasing	1	1		
	Power Washing: Water is Disposed	2	0		
	Power Washing: Water is Recycled	3	0		
	Sweeping: Electric or Propane	1	0		
	Sweeping: Power Scrubber	1	0		
A9 - Building Systems Commissioning	LEED 2009 or v4 Enhanced Commissioning Credit	8	0		
	LEED 2009 Fundamental Commissioning of Building Energy Systems prerequisite or v4 Fundamental Commissioning and Verification prerequisite	6	0		
	ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1-2007	6	0		
	California Commissioning Guide for New or Existing Buildings	6	0		
	ASHRAE Level II Audit	4	0		
	Comparable established Certified Commissioning Authority (CxA) Standards	4	0		
A10 -Construction Waste Management	85% or more recycled or reused	6	0		
	At least 50% but less than 85% recycled or reused	4	0		
	At least 20% but less than 50% recycled or reused	2	0		
A11 - Regional Materials	At least 75% sourced regionally	6	0		
	At least 50% but less than 75% sourced regionally	3	0		
A12 - Regional Labor	At least 60% regional	3	0		
	At least 35% but less than 60% regional	1	0		
	Rideshare for laborers	1	0		
A13 - Reused, Repurposed or Recycled Materials	At least 80% reused, repurposed or recycled	6	0		
	At least 50% but less than 80% reused, repurposed or recycled	4	0		
	At least 20% but less than 50% reused, repurposed or recycled	2	0		

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded	Points Pending
A14 - Third Party Sustainability Certification	LEED Platinum, 2009 or v4	12	0		
	LEED Gold, 2009 or v4	10	0		
	LEED Silver, 2009 or v4	8	0		
	LEED Certified, 2009 or v4	6	0		
	LEED certified to any level, v2.2	4	0		
	Energy Conservation or Environmental Sustainability Program	12	0		
A15 - Credentialed Management	LEED AP Professional Credential	4	0		
	LEED Green Associate Professional Credential	3	0		
	Certified Administrator of Public Parking (CAPP)	2	0		
	Certified Parking Professional (CPP)	2	0		
	Facilities Management Administrator (FMA) or Real Property Administrator (RPA)	1	0		
	Certified Facility Manager (CFM)	1	0		
	Parksmart Advisor (formerly Green Garage Assessor)	1	0		
	Alternative Program	4	0		
A16 - Life Cycle Assessment	LCA performed and savings implemented on project totaling over $2 million	8	0		
	LCA performed and savings implemented on project totaling over $1 million	6	0		
	LCA performed and savings implemented on project totaling over $500,000	4	0		
	LCA performed and savings implemented on project totaling over $100,000	2	0		
Subtotal		**90**	**17**	**0**	**0**
PROGRAMS					
B1 - Placemaking	Placemaking	6	0		
B2 - Access to Mass Transit	Access to Mass Transit	4	4		
B3 - Wayfinding Systems - External	Dynamic Signage	1	0		
	Wayfinding System	2	0		
	Reservation System	1	0		
B4 - Wayfinding Systems - Internal	Parking Guidance via Single Space Detection	4	0		
	Parking Guidance via Electronic Level Occupancy Detection	3	0		
	Parking Guidance via Automatic Variable Signage	2	0		
	Parking Guidance via Manual Count and Static Signage	1	1		
B5 - Traffic Flow Plan	At least four traffic flow strategies	4	0		
	Average idle time of 5 seconds or less	4	4		
	At least three traffic flow strategies	3	0		
	At least two traffic flow strategies	2	0		
B6 - Carshare Program	Carshare Hub	5	0		
	Alternative Fuel Vehicles In Carshare Hub	1	0		
B7 - Rideshare Program	Rideshare: Reserved Parking Spaces	4	0		
	Rideshare: Incentives	2	0		
B8 - Low-emitting and Fuel Efficient Vehicles	Low-emitting and Fuel-efficient Vehicles: Preferred Parking Spaces	2	2		
	Low-emitting and Fuel-efficient Vehicles: Rate Discount	2	2		
B9 - Alternative Fuel Vehicles	AFV: Reserved Parking Spaces	3	3		
	AFV: Rate Discount	3	3		

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded	Points Pending
B10 - Alternative Fuel Fleet Vehicles	At least 50% of fleet vehicles are powered by alternative fuels	4	0		
	At least 25% but less than 50% of fleet vehicles are powered by alternative fuels	2	0		
B11 - Bicycle Parking	Meets Tier One and Tier Two criteria	6	0		
	Meets Tier One criteria	4	4		
B12 - Bicycle Sharing/Rental	Contains bicycle sharing or bicycle rental hub	6	0		
	Promotes bicycle sharing or bicycle rental hub	4	0		
B13 - Marketing/Educational Program	Marketing/Educational Program	4	2		
Subtotal		**64**	**25**	**0**	**0**
TECHNOLOGY AND STRUCTURE DESIGN					
C1 - Idle Reduction Payment Systems	Idle Reduction Payment Systems	4	4		
C2 - Fire Suppression Systems	Halon Free Fire Suppression Systems	2	2		
C3 - No/Low VOC Coatings, Paints, Sealants	No/Low VOC Coatings, Paints, Sealants	2	2		
C4 - Tire Inflation Stations	Tire Inflation Stations	2	0		
C5 - EV Charging Stations	Two or more DC Fast Chargers	5	0		
	One DC Fast Charger	4	0		
	Two or more AC Level II EV Chargers, equaling at least 1% of all parking spaces	5	0		
	Two or more AC Level II EV Chargers, equaling at least 0.5% but less than 1% of all parking spaces	4	0		
	At least one AC Level II EV Charger, equaling less than 0.5% of all parking spaces	2	0		
	Level I equipped spaces equaling at least 0.5% of all parking spaces	1	0		
	No additional payment is required to charge vehicles	1	0		
C6 - HVAC Systems - Occupied Spaces	Energy Efficient System	2	0		
	CO Sensors	1	0		
	Programmable Thermostats	2	0		
	Environmentally Safer Coolants	1	0		
C7 - Ventilation Systems - Parking Decks	Demand Controlled Ventilation	3	0		
	Variable Air Flow System	2	0		
	Schedule or Occupancy Controls	1	0		
	Calibration and Maintenance	1	0		
	Design for Natural Ventilation	6	6		
C8 - Lighting Controls	At least 75% of lighting fixtures controlled by occupancy sensors	6	6		
	At least 50% of lighting fixtures controlled by occupancy sensors	4	0		
	At least 50% of lighting fixtures controlled by advanced programmable system	3	0		
	At least 50% of lighting fixtures controlled by simple timer	2	0		
	At least 25% of lighting fixtures on lighting controls	1	0		
	At least 60% of (exterior) lighting fixtures controlled by photocells or occupancy sensors	2	2		
	At least 60% of (exterior) lighting fixtures controlled by programmable timer	1	0		
C9 - Energy Efficient Lighting System	Lighting Power Density (LPD)	7	4		
	Average Rated Lamp Life	1	1		
C10 - Stormwater Management	Implement an Erosion and Sedimentation Control Plan	2	2		
	Manage on-site runoff from the 80% precipitation event	2	0		
	Manage on-site runoff from the 90% precipitation event	2	0		
C11 - Rainwater Harvesting	Rainwater Harvesting	4	0		

Parksmart Certification Measure	Options	Max Points Available	Points Attempted	Points Awarded	Points Pending
C12 - Greywater Reuse	Greywater Reuse	2	0		
C13 - Indoor Water Efficiency	Efficient Fixtures	2	0		
C14 - Water Efficient Landscaping	Water Efficient Landscaping	2	0		
C15 - Roofing Systems	Green Roof	6	0		
	Blue Roof	4	0		
	Carport or Canopy	3	0		
	High SRI Roofing	2	0		
	Solar Panels	2	0		
C16 - Renewable Energy Generation	At least 75% of energy is on-site renewable energy	12	0		
	At least 50% and less than 75% of energy is on-site renewable energy	10	0		
	At least 25% and less than 50% of energy is on-site renewable energy	8	0		
	At least 5% and less than 25% of energy is on-site renewable energy	6	0		
	At least 75% of energy is offset by RECs	4	0		
	At least 50% and less than 75% of energy is offset by RECs	3	0		
	At least 25% and less than 50% of energy is offset by RECs	2	0		
	At least 5% and less than 25% of energy is offset by RECs	1	0		
C17 - Design for Durability	Design for Durability	6	6		
C18 - Energy Resiliency - Storage	Grid Interactive Energy Storage	2	0		
	Grid and On-site Renewable Interactive Energy Storage	4	0		
Subtotal		**88**	**35**	**0**	**0**
INNOVATION					
D1 - Innovative Approach	Innovative Approach	6	0		
TOTALS					
Management Subtotal		**90**	**17**	**0**	**0**
Programs Subtotal		**64**	**25**	**0**	**0**
Technology and Structure Design Subtotal		**88**	**35**	**0**	**0**
Innovation		**6**	**0**	**0**	**0**
Total		**248**	**77**	**0**	**0**

Certification Achievement Levels

Commissioned more than two years prior to project registration	
Certification Level	**Points**
Parksmart Pioneer	90+ points earned
Commissioned within two years of project registration or not yet commissioned	
Certification Level	**Points**
Parksmart Bronze	110-134 points earned
Parksmart Silver	135-159 points earned
Parksmart Gold	160+ points earned

Projects achieving Parksmart Pioneer must earn a minimum of 15 points in each of the three main certification categories (management, programs and technology and structure design)
Projects achieving Parksmart Bronze, Silver or Gold must earn a minimum of 20 points in each of the three main certification categories (management, programs, and technology and structure design)

Parksmart Scorecard - October 2017

Tab #4 a.-e.

Owner Information

Oak Park

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE PETITION.

Name of Development : Fenwick Parking Garage

Address/Location of Property in Question: 505 Washington Blvd, 427-429 S. Scoville, 423-425 S. Scoville

Property Identification Number(s)(PIN): 16-07-421-011-0000, 16-07-421-020-0000, 16-07-421-021-0000

Name of Property Owner(s): Fenwick High School, 427-429 S. Scoville LLC, 423-425 S. Scoville LLC

Address of Property Owner(s): 505 Washington Blvd

If Land Trust, name(s) of all beneficial owners: (A Certificate of Trust must be filed.)

Name of Applicant(s): Fenwick High School – Fr. Richard Peddicord, O.P., President

Applicant's Address: 505 Washington Blvd

Applicant's Phone Number: Office 708-948-0301 E-Mail rpeddicord@fenwickfriars.com

Other

Project Contact: (if Different than Applicant) Nancy Bufalino

Contact's Address: 505 Washington Blvd

Contact's Phone Number: Office 708-948-0325 E-Mail nbufalino@fenwickfriars.com

Other:

Property Interest of Applicant: _X__Owner_____Legal Representative_____Contract Purchaser_____Other (Describe):

Existing Zoning: Institutional Zoning___**Describe Proposal:** Construct a multi-level parking structure where a surface lot currently exists

Proposed Planned Development Type:

☐ Residential PD ☒ Non-Residential PD ☐ Mixed Use PD

Size of Parcel (from Plat of Survey): 30,600 Square Feet

Adjacent:	**Zoning Districts**	**Land Uses**
To the North:	R6-R7	
To the South:	MS (Madison St)	
To the East:	R6-R7	
To the West:	R6-R7	

How the property in question is currently improved?

☐ Residential ☒ Non-Residential ☐ Mixed Use ☐ OTHER:

Describe Improvement: Provide parking for the high school students, faculty, staff and visitors. Current parking is Not adequate to meet the needs of the school.

Is the property in question currently in violation of the Zoning Ordinance? ____Yes __X__No

If *Yes*, how?

Is the property in question presently subject to a Special Use or Planned Development? ____Yes __X__No

If *Yes*, how?

If *Yes*, please provide relevant Ordinance No.'s

Is the subject property located within any Historic District? ____Yes __X__No

If Yes,: ☐ Frank Lloyd Wright ☐ Ridgeland/Oak Park ☐Gunderson

From what Section(s) of the Zoning Ordinance are you requesting approval / relief?

Height and Set back from the street

Explain why, in your opinion, the grant of this request will be in harmony with the neighborhood and not contrary to the intent and purpose of the Zoning Ordinance or Comprehensive Plan;

Fenwick High School has been in the neighborhood since 1929. Our goal is to continue to be a part of the community while continuing to serve our mission as a high school. We have had a need for parking for many year. Building this parking garage will accommodate this need while alleviating some of the parking stress in the neighborhood.

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewithare true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law.

Richard A. Peddicord, O.P
(Printed Name) Applicant

Richard A. Peddicord, O.P. Nov. 29, 2018
(Signature) Applicant Date

Richard A. Peddicord, O.P.
(Printed Name) Owner

Richard A. Peddicord, O.P. Nov. 29, 2018
(Signature) Owner Date

Owner's Signature must be notarized

SUBSCRIBED AND SWORN TO BEFORE ME THIS
29th DAY OF November, 2018

OFFICIAL SEAL
GERI L GUSHURST
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:07/18/22

(Notary Public)

Updated September 2017

COUNTY OF Cook)
) SS

STATE OF ILLINOIS)

I, Richard A. Peddicord, O.P., under oath, state that I am (Print Name)

☐ the sole owner of the property

☐ an owner of the property

☒ X an authorized officer for the owner of the property

Commonly described as:

_____

_____

_____

and that such property is owned by Fenwick High School as of this date.

(Print Name / Company)

Richard A. Peddicord, O.P.
(Signature)

SUBSCRIBED AND SWORN TO BEFORE ME THIS

29th DAY OF November, 2018

Geri L Gushurst
(Notary Public)

OFFICIAL SEAL
GERI L GUSHURST
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES 07/18/22

COOK COUNTY ASSESSOR
JOSEPH BERRIOS

COOK COUNTY ASSESSOR'S OFFICE
118 NORTH CLARK STREET, CHICAGO, IL 60602
PHONE: 312 443 7550 FAX: 312 603 3352
WWW.COOKCOUNTYASSESSOR.COM

November 20, 2017

2096
FENWICK HIGH SCHOOL
505 WASHINGTON BLVD
OAK PARK, IL 603024005

Dear FENWICK HIGH SCHOOL

The filing deadline for the 2018 Annual Exempt Affidavit is January 31st, 2018.

The Cook County Assessor's Office has established an on-line method for submitting the affidavit. An agency number and password is being provided for you to access information specific to your organization.

Agency Control Number: 2096 The Password: UTFTFL

The Web site can be accessed at
www.cookcountyassessor.com/Affidavit

Please note, when you complete the Questionnaire/Affidavit on-line, you must allow pop-ups in order to print the affidavit. Once notarized please return it to:

Annual Exempt Affidavit
Exempt Department
Cook County Assessor's Office
118 North Clark Street, Room 301
Chicago, Illinois 60602

The notarized letter must be received by January 31st, 2018. If you need any assistance, please contact Linda Morris at (312) 603-7567

Sincerely,

Dominick Spalla

Dominick Spalla
Manager of Special Assessment Properties

COOK COUNTY ASSESSOR'S OFFICE

Joseph Berrios, Assessor

2018 AFFIDAVIT

Agency Number: 2096 Agency Name: FENWICK HIGH SCHOOL

505 WASHINGTON BLVD, OAK PARK, IL 603024005

I Susan Heglin, as authorized agent for the agency listed above, have reviewed the Property List on the Cook County Assessor's web site for the agency noted above and affirm that following is true and correct:

1. The agency listed above is the owner of each of the properties on the Property List on the Cook County Assessor's web site, unless indicated as set forth below;

2. If any property has experienced a "change in ownership" (as defined under the Illinois Property Tax Code 35 ILCS 200/1-1 et seq.) since the Illinois Department of Revenue granted the exemption, I have electronically checked the appropriate box on the Property List of the Cook County Assessor's web site and completed an online Exempt Property Information Sheet for each such property;

3. If any property has experienced a "change in use" (as defined under the Illinois Property Tax Code 35 ILCS 200/1-1 et seq.) since the Illinois Department of Revenue granted the exemption, I have electronically checked the appropriate box on the Property List of the Cook County Assessor's web site and completed an online Exempt Property Information Sheet for each such property.

4. If any property has been leased, licensed or is otherwise used by party other than the owner, I have electronically checked the appropriate box on the Property List of the Cook County Assessor's web site. If the property has been leased within the last year I have also electronically checked the appropriate box and completed an online Exempt Property Information Sheet for each property.

5. This Affidavit is given to the Cook County Assessor's Office so that it may maintain the exemptions of the properties on the Property List on the Cook County Assessor's web site.

Further affiant sayeth not.

Signature: Susan Heglin

Print Name: Susan Heglin

Title: Dir. Finance & Accounting

Phone: 708-948-0337

Subscribed and sworn to before me this 29th day of November, 2017

Barbara E. Shanahan

NOTARY PUBLIC

OFFICIAL SEAL
BARBARA E. SHANAHAN
Notary Public - State of Illinois
My Commission Expires August 09, 2018

Office Use Only
Reviewed By:
Date:

This is for viewing purpose only
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Illinois Department of Revenue

PTAX-300 Application for Non-homestead Property Tax Exemption — County Board of Review Statement of Facts

mplaint no.: _____ (County use only) Volume no.: _____ IDOR docket number: _____ (IDOR use only)

Step 1: Identify the property

1 COOK
County in which property is located

2 423-425 S. SCOVILLE LLC.
Property owner

3 423-425 S. SCOVILLE Ave
Street address of property

OAK PARK IL 60302
City ZIP

4 423-425 S. Scoville LLC
Name of organization applying for the exemption (*i.e.*, "applicant")

5 Is the applicant on Line 4 the lessee of the property? ☐ Yes ☒ No
If "Yes", write the dates the lease is in effect.
From __/__/____ to __/__/____
Attach a copy of the contract or lease.

6 16-07-421-021-0000
Property index number (PIN)
Attach a copy of the property's legal description if the county has not assigned a number or if the property is a division.

7 Dimensions or acreage of this property 50 x 174.50

8 07/09/2013
Date of ownership
Attach a copy of proof of ownership (deed, contract for deed, title insurance policy, condemnation order and proof of payment, etc.)

Step 2: Identify any previous exemptions or applications *(Providing this information will expedite processing.)*

9 Does the applicant have an Illinois sales tax exemption number? ☒ Yes ☐ No
If "Yes", write the exemption number. E- 9991-5154-06

10 Has a previous application been filed for this property or by this applicant? ☐ Yes ☒ No
If "Yes", write the Illinois Department of Revenue docket number, if known. ___-____-_____

Step 3: Identify the property's use

11 Identify the Illinois Compiled Statutes citation for this application. 35 ILCS 200/_____ Or 35 ILCS 105/ 3-5(4)

12 Is any income derived from this property? ☐ Yes ☒ No
If "Yes", explain in detail. _____
If applicable, attach a copy of any contracts or leases.

13 Does a unit of local government own this property? ☐ Yes ☒ No
If "Yes", is the property located within its corporate boundaries? ☐ Yes ☐ No

14 If granting this application will reduce the property's assessed valuation by $100,000 or more, has the municipality, school district, community college district, and fire protection district in which the property is located been notified that this application has been filed? ☒ Yes ☐ No
Attach a copy of the notices and postal return receipts.

15 Describe the specific activities that take place on this property. Write the exact date each activity began and how frequently it takes place.

16 Did the activities described on Line 15 begin on the **same** date as the effective date of the lease on Line 5 or the date of ownership on Line 8, whichever is applicable? ☐ Yes ☒ No
If "No", explain in detail how the property was used between the lease or ownership date and the date these activities began. PROPERTY PREVIOUSLY OCCUPIED BY CONDOMINIUM BUILDING, FENWICK PURCHASED BUILDING AND THEN TORE IT DOWN TO CREATE PARKING LOT

17 Identify each building's use, square feet of ground area (SFGA), number of stories, and whether or not there is a basement.

	Use	SFGA	No. of stories	Basement? (Y/N)
Building 1	PARKING LOT FOR FENWICK	8,775	1	☐ Yes ☒ No
~~Building 2~~	High School			☐ Yes ☐ No
Building 3				☐ Yes ☐ No

Step 4: Attach documentation

The following documents **must** be attached:

- Proof of ownership (copy of the deed, contract for deed, title insurance policy, condemnation order and proof of payment, *etc.*)
- Picture of the property
- Notarized affidavit of use
- Copies of any contracts or leases on the property

The documents listed on Lines 18 through 23 may be attached to expedite processing. Mark an "X" next to any documents that are attached.

18 X Audited financial statements for the most recent year
19 X Copy of the applicant's bylaws and complete certified recorded copy of Articles of Incorporation, including purpose clause and all amendments
20 X Copy of the notices to the municipality, school district, community college district, and fire protection district in which the property is located and postal return receipts if granting this application will reduce the property's assessed valuation by $100,000 or more
21 X Plot plan of each building's location on the property with each building and land area labeled with property index numbers and specific uses
22 X Copy of any Illinois Department of Revenue Exemption Certificate
23 X Other (list) CERTIFICATE OF ACCREDITATION, FINANCIAL STMT, BROCHURE

Step 5: Identify the person to contact regarding this application

24 NANCY BUFALINO
Name of applicant's representative
505 WASHINGTON BLVD
Mailing address
OAK PARK IL 60302
City State ZIP
(708) 386-0127
Phone number

25 423-425 S SCOVILLE LLC
Owner's name (if the applicant is not the owner)
505 WASHINGTON BLVD
Mailing address
OAK PARK IL 60302
City State ZIP
(708) 386-0127
Phone number

Step 6: Signature and notarization

State of Illinois)
SS.
County of COOK, IL)

I, Nancy Bufalino, Chief Operating Officer, being duly sworn upon oath, say that I have read
Name Position
the foregoing application and that all of the information is true and correct to the best of my knowledge and belief.

Nancy Bufalino
Affiant's signature

Subscribed and sworn to before me this 28 day of November, 2018.

Notary Public

OFFICIAL SEAL
ROSEMARIE NOWICKI
Notary Public - State of Illinois
My Commission Expires 5/03/2020

County official use only. Do not write in this space

Step 7: County board of review statement of facts

1 Current assessment $_____ For assessment year 2_____

2 Is this exemption application for a leasehold interest assessed to the applicant? ☐ Yes ☐ No
If "Yes", write the Illinois Department of Revenue docket number for the exempt fee interest to the owner, if known. __ __ – __ __ __ __ – __ __ __ __ __

3 State all of the facts considered by the county board of review in recommending approval or denial of this exemption application.

4 County board of review recommendation
___ Full year exemption
___ Partial year exemption from __ __/__ __/__ __ __ __ to __ __/__ __/__ __ __ __
___ Partial exemption for the following described portion of the property: _____
___ Deny exemption

5 Date of board's action __ __/__ __/__ __ __ __

Step 8: County board of review certification

I certify this to be a correct statement of all facts arising in connection with proceedings on this exemption application.

Signature of clerk of county board of review

Mail to: OFFICE OF LOCAL GOVERNMENT SERVICES MC 3-520
ILLINOIS DEPARTMENT OF REVENUE
101 WEST JEFFERSON STREET
SPRINGFIELD IL 62702

Illinois Department of Revenue

PTAX-300 Application for Non-homestead Property Tax Exemption — County Board of Review Statement of Facts

Complaint no.: _____ (County use only) Volume no.: _____ IDOR docket number: _____ (IDOR use only)

Step 1: Identify the property

1 COOK
County in which property is located

2 427-429 S. SCOVILLE LLC
Property owner

3 427-429 S. Scoville Ave
Street address of property

OAK PARK IL 60302
City IL ZIP

4 427-429 S. Scoville LLC on behalf FENWICK HIGH SCHOOL INC
Name of organization applying for the exemption (*i.e.*, "applicant")

5 Is the applicant on Line 4 the lessee of the property? ☐ Yes ☒ No
If "Yes", write the dates the lease is in effect.
From __/__/____ to __/__/____
Attach a copy of the contract or lease.

6 16-07-421-020-0000
Property index number (PIN)
Attach a copy of the property's legal description if the county has not assigned a number or if the property is a division.

7 Dimensions or acreage of this property 48 x 174.50

8 1/24/2014
Date of ownership
Attach a copy of proof of ownership (deed, contract for deed, title insurance policy, condemnation order and proof of payment, etc.)

Step 2: Identify any previous exemptions or applications *(Providing this information will expedite processing.)*

9 Does the applicant have an Illinois sales tax exemption number? ☒ Yes ☐ No
If "Yes", write the exemption number. E- 9991-5154-06

10 Has a previous application been filed for this property or by this applicant? ☐ Yes ☒ No
If "Yes", write the Illinois Department of Revenue docket number, if known. ___-____-_____

Step 3: Identify the property's use

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If "Yes", explain in detail. _____
If applicable, attach a copy of any contracts or leases.

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If "Yes", is the property located within its corporate boundaries? ☐ Yes ☐ No

14 If granting this application will reduce the property's assessed valuation by $100,000 or more, has the municipality, school district, community college district, and fire protection district in which the property is located been notified that this application has been filed? ☒ Yes ☐ No
Attach a copy of the notices and postal return receipts.

15 Describe the specific activities that take place on this property. Write the exact date each activity began and how frequently it takes place.
PARKING LOT FOR FENWICK HIGH SCHOOL STUDENTS & FACULTY IN FURTHERANCE OF THE EDUCATIONAL MISSION OF FENWICK HIGH SCHOOL

16 Did the activities described on Line 15 begin on the **same** date as the effective date of the lease on Line 5 or the date of ownership on Line 8, whichever is applicable? ☐ Yes ☒ No
If "No", explain in detail how the property was used between the lease or ownership date and the date these activities began.
PROPERTY PREVIOUSLY OCCUPIED BY CONDOMINIUM BUILDING. FENWICK PURCHASED BUILDING AND THEN TORE IT DOWN TO CREATE PARKING LOT

17 Identify each building's use, square feet of ground area (SFGA), number of stories, and whether or not there is a basement.

	Use	SFGA	No. of stories	Basement? (Y/N)
Building 1	PARKING LOT FOR FENWICK	8,376	1	☐ Yes ☒ No
~~Building 2~~	High School			☐ Yes ☐ No
Building 3				☐ Yes ☐ No

Step 4: Attach documentation

The following documents **must** be attached:

- Proof of ownership (copy of the deed, contract for deed, title insurance policy, condemnation order and proof of payment, *etc.*)
- Picture of the property
- Notarized affidavit of use
- Copies of any contracts or leases on the property

The documents listed on Lines 18 through 23 **may** be attached to expedite processing. Mark an "X" next to any documents that are attached.

18 X Audited financial statements for the most recent year
19 X Copy of the applicant's bylaws and complete certified recorded copy of Articles of Incorporation, including purpose clause and all amendments
20 X Copy of the notices to the municipality, school district, community college district, and fire protection district in which the property is located and postal return receipts if granting this application will reduce the property's assessed valuation by $100,000 or more
21 X Plot plan of each building's location on the property with each building and land area labeled with property index numbers and specific uses
22 X Copy of any Illinois Department of Revenue Exemption Certificate
23 X Other (list) CERTIFICATE OF ACCREDITATION FINANCIAL STMT, BROCHURE

Step 5: Identify the person to contact regarding this application

24 NANCY BUFALINO
Name of applicant's representative
505 WASHINGTON BLVD
Mailing address
OAK PARK IL 60302
City State ZIP
(708) 386 - 0127
Phone number

25 427-429 S. SCOVILLE LLC
Owner's name (if the applicant is not the owner)
505 WASHINGTON BLVD
Mailing address
OAK PARK IL 60302
City State ZIP
(708) 386-0127
Phone number

Step 6: Signature and notarization

State of Illinois)
) SS.
County of COOK, IL)

I, Nancy Bufalino, Chief Operating Officer being duly sworn upon oath, say that I have read
Name Position
the foregoing application and that all of the information is true and correct to the best of my knowledge and belief.

Nancy Bufalino
Affiant's signature

Subscribed and sworn to before me this 28 day of November, 2018.

Rosemarie Nowicki
Notary Public

OFFICIAL SEAL
ROSEMARIE NOWICKI
Notary Public - State of Illinois
My Commission Expires 5/03/2020

County official use only. Do not write in this space

Step 7: County board of review statement of facts

1 Current assessment $_____ For assessment year 2_____

2 Is this exemption application for a leasehold interest assessed to the applicant? ☐ Yes ☐ No
If "Yes", write the Illinois Department of Revenue docket number for the exempt fee interest to the owner, if known. ____-_____-_____

3 State all of the facts considered by the county board of review in recommending approval or denial of this exemption application.

4 County board of review recommendation
___ Full year exemption
___ Partial year exemption from ___/___/_____ to ___/___/_____
___ Partial exemption for the following described portion of the property: _____
___ Deny exemption

5 Date of board's action ___/___/_____

Step 8: County board of review certification

I certify this to be a correct statement of all facts arising in connection with proceedings on this exemption application.

Signature of clerk of county board of review

Mail to: OFFICE OF LOCAL GOVERNMENT SERVICES MC 3-520
ILLINOIS DEPARTMENT OF REVENUE
101 WEST JEFFERSON STREET
SPRINGFIELD IL 62702

PTAX-300 back (R-12/09)

Fenwick High School
Planned Development Submittal-Parking Garage
Item #4 c. – Owner Information: Owner Statement

Not Applicable

Fenwick High School
Planned Development Submittal-Parking Garage
Item #4 d. – Owner Information: Professional Qualifications

The project design team includes the following participants:

Fenwick High School Project Team:
Matt McNicholas - MGLM Architects, Fenwick Board Member, Fenwick Facilities Committee Chair
Dennis Marani - Marani Landscaping, Fenwick Facilities Committee
John Regan - Fenwick Board Member, Fenwick Facilities Committee Vice Chair
Mike Ryan - Fenwick Facilities Committee
Mike Flynn - Fenwick Board Member, Fenwick Facilities Committee
Anthony Garippo - Fenwick Facilities Committee
Nancy Bufalino – Fenwick High School Chief Operating Officer
Jerry Ruffino – Fenwick High School Director of Operations

Design Architect:
DESMAN Design Management: Jeff Henriksen, Dennis Williams

Electrical Engineer:
Henneman Engineering: Barry Williams, Jason Allen

Civil Engineer:
JAS Engineering: Kevin Gohacki

Owners Representative:
Cotter Consulting: Kerry Prout, Dave Crowell

See attached professional qualifications.

MGLM ARCHITECTS

ARCHITECTURE :: URBAN DESIGN :: ORNAMENT :: CONSULTING

MGLM Architects is a boutique architecture and urban design shop located in Chicago's Printer's Row neighborhood. The firm's focus is on delivering well-considered classical and traditional designs that positively contribute to the built fabric, be the project in a local national or international setting. While high-end residential architecture is a major focus, MGLM also delivers fine design for commercial, institutional and ecclesiastical works, along with offering urban and master planning services. The firm's hallmark is its ability to "design at all scales."

Recent notable completed and under-construction projects include: the interior detailing and over 40 stained glass window designs for the new Mormon Temple just completed in Paris, France; the Southeast Neighborhood Master Plan, generated for the City of South Bend, Indiana; a 21,000 sq. ft. new office building for a law firm in Salt Lake City, Utah, currently under construction. MGLM President Elizabeth McNicholas, AIA holds active architecture licenses in Illinois, Michigan, Wisconsin and Utah.

DESMAN Professional Qualifications

DESMAN is a national full-service Parking Consulting and Structural Engineering firm, specializing in the planning and design of multi-level parking structures. We offer a full range of services including: ***Site Assessment, Cost Estimating, Parking Functional Design, Architectural, Structural Engineering, Traffic Engineering, Economic Feasibility Studies, Revenue Control System Design/Retrofit and Parking Facility Restoration.*** We have been in business since 1973 and currently operate on a national basis from nine U.S. office locations. The firm has a total staff of over one hundred people, comprised mostly of Architects, Structural Engineers, Parking Planners (analytical and physical) and Construction Technicians. DESMAN is also recognized as a certified Minority Business Enterprise (MBE) by many states, municipalities and other government and public agencies that may help clients meet or exceed their affirmative action goals and policies. The firm has been involved in the planning, design and restoration of over 5,000 parking garages throughout the US and abroad.

The principals of the firm have an average of over 25 years of experience in the planning, design, investigation, materials testing and restoration on of all types of parking facilities and buildings. DESMAN offers a complete scope of services as parking and transportation facility specialists.

DESMAN Principals are active members of numerous parking and construction-related industry organizations that make it their business to increase the base of knowledge on structural durability criteria for garages. These include such organizations as the Institute of Certified Planners (AICP), National Parking Association (NPA), International Parking Institute (IPI), American Concrete Institute (ACI), etc.

Henneman Professional Qualifications

In 57 years of operation, Henneman Engineering has transformed from a small group of engineers to a firm with nearly 100 to 300 engineers and technical employees in five cities across the Midwest of the USA. Projects range from small engineering studies to $200-$500 million building facilities or infrastructure systems. The mission of Henneman has remained the same: to provide innovative, cost-effective and quality engineering solutions that are responsive to the client's needs in a professional and profitable manner.

Engineering has always been a Henneman family tradition with roots in electrical engineering and construction going back to the 1910s in Chicago, Illinois. In 2014 ownership of HEI was transferred to Henneman Family, LLC, a woman owned investment company.

Today Henneman Engineering is set apart by the outstanding team of professionals throughout its 5 offices – many of whom have been with the firm more than 20 years. Henneman also is focused on mentoring new talent and creating opportunities for young engineers. After more than 57 years in business, it is Henneman Engineering's commitment to provide the highest standard of engineering and our ability to establish long-term client relationships that benefit the client's success.

Joseph A. Schudt & Associates Qualifications

Joseph A. Schudt & Associates began serving the south and west Chicago Suburbs in 1952 and as these thriving communities have grown, so has the firm.

JAS is well recognized in the profession for providing our clients with comprehensive Professional Engineering, Land Surveying and Site Planning services throughout Northeast Illinois, Northwestern Indiana and Southeastern Wisconsin.

JAS takes pride in providing our clients with the Engineering experience, expertise, and involvement to best fulfill the requirements of their project. With over 65 years of experience as licensed Civil Engineers, our survey crews and registered land surveyors are highly qualified professionals and experienced members of the JAS team.

JAS strives to deliver a quality product in a timely manner as well as giving personalized service to our clients in both the public and private sectors for residential, commercial, industrial, institutional, transportation and municipal projects.

cotter CONSULTING

firm overview

IMPROVING LIVES BY ENHANCING ENVIRONMENTS

Services
- Strategic Planning
- Development Management
- Project Management
- Program Management
- Project Controls
- Construction Management
- Sustainability

Markets
- Transit/Highways & Bridges
- Aviation
- Corporate
- Energy/Utilities
- Financial/Banking
- Healthcare
- Higher Education
- Hospitality
- K-12 Education
- Residential
- Retail/Mixed Use

Core Values
- Integrity
- Client Advocacy
- Professional Excellence
- Collaboration
- Mutual Respect

overview/history

Since 1990, Cotter has been dedicated to delivering projects that enhance lives by improving environments.

We've collaborated with public and private partners to provide comprehensive program, project, and construction management services for all types of building and infrastructure projects. We believe that strong teams and excellent communication make successful projects.

Cotter was organized and incorporated under the laws of the State of Illinois on November 27, 1990.

expertise

Cotter tailors its services and staffing to meet the needs of each individual client, their organization, and the project requirements.

From pre-construction through closeout and project activation phase, Cotter approaches each project by listening to the client's needs, engaging their interests, offering expert advice, and delivering lasting results.

staff

The Cotter team is made up of nearly 100 architects, engineers, construction and project managers, interior designers, LEED APs, and other professionals. Our staff is our greatest asset.

Clients refer Cotter at an exceptionally high rate because of the diverse expertise of our team and our ability to integrate with client staff.

WBE

Cotter is certified as a WOSB by the Women's Business Enterprise National Council (WBENC). Cotter is also certified as a WBE by the City of Chicago and recognized as a WBE by the Women's Business Council - Southwest.

Fenwick High School
Planned Development Submittal-Parking Garage
Item #4 e. – Owner Information: Financing

The proposed planned development will be financed through unrestricted donations received by Fenwick High School. Today we have raised approximately 65-70% of the cost of the project in cash and pledges. We continue to fundraise for the project and expect to achieve 90- 100% of the project cost. Any shortfall will be cover through long term debt financing. The portion for which funds have been raised will be financed with a construction type loan. We anticipate that the loan term will be roughly 5 years which is the anticipated length of time for the collection of all pledge payments.

Tab #5 a.-c.

Property Information

Fenwick High School
Planned Development Submittal-Parking Garage
Item #5 a. – Property Information: Property Restrictions

Our PD application includes a request to vacate the east west alley that runs from East Ave. to Scoville and is just north of Madison St. This alley runs through our campus and is important for the ingress and egress of the parking garage. We understand that an easement will need to be granted for the buildings south of the alley in order to service utilities and for garbage pick-up.

We do not anticipate any other easements for restrictions to the property.

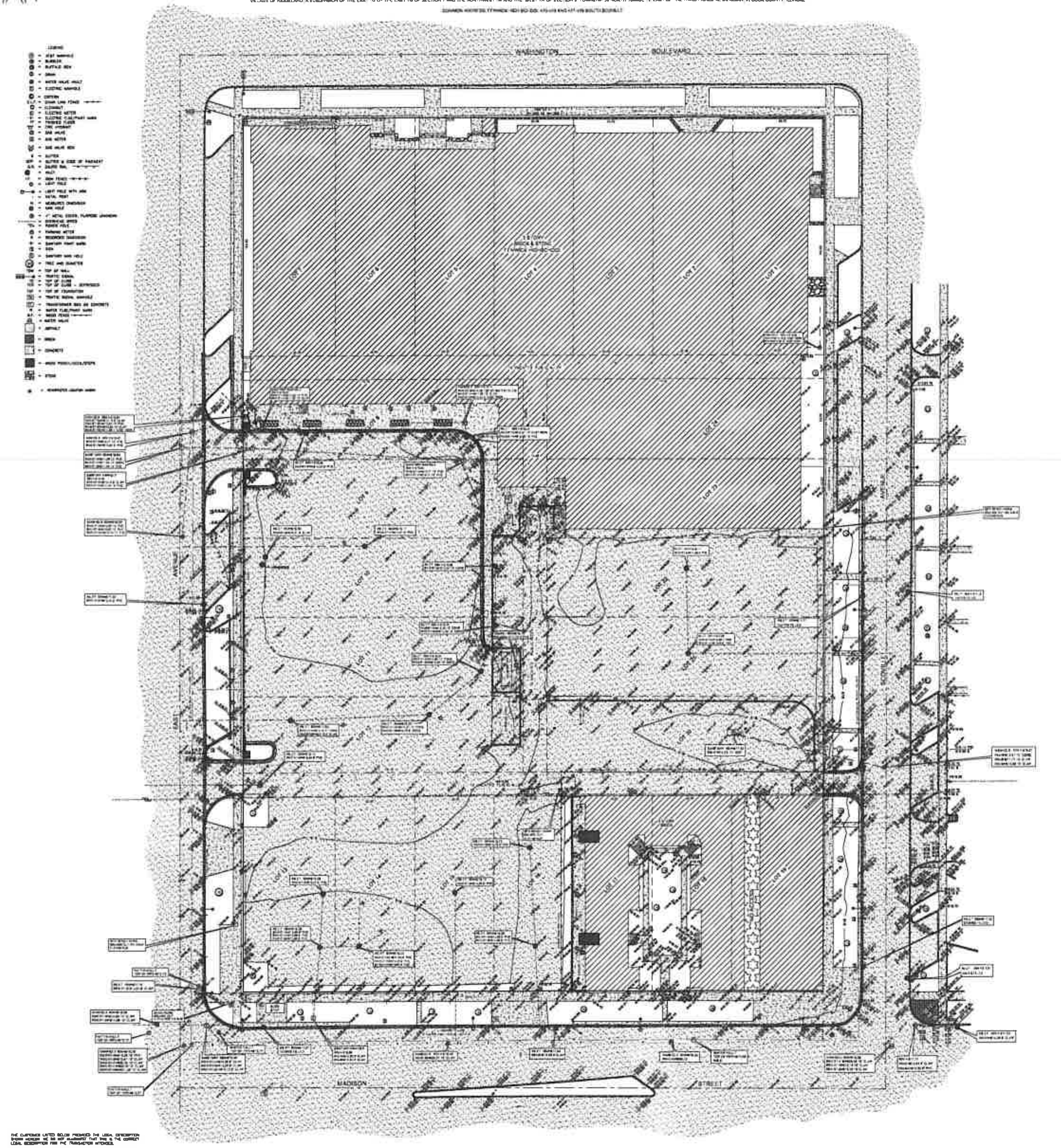
RUSSELL W. SCHOMIG, PLS
WILLIAM K. SCHOMIG

• BOUNDARY • TOPOGRAPHICAL • SUBDIVISIONS • ALTA/ACSM • CONDOMINIUMS • SITE PLANS • CONSTRUCTION • FEMA CERTIFICATES •

SCHOMIG LAND SURVEYORS, LTD.

TOPOGRAPHICAL SURVEY

909 EAST 31ST STREET
LA GRANGE PARK, ILLINOIS 60526
SCHOMIG-SURVEY@SBCGLOBAL.NET
WWW.LAND-SURVEY-NOW.COM
PHONE: 708-352-1452
FAX: 708-352-1454



GRAPHIC SCALE

JULIE

TOPOGRAPHICAL SURVEY JULY 31ST 2018

ORDERED BY: FENWICK HIGH SCHOOL

Fenwick High School
Planned Development Submittal-Parking Garage
Item #5 c. – Property Information: Historic Preservation Review

Not Applicable

Tab #6 a.-c.

Reports and Studies

Environmental Site Assessment

Summary Included - Full report provided as separate document.

SM&A
ST. JOHN - MITTELHAUSER & ASSOCIATES

Phase I
Environmental Site Assessment
(ASTM E1527-13)

Former Condominium Buildings
423 - 425 and 427 - 429 South Scoville Avenue
Oak Park, IL

November 8, 2018
SMA Project No. 15-18017.00

Prepared For:

Fenwick High School
505 Washington Boulevard
Oak Park, Illinois, 60302

Prepared By:

St. John-Mittelhauser & Associates, Inc.
1401 Branding Avenue, Suite 315
Downers Grove, Illinois 60515

EXECUTIVE SUMMARY

Fenwick High School retained St. John – Mittelhauser & Associates, Inc. (SMA) to conduct a Phase I Environmental Site Assessment (assessment) for the site of Former Condominium Buildings property located at 423-425 and 427-429 South Scoville Avenue in Oak Park, Illinois (the "subject property"). The objective of the assessment was to provide an independent, professional opinion regarding recognized environmental conditions, as defined by ASTM, associated with the subject property. This assessment was performed due to real estate transaction.

This assessment was performed under the conditions of, and in accordance with SMA's Proposal Number 18-045, dated October 8, 2018, federal and state law, and ASTM E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. Any exceptions to, additions to, or deletions from the ASTM Practice are described in the report. Details of the work performed, sources of information, and findings are presented in the report. Limitations of the assessment are described in Section 1.2.

The subject property, currently owned by the Fenwick High School, includes approximately 0.4 acres and is located in a mixed residential and commercial setting. It is currently improved with a parking lot utilized by Fenwick High School, which also owns the properties to the north, south, and west. Prior to July 2018, the subject property was occupied by the two, four story condominium buildings which were demolished. The property was developed with two residential structures prior to the construction of the condominium buildings.

The historical research presented in this assessment has established the *obvious* uses of the subject property since 1891, subject to data failure/data gap. In addition, information on historic uses of adjoining properties was also obtained. Refer to Section 4.0 of the report for further discussion of the history of the subject and adjoining properties.

This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property.

Refer to Section 8.0 of the report for further discussion on relevant findings and *recognized environmental conditions* (if any) associated with the subject property.

Fenwick High School
Planned Development Submittal-Parking Garage
Item #6 b. – Reports and Studies: Village Services Report

We do not anticipate any additional need for Village services based on the construction of the parking garage. Letters from the Police and Fire Departments are included. We will provide the letter from Public Works when received.

Oak Park

Members of the Plan Commission

Village of Oak Park

December 11, 2018

RE: Village Impact Review

Dear Members of the Plan Commission:

I have reviewed the proposed high school garage development to be located at 505 Washington Boulevard along Scoville Avenue by Fenwick Catholic High School. Pursuant to my review on December 11, 2018, I have determined that the development proposal will not have a negative impact on the Fire Department.

Sincerely,

Thomas Ebsen

Fire Chief, Village of Oak Park

Oak Park

Members of the Plan Commission
Village of Oak Park

December 11, 2018

RE: Village Impact Review

Dear Members of the Plan Commission:

I have reviewed the proposed high school garage development to be located at 505 Washington Boulevard along Scoville Avenue by Fenwick Catholic High School. Pursuant to my review on December 11, 2018, I have determined that the development proposal will not have a negative impact on the Police Department.

Sincerely,

LaDon Reynolds
Acting Police Chief, Village of Oak Park

Fenwick High School
Planned Development Submittal-Parking Garage
Item #6 c. – Reports and Studies: Market Feasibility Report

Since the proposed parking garage is intended for Fenwick High School uses only, we request a waiver for the requirement of a Market Feasibility Report.

Tab #7 a.-b.

Traffic and Parking Study

Traffic Impact Study
Proposed Parking Garage
Fenwick High School Campus

Oak Park, Illinois

Prepared For:

FENWICK HIGH SCHOOL
A Dominican Catholic College Preparatory School Established 1929

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

October 18, 2018

1. Introduction

A traffic impact study was conducted for the proposed parking garage on the Fenwick High School Campus (FHS Campus), which is located at 505 Washington Boulevard in Oak Park, Illinois. The FHS Campus is generally bordered by Washington Boulevard to the north, Madison Street to the south, East Avenue to the west, and multi-family residential buildings/Scoville Avenue to the east.

The design development plans call for an approximate 370-space parking garage to be located on the eastern portion of the campus. Two multi-family residential buildings will be razed to accommodate the proposed parking garage. Vehicle parking for faculty and staff is provided via a surface parking lot on the FHS Campus site. Student parking is currently provided via a portion of a surface parking lot on the FHS Campus, an off-site surface parking lot located in the northeast quadrant of the intersection of Oak Park Avenue and Madison Street, as well as several designated on-street parking areas on the surrounding roadway network. The parking garage is to provide on-site parking for students and potentially decrease the need for the off-site parking lot, as well as the designated on-street parking areas.

Vehicle access to the FHS Campus is provided via access drives off East Avenue, Madison Street, and from an east-west public alley that extends between East Avenue and Scoville Avenue.

Traffic capacity analyses were conducted for the following two conditions.

- Year 2018 (Existing) Conditions. This condition analyzes the existing weekday morning, weekday afternoon (school dismissal) and weekday evening peak hours to establish a base condition.

- Year 2023 (Future) Conditions. This condition includes the existing adjacent roadway traffic volumes increased by a regional growth factor of one (1) percent, in addition to the existing traffic accessing the current off-site parking lot and on-street parking reassigned to the FHS Campus resulting from the proposed garage.

The following sections of this report present the following.

- Existing roadway conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning (school arrival), weekday afternoon (school dismissal) and weekday evening peak hours
- A description of the existing FHS Campus and internal circulation
- Vehicle trip generation for the FHS Campus with the addition of the parking garage
- Regional growth in traffic on the adjacent roadways
- Future transportation conditions including access to and from the FHS Campus
- Recommendations to improve existing and projected traffic conditions

The purpose of this study is three-fold.

- To quantify and analyze the existing traffic volumes accessing the FHS Campus driveways and the off-campus parking lot during school peak arrival and dismissal time periods to establish a base condition.

- To determine if the access driveways and adjoining roadway network intersections have adequate capacity to accommodate projected traffic volumes that include the transference of the off-site parking lot traffic to the FHS Campus resulting from the proposed parking garage, and regional growth in traffic on the adjacent roadways.

- To analyze existing drop-off/pick-up procedures during peak arrival/dismissal periods to recommend traffic control and/or roadway improvements to enhance existing conditions with respect to traffic circulation within and surrounding the FHS Campus with the addition of the proposed parking garage.

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Site Location

The FHS Campus is located at 505 Washington Boulevard in Oak Park, Illinois and is generally bordered by Washington Boulevard to the north, Madison Street to the south, East Avenue to the west, and multi-family residential buildings/Scoville Avenue to the east. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial of the site in relation to the area roadway system.

Surrounding Land Uses

Land uses surrounding the FHS Campus include residential neighborhoods to the north of Washington Boulevard and commercial/residential properties to the south of Madison Street, west of East Avenue, and east of Scoville Avenue.

Existing Roadway System Characteristics

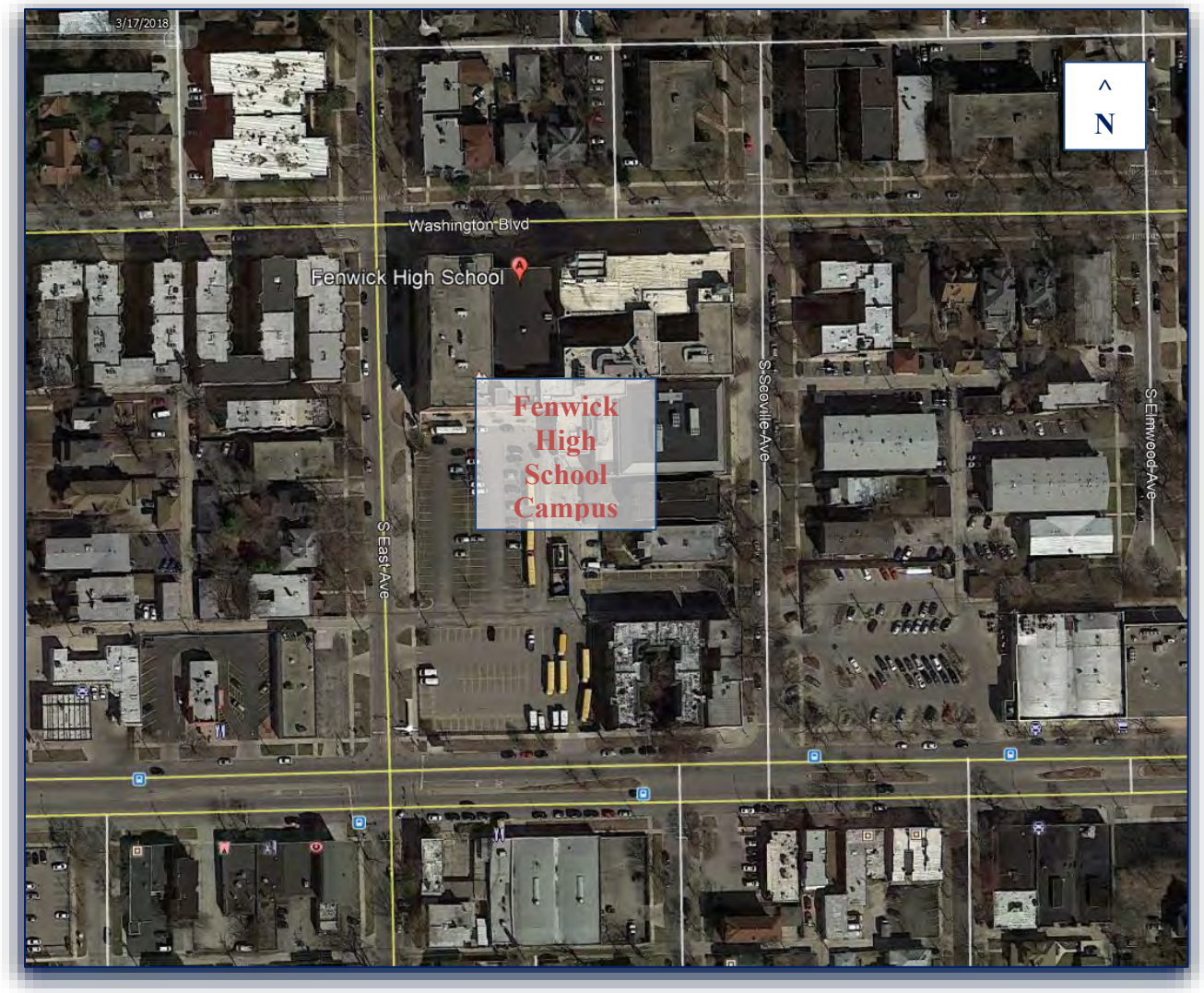
The general characteristics of the roadways surrounding the FHS Campus are detailed below and shown in **Figure 3**. All roadways are under the jurisdiction of the City of Oak Park, unless otherwise stated.

East Avenue is a north-south roadway providing one through lane in each direction. It is signalized at its intersections with Washington Boulevard and Madison Street. On-street parking with restrictions is provided on both sides of the roadway. The posted speed limit is 25 mph and sidewalks and crosswalks are provided.

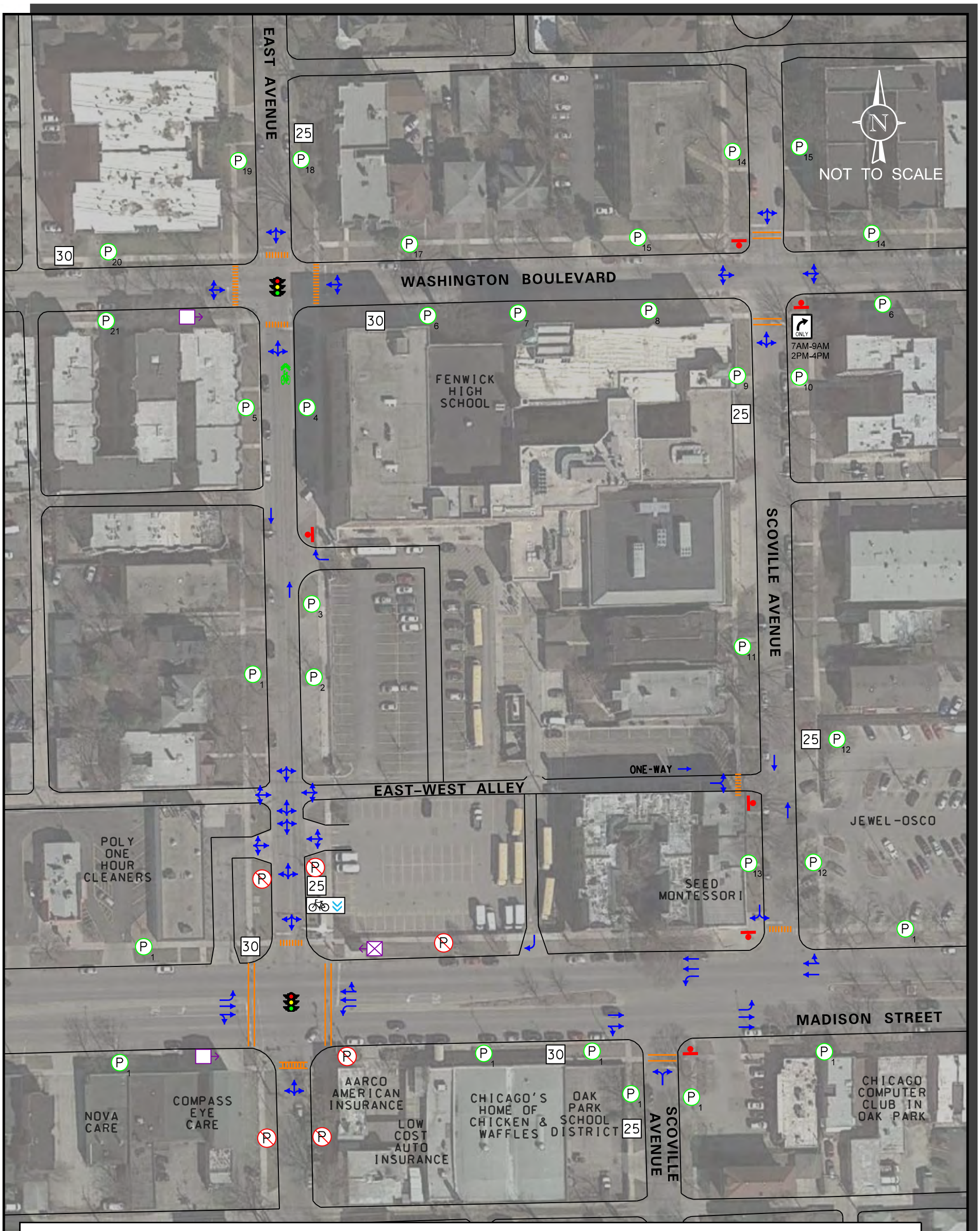
Madison Street is an east-west arterial roadway providing two through lanes in each direction with exclusive left-turn lanes at East Avenue and Scoville Avenue. On-street parking with restrictions is provided on both sides of the roadway. The posted speed limit is 30 mph, and sidewalks and crosswalks are provided.

Washington Boulevard is an east-west roadway providing one through lane in each direction. On-street parking with restrictions is provided on both sides of the roadway. The posted speed limit is 30 mph, and sidewalks and crosswalks are provided.

Site Location **Figure 1**



Aerial View of Subject Site **Figure 2**



LEGEND

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- ON-STREET PARKING
- NO PARKING
- BUS STOP
- BUS STOP WITH SHELTER
- DIVVY STATION
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK

P1 - 2 HR PARKING 9AM-5PM M-SAT

P2 - METER PARKING 8AM-6PM M-SAT, NO PARKING 10PM-6AM Y5 PERMIT PARKING 10PM-6AM 7 DAYS A WEEK

P3 - LOT 70 3 HR & PERMIT PARKING
3 HR PARKING 9AM-5PM M-F ONLY
DAY PERMIT 6AM-8PM M-F
24 HR PERMIT 7 DAYS A WEEK

P4 - LOT 70 PERMIT PARKING
24 HRS 7 DAYS A WEEK

P5 - PERMIT Y5 PARKING ONLY 10PM-6AM
PERMIT K4 PARKING ONLY 8AM-4PM M-F

P6 - PERMIT S4 PARKING ONLY 8AM-4PM M-F

P7 - 1 HR PARKING 9AM-2PM M-F

P8 - NO PARKING STUDENT LOADING ZONE
7AM-9AM, 2PM-4PM
PERMIT S4 PARKING ONLY 8AM-4PM M-F
1 HR PARKING 9AM-2PM M-F

P9 - NO PARKING LOADING DROP OFF ZONE
2PM-4PM
1 HR PARKING 9AM-2PM M-F

P10 - NO PARKING 8AM-10AM M-SAT
PERMIT Y6 PARKING ONLY 10PM-6AM

P11 - LOT 109 METER & PERMIT
METER PARKING 8AM-6PM M-SAT
NO PUBLIC PARKING 10PM-6AM
NIGHT PERMIT 10PM-6AM 7 DAYS A WEEK

P12 - LOT 110 PERMIT PARKING 24 HRS
7 DAYS A WEEK

P13 - 2 HR PARKING 10AM-5PM M-SAT
PERMIT PARKING ONLY 10PM-10AM
NO PARKING 8AM-10PM WEDNESDAY

P14 - PERMIT E6 PARKING ONLY 8AM-4PM M-F

P15 - LOT 81 2HR & PERMIT PARKING
2 HR PARKING 9AM-5PM M-SAT
NIGHT PERMIT 6PM-8AM M-F
24 HOURS SAT-SUN

P16 - NO PARKING 4PM-5PM TUESDAY
PERMIT S4 PARKING ONLY 8AM-4PM M-F
PERMIT Y6 PARKING ONLY 10PM-6AM

P17 - PERMIT E7 PARKING ONLY 8AM-4PM M-F
NO PARKING 7AM-8AM, 4PM-6PM M-F

P18 - NO PARKING 3PM-5PM TUESDAY
PERMIT Y6 PARKING ONLY 10PM-6AM
PERMIT E8 PARKING ONLY 8AM-4PM M-F

P19 - NO PARKING 3PM-5PM WEDNESDAY
PERMIT Y5 PARKING ONLY 10PM-6AM
2 HR PARKING 9AM-5PM M-F

P20 - PERMIT S4 PARKING ONLY 8AM-4PM M-F
PERMIT Y5 PARKING ONLY 10PM-6AM
NO PARKING 4PM-5PM TUESDAY

P21 - PERMIT E8 PARKING ONLY 8AM-4PM M-F
NO PARKING 8AM-9AM, 4PM-6PM M-F

FENWICK H.S.
PARKING GARAGE
OAK PARK, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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

Job No: 18-100 Figure: 3

Scoville Avenue is a north-south roadway that provides one lane in each direction and has an offset intersection with Madison Street. On-street parking with restrictions is provided on both sides of the roadway. The posted speed limit is 25 mph, and sidewalks and crosswalks are provided.

East-West Public Alley extends from its T-intersection with Scoville Avenue to west of East Avenue. East of East Avenue, the alley, along with the adjacent FHS driveway, becomes the main driveway to the FHS Campus and allows two-way traffic between East Avenue and FHS; between FHS and Scoville Avenue, the alley has a one-way eastbound orientation. Two-way traffic is generally permitted for local residents only.

FHS Campus Vehicle Access

Access to the FHS Campus is primarily from five access driveways, as described below.

Main Access/Alley and East Avenue. As noted, the east-west public alley serves as the main access drive to the FHS Campus. This access is primarily used for the drop-off and pick-up of students by passenger vehicles during the peak arrival/dismissal periods of FHS, as well as accessing the faculty/staff parking lot. The access provides one lane inbound and one lane outbound under stop sign control. School buses enter the FHS Campus from this access drive.

Exit Access and East Avenue. Located approximately 190 feet north of the Main Access/Alley, the one-way drop-off/pick-up drive aisle extends north from the Main Access/alley and back west to its T-intersection with East Avenue and provides one lane outbound under stop sign control. Signage restricts exiting movements to right-turns only.

South Parking Lot Access and East Avenue. Located approximately 90 feet south of the Main Access/Alley, this full access is in alignment with the dry cleaners' access drive on the west side of East Avenue. The South Parking Lot Access drive provides one lane inbound and one lane outbound under stop sign control. This access primarily serves the limited student parking and some additional faculty/staff parking. This access is also used as a secondary drop-off/pick-up system for passenger vehicles.

Exit Access and Madison Street. Located approximately 110 feet west of Scoville Avenue (West) and approximately 230 feet east of East Avenue, this access extends between the Main Access/Alley and Madison Street, and has a one-way southbound orientation, providing one lane outbound under stop sign control. Signage restricts exiting movements to right-turns only.

Alley (Exit only) and Scoville Avenue. The east-west public alley extends east to Scoville Avenue under stop sign control. This portion of the alley is used by neighboring residents, as well as some exiting traffic from the FHS Campus. The alley has a one-way eastbound orientation between FHS Campus and Scoville Avenue allowing for two-way traffic for local residents.

Existing Traffic Volumes

Vehicle, pedestrian, and bicycle movement traffic counts were conducted on Tuesday, May 15, 2018 from 7:00 A.M. to 9:00 A.M. and from 2:30 to 6:30 P.M. at the following eleven (11) intersections. It is important to note that the traffic counts were conducted on a typical school day while FHS was in session.

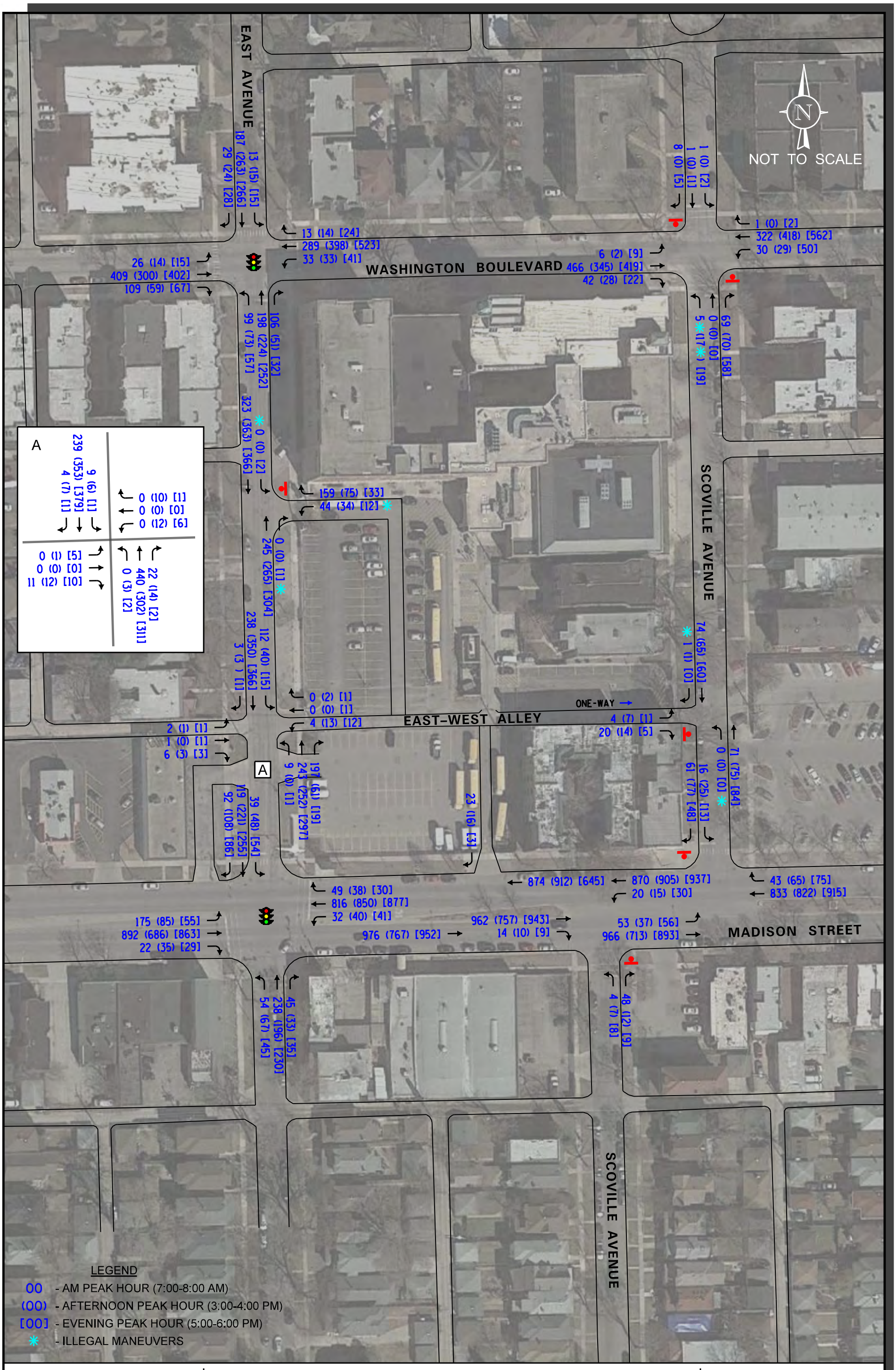
1. East Avenue and Madison Street (signalized)
2. East Avenue and Washington Boulevard (signalized)
3. Scoville Avenue (West) and Madison Street (stop sign control)
4. Scoville Avenue (East) and Madison Street (stop sign control)
5. Scoville Avenue and Washington Boulevard (stop sign control)
6. East Avenue and FHS Main Access/Alley (stop sign control)
7. East Avenue and FHS Exit Access (stop sign control)
8. East Avenue and FHS South Access (stop sign control)
9. Scoville Avenue and Alley (stop sign control)
10. Madison Street and FHS Exit Access (stop sign control)
11. Internal FHS Main Access/Alley and FHS Exit Access Drive (stop sign control)

In addition, traffic counts were also conducted at the access drives serving the off-site parking lot located at the intersection of Oak Park Avenue and Madison Street.

From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:00 and 8:00 A.M., the weekday afternoon peak hour occurs between 3:00 and 4:00 P.M., and the weekday evening peak hour generally occurs between 5:00 and 6:00 P.M. It is important to note that the morning and afternoon peak hours coincide with the FHS Campus bell schedule, as the typical FHS school day begins at 8:00 A.M. and dismisses at 3:10 P.M.

The existing peak hour vehicle traffic volumes are shown in **Figure 4**. The existing peak hour pedestrian and bicycle traffic volumes are shown in **Figure 5**.

As shown in Figure 4, a majority of the drop-off/pick-up vehicles enter the FHS Campus from the Main Access/Alley access off East Avenue. The existing volumes further show that, although exiting movements are retricted via signage to right-turns only, there are a high volume of vehicles making illegal exiting left-turn movements from the Exit Only access off East Avenue. Also, due to the congestion along East Avenue and the high volume of vehicles turning onto the Main Access during peak drop-off/pick-up times, there are a low volume of vehicles exiting onto East Avenue from the Main Access drive, as well as the South Access drive. The existing volumes show that vehicles are also either travelling east and exiting onto Scoville Avenue via the one-way eastbound alley access, or exiting onto Madison Street via the exit access drive.

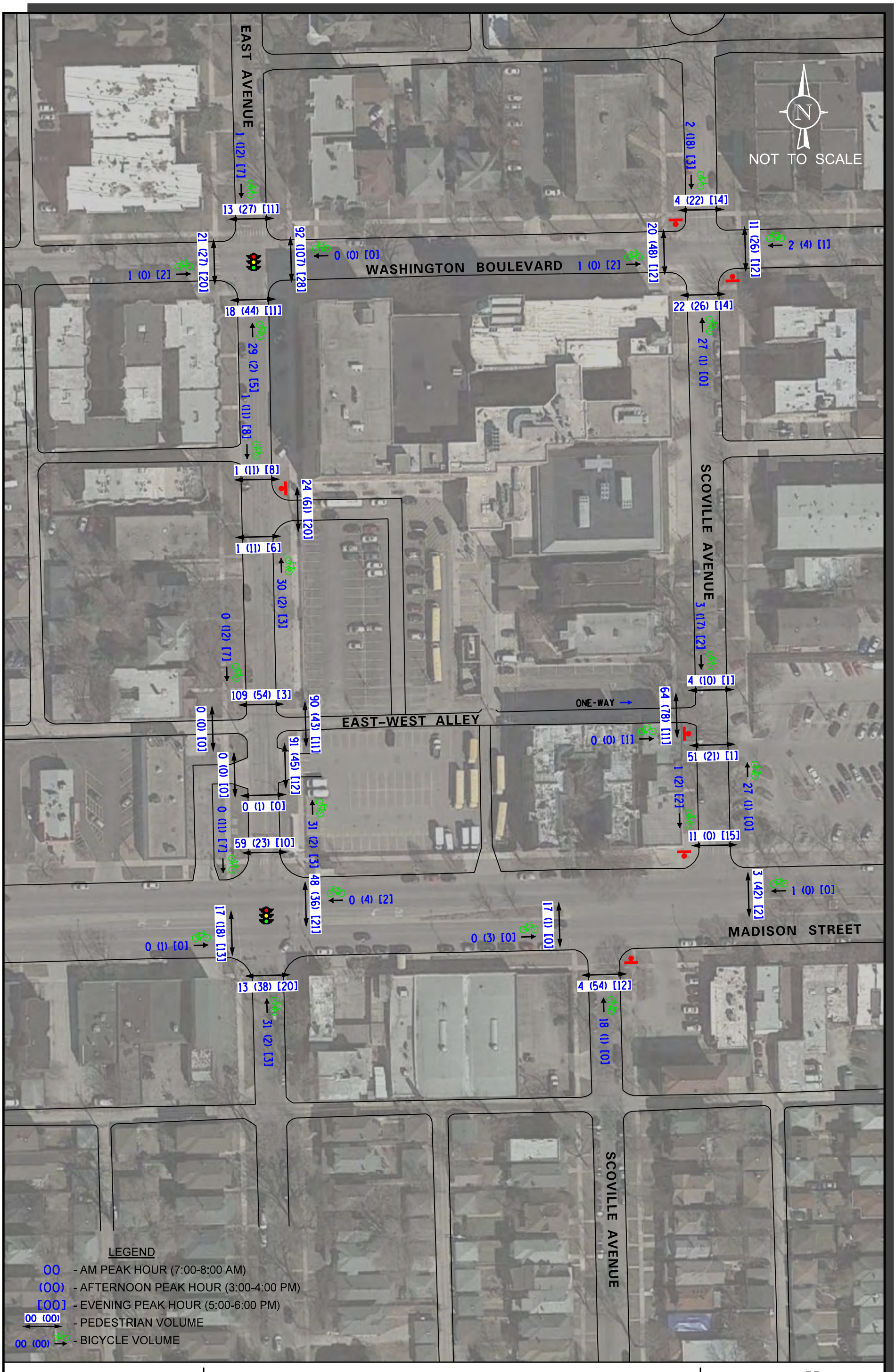


FENWICK H.S.
PARKING GARAGE
OAK PARK, ILLINOIS

EXISTING TRAFFIC VOLUMES

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

Job No: 18-100 Figure: 4



FENWICK H.S.
PARKING GARAGE
OAK PARK, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

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

Job No: 18-100 Figure: 5

Traffic Signal Interconnect

The existing traffic signal at the intersection of East Avenue and Madison Street is an actuated traffic signal and is part of a coordinated traffic signal system that is maintained by the City of Oak Park. It operates on a 90-second cycle length during all three peak hours. The existing traffic signal at the intersection of East Avenue and Washington Boulevard is an actuated traffic signal; however, it is not part of a coordinated traffic signal system. It operates on a 60-second cycle length during all three peak hours. Both traffic signals are maintained by the City of Oak Park.

Observations of FHS Campus Drop-Off/Pick-Up Traffic

A summary of observations during the peak drop-off/pick-up periods of the FHS Campus are detailed below.

- The FHS drop-off/pick-up system has a one-way counter-clockwise orientation. As noted, a majority of the vehicles access the FHS Campus from the Main Access/Alley from East Avenue and proceed east, then north and west and exit back onto East Avenue.
- Both passenger vehicles and school buses drop-off at the same location, which is front of the main entrance to the school.
- Students are also dropped off from passenger vehicles on East Avenue from both directions, which inhibits through traffic progression, as well as increases unnecessary braking from students/pedestrians crossing East Avenue at an undesignated crosswalk and not looking before crossing the roadway.
- Southbound queues on East Avenue were noted to extend from Madison Street north of the exit access drive on East Avenue.
- Observations noted that southbound vehicles on East Avenue are able to go around vehicles queues on East Avenue waiting to turn into the Main Access drive.
- However, when the northbound queue on East Avenue was observed to extend from Washington Boulevard to Madison Street, the southbound left-turning vehicles at the Main Access are blocked and must wait for "courtesy gaps" to turn into the FHS Campus.
- Buses are parked in a designated parking area after unloading passengers.
- Vehicles in both directions will stop mid-block to let students cross from the public alley. These students are primarily coming from the off-site parking lot that is located at the Oak Park Avenue/Madison Street intersection. However, it is important to note that there is not a designated pedestrian crosswalk at this location. The FHS website advises that students should not use the public alley to walk between the FHS Campus and the off-site parking lot, but should rather walk along Madison Street and cross East Avenue at the traffic signal/designated crosswalk.
- The primary drop-off activity occurs between 7:30 and 8:00 A.M. Once school begins at 8:00 A.M., all traffic operations return to normal along East Avenue and on the adjacent roadways.
- Similarly, the primary pick-up activity occurs between 3:00 and 3:30 P.M.

3. Traffic and Parking Characteristics of the FHS Campus

To evaluate the impact of the FHS Campus traffic at its respective access drives, as well as on the adjacent area roadway system, it was necessary to quantify the number of existing vehicle trips the FHS Campus, including the off-site parking lot, is generating during the respective peak hours to then project future conditions based on the proposed parking garage, as well as regional growth of traffic on the adjacent roadway system.

FHS Campus Traffic

Fenwick High School's typical school day begins at 8:00 A.M. and is dismissed at 3:10 P.M. Monday through Friday. Students arrive/depart the FHS Campus by school bus, are dropped off/picked up, or park in a designated student space on the FHS Campus, the off-site parking lot located at the Oak Park Avenue/Madison Street intersection, or one of the several on-street designated parking areas on the adjacent roadways near the FHS Campus.

Table 1 tabulates the existing traffic accessing the FHW Campus and off-site parking lot during each of the three established peak hours. Table 1 also includes existing on-street parking that could potentially be removed and relocated to the parking garage.

Table 1
FHS CAMPUS DEVELOPMENT-GENERATED PEAK HOUR TRAFFIC VOLUMES

	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
On-Site Traffic	462	256	718	122	234	356	41	79	120
Off-Site Parking Lot (Oak Park Ave/Madison St)	119	2	121	1	51	52	0	4	4
On-Street Parking Relocation to Garage	70	0	70	0	21	21	0	1	1
Total Vehicle Trips:	**651**	**258**	**909**	**123**	**306**	**429**	**41**	**84**	**125**

Proposed FHS Parking Garage

The FHS Campus is proposing an approximate 370-space parking garage to be located on the east side of the campus adjacent to Scoville Avenue. Access to the garage will be from the existing access drives that currently serve the FHS Campus and are described earlier in this report.

Development Traffic Assignment

The proposed parking garage is to relocate lost off-campus parking at Oak Park Avenue/Madison Street and potentially remove students from existing on-street parking. As such, the traffic generated by the off-site parking lot at the Oak Park Avenue/Madison Street intersection and the potential relocation of on-street parking spaces to the new garage was reassigned to the FHS Campus access drives and is shown in **Figure 6**. It is important to note that no reductions in existing traffic were taken for vehicles that were accessing the off-street parking lot or nearby on-street parking that may traverse the roadways adjacent to the FHS Campus. As such, this provides for a conservative study.

Year 2023 Projected Traffic Conditions

Traffic was projected for Year 2023 conditions, which includes the existing adjacent roadway traffic volumes increased by a regional growth factor, in addition to the reassignment of the FHS Campus traffic in conjunction with the proposed on-campus parking garage, as noted in the section above.

Regional Growth in Traffic. To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development) for Year 2023 conditions, the existing peak hour traffic volumes on the adjacent roadways were increased by a factor of one percent. This increase percentage was based on population forecasts provided by the Chicago Metropolitan Agency for Planning (CMAP).

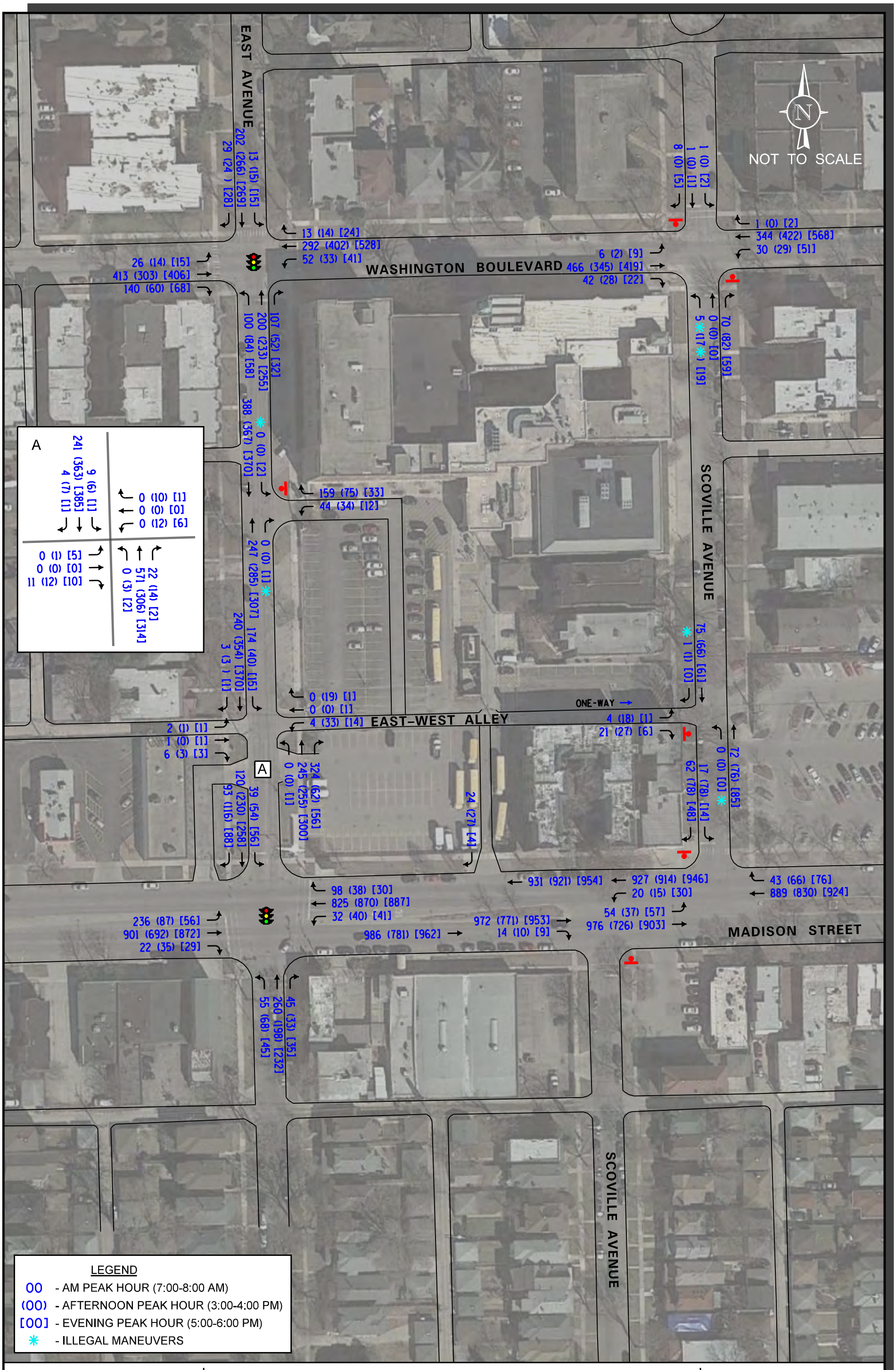
Figure 7 shows the Year 2023 projected traffic volumes. This increase in traffic accessing the FHS Campus will have a low impact on existing traffic operations on the surrounding intersections.

FENWICK H.S.
PARKING GARAGE
OAK PARK, ILLINOIS

REASSIGNMENT OF AUXILIARY LOT TRAFFIC VOLUMES

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

Job No: 18-100 Figure: 6



FENWICK H.S.
PARKING GARAGE
OAK PARK, ILLINOIS

YEAR 2023 TOTAL PROJECTED TRAFFIC VOLUMES

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

Job No: 18-100 Figure: 7

FHS Campus Parking

The existing FHS parking is detailed below.

- The Green Lot is primarily for the use of faculty and staff and provides a total of 145 parking spaces. School buses also park in the southerly portion of the lot.
- Approximately 16 parking spaces in the Green Lot, located south of the Main Access/Alley, are lottery spaces for students.
- The off-site parking lot (Lot 116) has a total inventory of approximately 218 parking spaces and is primarily used by students.
- All students who park at an off-site location must obtain a "S4 Parking Permit" from FHS, which is issued by the City of Oak Park.
- The S4 Permit allows the student to park their vehicle in Lot 116 (the off-site parking lot located at the Oak Park Avenue/Madison Street intersection), or parking on the street at a designated S4 Permit area on one of the adjacent roadways near the FHS Campus, that includes Pleasant Street, Randolph Street, Washington Boulevard, and Adams Street.
- According to FHS, there were 255-S4 Permits available on a first-come/first-serve basis during the 2017/2018 school year.
- General on-street parking that does not require a S4 Permit is located on Adams Street, Gunderson Avenue, and Clarence Avenue.

Parking Occupancy Surveys

Parking occupancy surveys were conducted on Tuesday, May 15, 2018 each hour from 6:00 A.M. to 8:00 A.M. at the various FHS parking locations. **Table 2** tabulates the hourly parking occupancy of each location, as well as the inventory/capacity of each respective location. As shown in Table 2, Lot 116 was at 50 percent capacity at the beginning of the school day. Further, on-street S4 Permit areas did not become occupied until just before the school day beginning.

Table 2
FHS CAMPUS PARKING OCCUPANCY SURVEY

Parking Facility	Capacity	6:00 A.M.	7:00 A.M.	8:00 A.M.
Parking Lots				
On-Site (Green Lot)	145 (13)	19 (12)	49 (9)	143 (12)
Off-Site (Lot 116)	218	0	4	107
On-Street (S4 Permit)				
Pleasant Street	36	0	0	3
Randolph Street	61	0	0	52
Washington Boulevard	28	16	26	28
Adams Street	13	0	1	9
On-Street (Other)				
Adams Street	16	0	0	10
Gunderson Avenue	39	2	7	12
Clarence Avenue	41	7	7	12
(00) – School Buses				

4. Traffic Analysis

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning, weekday afternoon, and weekday evening peak hours for the existing (Year 2018) and total projected (Year 2023) conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and using Synchro/SimTraffic analysis software.

The signalized intersections on East Avenue with Madison Street and Washington Boulevard were analyzed using the programmed cycle lengths, offsets, and phasings to determine the average overall vehicle delay, volume-to-capacity ratios, 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.

A summary of the traffic analysis results showing the LOS and delay (measured in seconds) for the signalized intersections are presented in **Table 3** and **Table 4**. **Table 5** and **Table 6** show the LOS and delay for the unsignalized intersections for existing and future conditions, respectively. A discussion of each of the intersections follows.

Table 3
CAPACITY ANALYSIS RESULTS – EAST AVENUE AND MADISON STREET

Peak Hour	Condition	Operating Conditions by Approach												Overall
		Eastbound			Westbound			Northbound			Southbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning	Existing (Year 2018)	C 27.3	C 25.9	C 25.9	B 12.4	C 34.5	C 34.5	D 38.2	D 38.2	D 38.2	C 23.1	C 23.1	C 23.1	C – 30.1
		C – 26.1			C – 33.7			D – 38.2			C – 23.1			
	Projected (Year 2023)	D 47.6	C 27.2	C 27.2	B 12.9	D 50.8	D 50.8	D 39.1	D 39.1	D 39.1	C 22.4	C 22.4	C 22.4	D – 37.9
		C – 31.4			D – 49.6			D – 39.1			C – 22.4			
Weekday Afternoon	Existing (Year 2018)	B 12.8	B 19.2	B 19.2	B 10.7	C 22.7	C 22.7	D 44.6	D 44.6	D 44.6	C 34.8	C 34.8	C 34.8	C – 25.7
		B – 18.5			C – 22.2			D – 44.6			C – 34.8			
	Projected (Year 2023)	B 13.5	B 19.7	B 19.7	B 10.9	C 23.6	C 23.6	D 43.9	D 43.9	D 43.9	D 36.6	D 36.6	D 36.6	C – 26.5
		B – 19.0			C – 23.1			D – 43.9			D – 36.6			
Weekday Evening	Existing (Year 2018)	B 11.3	C 20.5	C 20.5	B 10.8	C 22.2	C 22.2	C 33.5	C 33.5	C 33.5	D 36.3	D 36.3	D 36.3	C – 24.7
		B – 19.9			C – 21.7			C – 33.5			D – 36.3			
	Projected (Year 2023)	B 11.5	C 20.7	C 20.7	B 10.9	C 22.6	C 22.6	C 33.3	C 33.3	C 33.3	D 36.9	D 36.9	D 36.9	C – 25.0
		C – 20.2			C – 22.1			C – 33.3			D – 36.9			

Table 4
CAPACITY ANALYSIS RESULTS – EAST AVENUE AND WASHINGTON BOULEVARD

Peak Hour	Condition	Operating Conditions by Approach												Overall
		Eastbound			Westbound			Northbound			Southbound			
		L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning	Existing (Year 2018)	F 132.3	F 132.3	F 132.3	D 39.9	D 39.9	D 39.9	D 41.3	D 41.3	D 41.3	B 13.0	B 13.0	B 13.0	E – 69.5
		F – 132.3			D – 39.9			D – 41.3			B – 13.0			
	Projected (Year 2023)	F 167.5	F 167.5	F 167.5	F 100.2	F 100.2	F 100.2	D 43.0	D 43.0	D 43.0	B 13.4	B 13.4	B 13.4	F – 96.8
		F – 156.2			E – 70.2			D – 42.3			B – 13.3			
Weekday Afternoon	Existing (Year 2018)	C 20.8	C 20.8	C 20.8	C 34.2	C 34.2	C 34.2	C 25.7	C 25.7	C 25.7	B 17.1	B 17.1	B 17.1	C – 25.3
		C – 20.8			C – 34.2			C – 25.7			B – 17.1			
	Projected (Year 2023)	C 24.3	C 24.3	C 24.3	D 42.6	D 42.6	D 42.6	C 25.9	C 25.9	C 25.9	B 15.1	B 15.1	B 15.1	C – 28.3
		C – 24.3			D – 42.6			C – 25.9			B – 15.1			
Weekday Evening	Existing (Year 2018)	C 22.3	C 22.3	C 22.3	D 50.8	D 50.8	D 50.8	C 29.8	C 29.8	C 29.8	C 21.0	C 21.0	C 21.0	C – 33.3
		C – 22.3			D – 50.8			C – 29.8			C – 21.0			
	Projected (Year 2023)	C 22.8	C 22.8	C 22.8	D 53.2	D 53.2	D 53.2	C 30.5	C 30.5	C 30.5	C 21.1	C 21.1	C 21.1	C – 34.4
		C – 22.8			D – 53.2			C – 30.5			C – 21.1			

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
EXISTING (YEAR 2018) CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Scoville Avenue (West) and Madison Street						
• Westbound Left-Turn	A	9.5	A	9.1	A	9.7
• Northbound Approach	B	10.4	B	11.6	B	12.4
Scoville Avenue (East) and Madison Street						
• Eastbound Left-Turn	B	10.7	B	10.1	B	11.6
• Southbound Approach	C	16.3	B	14.8	C	15.5
Scoville Avenue and Washington Boulevard						
• Northbound Approach	C	15.3	C	15.5	C	18.0
• Southbound Approach	B	14.9	C	21.1	C	20.2
East Avenue and FHS Main Access/Alley						
• Eastbound Approach	C	18.5	B	12.7	B	11.4
• Westbound Approach	D	34.1	C	20.7	B	13.1
East Avenue and FHS Exit Access						
• Westbound Approach	C	16.7	C	15.3	B	11.5
East Avenue and FHS South Access						
• Eastbound Approach	A	10.0	B	11.5	B	11.5
• Westbound Approach	A	10.1	C	16.7	B	13.7
Scoville Avenue and Public Alley						
• Eastbound Approach	B	10.5	B	10.2	A	8.9
FHS Exit Access and Madison Street						
• Southbound Approach	B	12.4	B	12.0	B	12.5

LOS = Level of Service; Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
PROJECTED (YEAR 2023) CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Scoville Avenue (West) and Madison Street						
• Westbound Left-Turn	A	9.5	A	9.2	A	9.7
• Northbound Approach	B	10.5	B	11.6	B	12.5
Scoville Avenue (East) and Madison Street						
• Eastbound Left-Turn	B	11.1	B	10.1	B	11.7
• Southbound Approach	C	17.3	C	15.5	C	15.8
Scoville Avenue and Washington Boulevard						
• Northbound Approach	C	15.6	C	15.5	C	18.3
• Southbound Approach	C	15.5	C	21.3	C	20.6
East Avenue and FHS Main Access/Alley						
• Eastbound Approach	D	28.6	B	13.0	B	11.4
• Westbound Approach	F	60.5	C	20.8	B	13.2
East Avenue and FHS Exit Access						
• Westbound Approach	C	17.8	C	15.8	B	11.5
East Avenue and FHS South Access						
• Eastbound Approach	B	10.0	B	11.8	B	11.7
• Westbound Approach	D	30.5	C	17.8	B	13.5
Scoville Avenue and Public Alley						
• Eastbound Approach	B	10.5	B	10.6	A	8.8
FHS Exit Access and Madison Street						
• Southbound Approach	B	12.8	B	12.2	B	12.6

LOS = Level of Service; Delay is measured in seconds.

5. Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the existing and projected traffic volumes and the capacity analyses performed.

East Avenue and Madison Street

This signalized intersection will continue to operate at similar levels of service and overall delay for each of the three peak hours analyzed under projected conditions. The storage provided for the respective eastbound and westbound left-turn lanes on Madison Street will continue to be adequate to accommodate projected left-turning vehicles. It is important to note, however, that the southbound queue on East Avenue extends north of the Main Access/Alley and was observed to do so, particularly during the weekday afternoon peak during FHS dismissal. Access drives serving the FHS Campus, as well as driveways on the west side of East Avenue must wait for "courtesy gaps" to exit onto East Avenue. It is recommended that high-visibility crosswalks should be provided on the east and west legs of the intersection. The existing high-visibility crosswalks on the north and south legs should be restriped since they are weathered and faded.

Madison Street Corridor Plan

The City of Oak Park has developed the Madison Street Corridor Plan, which extends from Oak Park Avenue to the west to Lombard Avenue to the east and includes its respective intersections at East Avenue and Scoville Avenue. The plans show Madison Street being reduced from two through lanes in each direction to one through traffic lane in each direction to provide for a dedicated bicycle lane and on-street parking lane for both directions of travel. A continuous center lane will be provided and maintained to allow for left-turning movements from Madison Street.

East Avenue and Washington Boulevard

This signalized intersection operates at an overall acceptable Level of Service (LOS) during the weekday afternoon and evening peak hours, but operates at a less than desirable LOS during the weekday morning peak hour. This is primarily due to the high volume of eastbound through traffic on Washington Boulevard on a single lane approach. The LOS will change from a LOS E to LOS F under projected conditions. Further, the queue analysis shows that the northbound queue on East Avenue extends south of the Main Access/Alley during both the morning and afternoon peak hours in conjunction with the FHS Campus bell schedule. Traffic exiting the campus must travel northbound on East Avenue. The traffic signal operates under a two-phase system since all four legs of the intersection provide a single-lane approach. It is important to note that the influx of traffic and queuing occurs for a short period of time and dissipates once school begins in the morning and shortly after school is dismissed in the afternoon. The analyses show that the intersection operates at good levels of service during the weekday evening peak hour when FHS is not in session. The existing high-visibility crosswalks on all four legs of the intersection should be restriped since they are weathered and faded.

Scoville Avenue (West and East) and Madison Street

Scoville Avenue has an offset intersection with Madison Street and is under stop sign control. The capacity analyses for projected conditions show that these intersections will continue to operate at acceptable levels of service. The storage provided for the respective eastbound and westbound left-turn lanes on Madison Street will continue to be adequate to accommodate projected left-turning vehicles. The existing high-visibility crosswalks on the north and south legs of the intersections should be restriped since they are weathered and faded. No roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Scoville Avenue and Washington Boulevard

Scoville Avenue intersects Washington Boulevard under stop sign control. A single lane allowing left-, through-, and right-turning movements are provided on all four approaches. The capacity analyses show that this intersection will continue to operate at good levels of service under projected conditions. High-visibility crosswalks should be provided on the north and south legs of the intersection. No further roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

East Avenue and Main FHS Access/Alley

The east-west alley, along with the adjacent FHS driveway, serves as the main access to the FHS Campus. A queue analysis on East Avenue shows that traffic extends past this intersection in both directions during both arrival and dismissal periods. Southbound vehicles desiring to turn left onto the FHS Main Access, as well as vehicles desiring to exit the access onto East Avenue must wait for "courtesy gaps" in traffic to complete this turning movements. Further, existing pedestrian counts and field observations note that there is a high volume of pedestrians (students) crossing East Avenue at this intersection, which causes vehicles to brake and wait while they cross. This further inhibits traffic operations at this intersection. In conjunction with the proposed garage, it is recommended that the FHS Access be limited to one-way eastbound/inbound only during peak arrival and dismissal times. This will reduce vehicle turning movement conflicts at this intersection. It is important to note, however, that it is anticipated that pedestrians crossing East Avenue at this intersection will be significantly reduced in conjunction with the proposed on-campus parking garage since a majority, if not all, of these crossing pedestrians are students walking to/from Lot 116. It is further recommended that a traffic monitor be provided to deter vehicles from dropping-off/picking up students on East Avenue, which further increases congestion along East Avenue.

East Avenue and Exit Access

The Exit Access is signed to restrict exiting turning movements to right-turns only. As noted, the existing traffic volumes show that there is a high volume of vehicles making illegal left-turning movements. It is recommended that parking cones be placed on the centerline of East Avenue at the driveway exit to channelize outbound vehicles to right-turns only. The cones can then be easily removed by a traffic monitor when the buses exit the campus. Eliminating the illegal outbound left-turning vehicles will further reduce turning movement conflicts along East Avenue.

FHS South Access and East Avenue

The FHS South Access aligns with the access driveway serving the dry cleaner on the west side of East Avenue. No further roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Scoville Avenue and Alley

The alley has a one-way eastbound orientation between the school buildings and Scoville Avenue, providing a single lane approach under stop sign control. The intersection will continue to operate at a good LOS under projected conditions. No traffic control or roadway improvements are needed or recommended at this intersection.

FHS Exit Access and Madison Street

This access drive is restricted, via signage, to right-turn exiting movements only under stop sign control. The intersection will continue to operate at a good LOS under projected conditions. No traffic control or roadway improvements are needed or recommended at this intersection.

Internal Circulation

The proposed parking garage will be located on the east side of the campus, adjacent to Scoville Avenue. Access to the parking garage is proposed from the existing access drives serving the FHS Campus; no new access drives are proposed on the adjacent roadway system. The following recommendations were developed to improve existing operations in conjunction with the proposed garage traffic operations.

- The Main Access should be restricted to one-way eastbound/inbound during peak arrival/dismissal times. This will remove outbound turning vehicle movements and provide direct access to the parking garage.
- Vehicles exiting the garage should be under stop sign control and should be directed to exit the FHS Campus via the exit only access off East Avenue or the exit only access off Madison Street.
- Once the school buses have finished unloading their passengers, they should immediately exit the drop off area to reduce the vehicle congestion during peak drop-off periods.
- Traffic monitors should be posted on East Avenue to deter vehicles from dropping-off/picking up students directly on East Avenue, as well as redirecting pedestrians crossing East Avenue to use the established crosswalk at the Madison Street signalized intersection.

- Traffic monitors should also be posted at the main drop-off/pick-up area at the main entrance to the school to ensure traffic progresses smoothly.

6. Conclusion

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic impact study for the Fenwick High School Campus located at 505 Washington Boulevard in Oak Park, Illinois. The FHS Campus proposes an approximate 370-space parking garage to be located on the eastern portion of the campus. The parking garage is to provide on-site parking for students and potentially decrease the need for the off-site parking lot, as well as the designated on-street parking areas. Vehicle access to the proposed parking garage will be provided via the existing access drives off East Avenue, Madison Street, and from an east-west public alley that extends between East Avenue and Scoville Avenue.

The following summarizes the findings and recommendations of the study.

- The projected traffic volumes for Year 2023 conditions and corresponding traffic capacity analyses only includes the reassignment of existing traffic accessing the off-site parking lot (Lot 116) and on-street parking spaces to the proposed on-site parking garage. This increase in traffic accessing the FHS Campus will have a low impact on existing traffic operations on the surrounding intersections.

- Under existing conditions, East Avenue experiences traffic congestion during the peak arrival and dismissal times in conjunction with the FHS Campus. The combination of through traffic, vehicles dropping off/picking up students on East Avenue, pedestrians crossing East Avenue at non-designated crosswalks and vehicles entering and exiting the FHS Campus all contribute to delays and queuing on East Avenue between Washington Boulevard and Madison Street.

- Pedestrians crossing East Avenue at the public alley will be significantly reduced with the inclusion of the proposed parking garage since a majority of these pedestrians are students travelling between the FHS Campus and Lot 116, the off-site parking lot at the Oak Park Avenue/Madison Street intersection. Eliminating these pedestrians on East Avenue will improve traffic operations along East Avenue since vehicles are braking and waiting for these pedestrians to cross East Avenue at an undesignated crosswalk.

- The Main FHS Access off East Avenue should be restricted to one-way eastbound/inbound during peak arrival/dismissal times. This will remove outbound turning vehicle movements and provide direct access to the parking garage.

- At the Exit Access off East Avenue, it is recommended that parking cones be placed on the centerline of East Avenue at the driveway exit to channelize outbound vehicles to right-turns only. The cones can then be easily removed by a traffic monitor when the buses exit the campus. Eliminating the illegal outbound left-turning vehicles will further reduce turning movement conflicts along East Avenue.

- Vehicles exiting the garage should be under stop sign control and should be directed to exit the FHS Campus via the exit only access off East Avenue or the exit only access off Madison Street.

- Once the school buses have finished unloading their passengers, they should immediately exit the drop-off lane to reduce the vehicle congestion during peak drop-off periods.

- Traffic monitors should be posted on East Avenue to deter vehicles from dropping-off/picking up students directly on East Avenue, as well as redirecting pedestrians crossing East Avenue to use the established crosswalk at the Madison Street signalized intersection.

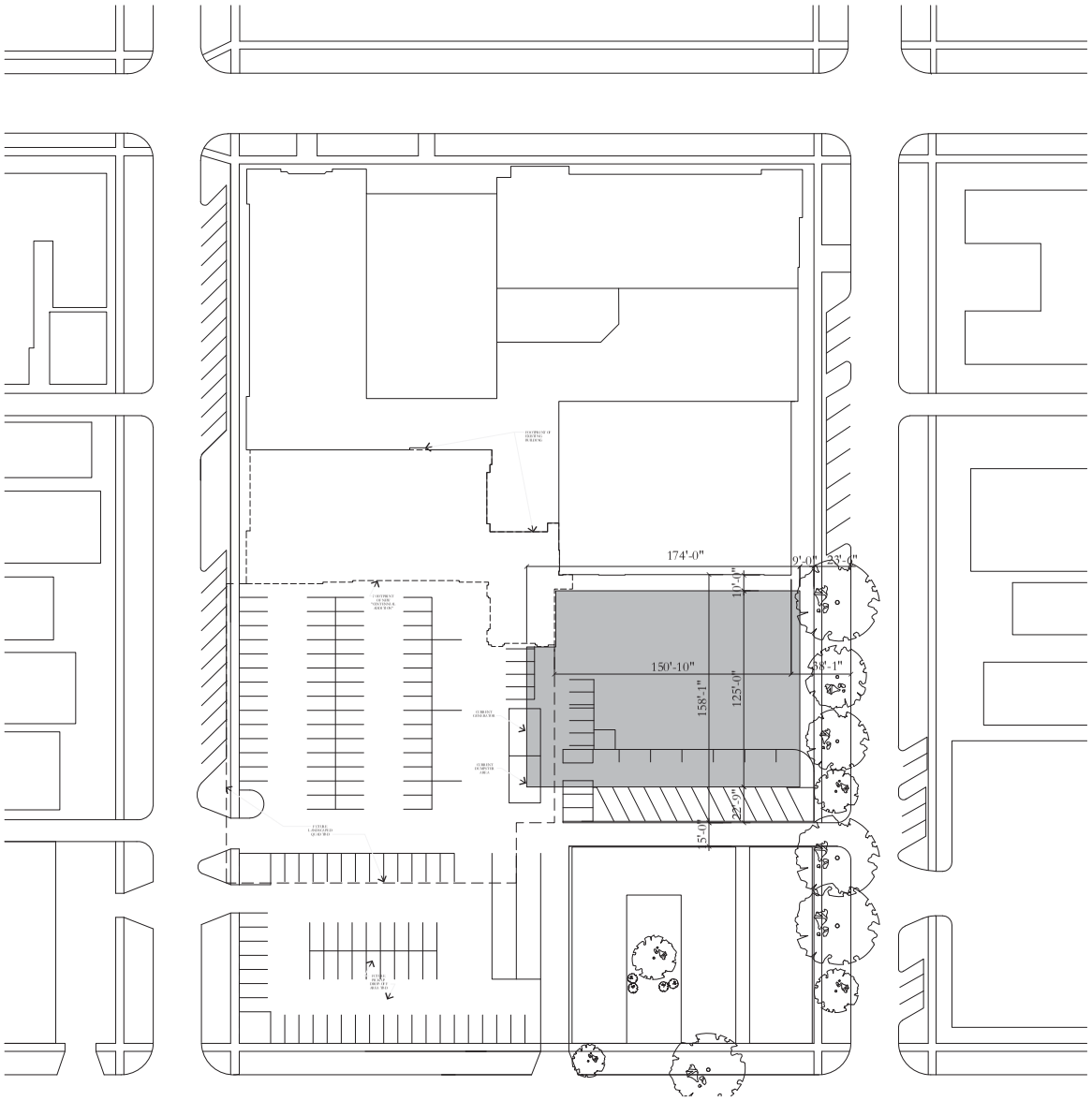
- Traffic monitors should also be posted at the main drop-off/pick-up area at the main entrance to the school to ensure traffic progresses smoothly.

- High-visibility crosswalks should either be implemented or restriped on Madison Street at its intersections with East Avenue and Scoville Avenue, and on Washington Boulevard at its intersections with East Avenue and Scoville Avenue.

Appendix

Site Plan
Traffic Count Summary Sheets
Level of Service Criteria
Capacity Analysis – Existing Conditions
Capacity Analysis – Year 2023 Total Projected Conditions

Site Plan



Parking Summary

	C.I.P. Option	P.C.C. Option
Lower Level	9	8
Ground Level	55	55
Second Level	59	59
Third Level	62	62
Fourth Level	62	62
Roof Level	59	57
Total	306	303

A - 3

Proposed Site Plan

Option G1 & G2

Scale: 1" = 30'
0 5 10 20 30 60
NORTH

Fenwick High School
Oak Park, Illinois

April 6, 2018

DESMAN
Design Management

Traffic Count Summary Sheets

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

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

Count Name: East Avenue with Madison Street
Site Code:
Start Date: 05/15/2018

Turning Movement Data

Start Time	Madison Street Eastbound						Madison Street Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	239	1	1	267	0	4	159	12	2	175	0	4	42	10	0	56	0	8	23	15	5	46	544
7:15 AM	0	46	217	7	0	270	0	10	214	8	16	232	0	8	53	8	6	69	0	7	26	24	5	57	628
7:30 AM	0	49	209	8	12	266	0	3	204	19	11	226	0	25	92	10	3	127	0	5	27	21	22	53	672
7:45 AM	0	53	227	6	4	286	0	15	239	10	19	264	0	17	82	17	4	116	1	19	43	32	27	95	761
Hourly Total	0	175	892	22	17	1089	0	32	816	49	48	897	0	54	269	45	13	368	1	39	119	92	59	251	2605
8:00 AM	0	7	178	4	0	189	0	5	217	10	1	232	0	19	42	9	0	70	0	10	42	14	2	66	557
8:15 AM	0	9	191	11	1	211	0	3	197	5	1	205	0	15	47	14	2	76	0	10	22	8	2	40	532
8:30 AM	0	10	165	9	0	184	0	4	190	5	0	199	0	17	64	15	4	96	0	9	21	5	7	35	514
8:45 AM	1	4	142	5	3	152	0	6	180	9	0	195	0	13	44	20	5	77	0	7	31	8	3	46	470
Hourly Total	1	30	676	29	4	736	0	18	784	29	2	831	0	64	197	58	11	319	0	36	116	35	14	187	2073
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	12	184	9	2	205	0	11	228	11	4	250	0	9	38	8	5	55	0	4	33	24	3	61	571
2:45 PM	0	12	161	10	2	183	1	6	217	7	3	231	0	5	20	2	2	27	0	11	27	14	1	52	493
Hourly Total	0	24	345	19	4	388	1	17	445	18	7	481	0	14	58	10	7	82	0	15	60	38	4	113	1064
3:00 PM	0	27	151	8	4	186	0	8	221	10	8	239	0	18	42	5	6	65	0	7	34	25	2	66	556
3:15 PM	0	21	186	6	9	213	0	11	200	6	21	217	0	23	54	18	11	95	0	17	74	31	6	122	647
3:30 PM	0	22	180	12	0	214	0	10	227	13	3	250	0	17	52	5	5	74	0	12	60	26	7	98	636
3:45 PM	0	15	170	9	5	194	1	12	205	9	4	227	0	9	50	5	16	64	0	12	64	26	8	102	587
Hourly Total	0	85	687	35	18	807	1	41	853	38	36	933	0	67	198	33	38	298	0	48	232	108	23	388	2426
4:00 PM	0	13	190	11	1	214	0	14	240	8	0	262	0	15	24	11	2	50	0	19	61	28	11	108	634
4:15 PM	0	12	185	13	7	210	0	7	226	7	2	240	0	12	40	5	2	57	0	9	57	12	2	78	585
4:30 PM	0	15	227	11	3	253	0	10	235	13	3	258	0	11	41	2	2	54	0	10	65	21	3	96	661
4:45 PM	1	10	200	9	4	220	0	6	199	5	2	210	0	19	59	5	2	83	0	4	55	13	4	72	585
Hourly Total	1	50	802	44	15	897	0	37	900	33	7	970	0	57	164	23	8	244	0	42	238	74	20	354	2465
5:00 PM	0	13	225	6	4	244	0	14	218	11	5	243	0	14	51	4	4	69	0	10	65	26	1	101	657
5:15 PM	0	16	204	10	3	230	0	7	205	4	9	216	0	16	71	10	4	97	0	13	77	21	6	111	654
5:30 PM	0	15	220	5	6	240	0	7	222	9	5	238	0	9	56	11	10	76	0	14	61	22	2	97	651
5:45 PM	0	11	214	8	0	233	0	13	234	6	2	253	0	6	55	10	2	71	0	17	59	17	1	93	650
Hourly Total	0	55	863	29	13	947	0	41	879	30	21	950	0	45	233	35	20	313	0	54	262	86	10	402	2612
Grand Total	2	419	4265	178	71	4864	2	186	4677	197	121	5062	0	301	1119	204	97	1624	1	234	1027	433	130	1695	13245
Approach %	0.0	8.6	87.7	3.7	-	-	0.0	3.7	92.4	3.9	-	-	0.0	18.5	68.9	12.6	-	-	0.1	13.8	60.6	25.5	-	-	-
Total %	0.0	3.2	32.2	1.3	-	36.7	0.0	1.4	35.3	1.5	-	38.2	0.0	2.3	8.4	1.5	-	12.3	0.0	1.8	7.8	3.3	-	12.8	-
Lights	2	406	4161	177	-	4746	2	182	4548	190	-	4922	0	294	1065	202	-	1561	1	229	988	426	-	1644	12873
% Lights	100.0	96.9	97.6	99.4	-	97.6	100.0	97.8	97.2	96.4	-	97.2	-	97.7	95.2	99.0	-	96.1	100.0	97.9	96.2	98.4	-	97.0	97.2
Buses	0	13	33	0	-	46	0	1	46	4	-	51	0	2	7	0	-	9	0	0	9	5	-	14	120
% Buses	0.0	3.1	0.8	0.0	-	0.9	0.0	0.5	1.0	2.0	-	1.0	-	0.7	0.6	0.0	-	0.6	0.0	0.0	0.9	1.2	-	0.8	0.9
Single-Unit Trucks	0	0	54	0	-	54	0	2	64	2	-	68	0	5	6	2	-	13	0	4	1	2	-	7	142

% Single-Unit Trucks	0.0	0.0	1.3	0.0	-	1.1	0.0	1.1	1.4	1.0	-	1.3	-	1.7	0.5	1.0	-	0.8	0.0	1.7	0.1	0.5	-	0.4	1.1
Articulated Trucks	0	0	13	0	-	13	0	0	12	1	-	13	0	0	1	0	-	1	0	1	1	0	-	2	29
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.5	-	0.3	-	0.0	0.1	0.0	-	0.1	0.0	0.4	0.1	0.0	-	0.1	0.2
Bicycles on Road	0	0	4	1	-	5	0	1	7	0	-	8	0	0	40	0	-	40	0	0	28	0	-	28	81
% Bicycles on Road	0.0	0.0	0.1	0.6	-	0.1	0.0	0.5	0.1	0.0	-	0.2	-	0.0	3.6	0.0	-	2.5	0.0	0.0	2.7	0.0	-	1.7	0.6
Pedestrians	-	-	-	-	71	-	-	-	-	-	121	-	-	-	-	-	97	-	-	-	-	-	130	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Madison Street
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Madison Street Eastbound						Madison Street Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	27	239	1	1	267	0	4	159	12	2	175	0	4	42	10	0	56	0	8	23	15	5	46	544
7:15 AM	0	46	217	7	0	270	0	10	214	8	16	232	0	8	53	8	6	69	0	7	26	24	5	57	628
7:30 AM	0	49	209	8	12	266	0	3	204	19	11	226	0	25	92	10	3	127	0	5	27	21	22	53	672
7:45 AM	0	53	227	6	4	286	0	15	239	10	19	264	0	17	82	17	4	116	1	19	43	32	27	95	761
Total	0	175	892	22	17	1089	0	32	816	49	48	897	0	54	269	45	13	368	1	39	119	92	59	251	2605
Approach %	0.0	16.1	81.9	2.0	-	-	0.0	3.6	91.0	5.5	-	-	0.0	14.7	73.1	12.2	-	-	0.4	15.5	47.4	36.7	-	-	-
Total %	0.0	6.7	34.2	0.8	-	41.8	0.0	1.2	31.3	1.9	-	34.4	0.0	2.1	10.3	1.7	-	14.1	0.0	1.5	4.6	3.5	-	9.6	-
PHF	0.000	0.825	0.933	0.688	-	0.952	0.000	0.533	0.854	0.645	-	0.849	0.000	0.540	0.731	0.662	-	0.724	0.250	0.513	0.692	0.719	-	0.661	0.856
Lights	0	170	871	22	-	1063	0	32	797	45	-	874	0	52	236	44	-	332	1	39	119	92	-	251	2520
% Lights	-	97.1	97.6	100.0	-	97.6	-	100.0	97.7	91.8	-	97.4	-	96.3	87.7	97.8	-	90.2	100.0	100.0	100.0	100.0	-	100.0	96.7
Buses	0	5	10	0	-	15	0	0	8	3	-	11	0	1	1	0	-	2	0	0	0	0	-	0	28
% Buses	-	2.9	1.1	0.0	-	1.4	-	0.0	1.0	6.1	-	1.2	-	1.9	0.4	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	0	8	0	-	8	0	0	9	1	-	10	0	1	1	1	-	3	0	0	0	0	-	0	21
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.7	-	0.0	1.1	2.0	-	1.1	-	1.9	0.4	2.2	-	0.8	0.0	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	31	0	-	31	0	0	0	0	-	0	31
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	11.5	0.0	-	8.4	0.0	0.0	0.0	0.0	-	0.0	1.2
Pedestrians	-	-	-	-	17	-	-	-	-	-	48	-	-	-	-	-	13	-	-	-	-	-	59	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Madison Street
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Madison Street Eastbound						Madison Street Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	27	151	8	4	186	0	8	221	10	8	239	0	18	42	5	6	65	0	7	34	25	2	66	556
3:15 PM	0	21	186	6	9	213	0	11	200	6	21	217	0	23	54	18	11	95	0	17	74	31	6	122	647
3:30 PM	0	22	180	12	0	214	0	10	227	13	3	250	0	17	52	5	5	74	0	12	60	26	7	98	636
3:45 PM	0	15	170	9	5	194	1	12	205	9	4	227	0	9	50	5	16	64	0	12	64	26	8	102	587
Total	0	85	687	35	18	807	1	41	853	38	36	933	0	67	198	33	38	298	0	48	232	108	23	388	2426
Approach %	0.0	10.5	85.1	4.3	-	-	0.1	4.4	91.4	4.1	-	-	0.0	22.5	66.4	11.1	-	-	0.0	12.4	59.8	27.8	-	-	-
Total %	0.0	3.5	28.3	1.4	-	33.3	0.0	1.7	35.2	1.6	-	38.5	0.0	2.8	8.2	1.4	-	12.3	0.0	2.0	9.6	4.5	-	16.0	-
PHF	0.000	0.787	0.923	0.729	-	0.943	0.250	0.854	0.939	0.731	-	0.933	0.000	0.728	0.917	0.458	-	0.784	0.000	0.706	0.784	0.871	-	0.795	0.937
Lights	0	81	668	35	-	784	1	38	832	38	-	909	0	66	193	32	-	291	0	48	218	104	-	370	2354
% Lights	-	95.3	97.2	100.0	-	97.1	100.0	92.7	97.5	100.0	-	97.4	-	98.5	97.5	97.0	-	97.7	-	100.0	94.0	96.3	-	95.4	97.0
Buses	0	4	8	0	-	12	0	1	3	0	-	4	0	1	2	0	-	3	0	0	3	3	-	6	25
% Buses	-	4.7	1.2	0.0	-	1.5	0.0	2.4	0.4	0.0	-	0.4	-	1.5	1.0	0.0	-	1.0	-	0.0	1.3	2.8	-	1.5	1.0
Single-Unit Trucks	0	0	10	0	-	10	0	1	14	0	-	15	0	0	1	1	-	2	0	0	0	1	-	1	28
% Single-Unit Trucks	-	0.0	1.5	0.0	-	1.2	0.0	2.4	1.6	0.0	-	1.6	-	0.0	0.5	3.0	-	0.7	-	0.0	0.0	0.9	-	0.3	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	0	-	1	0	1	3	0	-	4	0	0	2	0	-	2	0	0	11	0	-	11	18
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	0.0	2.4	0.4	0.0	-	0.4	-	0.0	1.0	0.0	-	0.7	-	0.0	4.7	0.0	-	2.8	0.7
Pedestrians	-	-	-	-	18	-	-	-	-	-	36	-	-	-	-	-	38	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Madison Street
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Madison Street Eastbound						Madison Street Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	13	225	6	4	244	0	14	218	11	5	243	0	14	51	4	4	69	0	10	65	26	1	101	657
5:15 PM	0	16	204	10	3	230	0	7	205	4	9	216	0	16	71	10	4	97	0	13	77	21	6	111	654
5:30 PM	0	15	220	5	6	240	0	7	222	9	5	238	0	9	56	11	10	76	0	14	61	22	2	97	651
5:45 PM	0	11	214	8	0	233	0	13	234	6	2	253	0	6	55	10	2	71	0	17	59	17	1	93	650
Total	0	55	863	29	13	947	0	41	879	30	21	950	0	45	233	35	20	313	0	54	262	86	10	402	2612
Approach %	0.0	5.8	91.1	3.1	-	-	0.0	4.3	92.5	3.2	-	-	0.0	14.4	74.4	11.2	-	-	0.0	13.4	65.2	21.4	-	-	-
Total %	0.0	2.1	33.0	1.1	-	36.3	0.0	1.6	33.7	1.1	-	36.4	0.0	1.7	8.9	1.3	-	12.0	0.0	2.1	10.0	3.3	-	15.4	-
PHF	0.000	0.859	0.959	0.725	-	0.970	0.000	0.732	0.939	0.682	-	0.939	0.000	0.703	0.820	0.795	-	0.807	0.000	0.794	0.851	0.827	-	0.905	0.994
Lights	0	54	852	29	-	935	0	41	856	29	-	926	0	45	228	35	-	308	0	53	252	85	-	390	2559
% Lights	-	98.2	98.7	100.0	-	98.7	-	100.0	97.4	96.7	-	97.5	-	100.0	97.9	100.0	-	98.4	-	98.1	96.2	98.8	-	97.0	98.0
Buses	0	1	2	0	-	3	0	0	8	1	-	9	0	0	1	0	-	1	0	0	1	0	-	1	14
% Buses	-	1.8	0.2	0.0	-	0.3	-	0.0	0.9	3.3	-	0.9	-	0.0	0.4	0.0	-	0.3	-	0.0	0.4	0.0	-	0.2	0.5
Single-Unit Trucks	0	0	8	0	-	8	0	0	11	0	-	11	0	0	1	0	-	1	0	1	1	1	-	3	23
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.8	-	0.0	1.3	0.0	-	1.2	-	0.0	0.4	0.0	-	0.3	-	1.9	0.4	1.2	-	0.7	0.9
Articulated Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	4
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	3	0	-	3	0	0	7	0	-	7	12
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	1.3	0.0	-	1.0	-	0.0	2.7	0.0	-	1.7	0.5
Pedestrians	-	-	-	-	13	-	-	-	-	-	21	-	-	-	-	-	20	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Washington Boulevard
Site Code:
Start Date: 05/15/2018

Turning Movement Data

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	123	10	0	140	0	6	59	0	9	65	0	4	37	17	2	58	0	2	34	4	3	40	303
7:15 AM	0	9	107	32	4	148	0	5	65	2	29	72	0	21	55	27	4	103	0	3	52	6	3	61	384
7:30 AM	0	4	84	26	13	114	0	11	68	5	27	84	0	29	70	27	4	126	0	2	38	7	4	47	371
7:45 AM	0	6	96	41	4	143	0	11	97	6	27	114	0	46	64	35	8	145	0	6	64	12	3	82	484
Hourly Total	0	26	410	109	21	545	0	33	289	13	92	335	0	100	226	106	18	432	0	13	188	29	13	230	1542
8:00 AM	0	1	86	5	2	92	0	5	101	0	0	106	0	5	45	7	5	57	0	4	52	6	0	62	317
8:15 AM	0	0	73	8	1	81	0	5	77	2	7	84	0	4	47	10	5	61	0	7	33	3	3	43	269
8:30 AM	0	0	80	6	5	86	0	8	73	2	2	83	1	3	56	7	6	67	0	1	24	6	3	31	267
8:45 AM	0	3	79	7	0	89	0	5	69	1	0	75	0	7	42	7	1	56	0	9	27	4	1	40	260
Hourly Total	0	4	318	26	8	348	0	23	320	5	9	348	1	19	190	31	17	241	0	21	136	19	7	176	1113
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	2	64	15	8	81	0	8	78	3	7	89	0	11	43	11	2	65	0	1	37	2	6	40	275
2:45 PM	0	10	52	12	4	74	0	8	84	0	6	92	0	6	28	6	7	40	0	2	40	2	2	44	250
Hourly Total	0	12	116	27	12	155	0	16	162	3	13	181	0	17	71	17	9	105	0	3	77	4	8	84	525
3:00 PM	0	1	81	19	7	101	0	8	91	2	33	101	0	13	40	13	13	66	0	4	50	3	2	57	325
3:15 PM	0	3	76	12	11	91	0	7	90	2	36	99	0	28	59	15	6	102	0	7	98	12	13	117	409
3:30 PM	0	4	71	12	4	87	0	9	93	5	30	107	0	15	62	13	6	90	0	3	58	4	7	65	349
3:45 PM	0	6	72	16	5	94	0	9	124	5	8	138	0	17	65	10	19	92	0	1	68	6	5	75	399
Hourly Total	0	14	300	59	27	373	0	33	398	14	107	445	0	73	226	51	44	350	0	15	274	25	27	314	1482
4:00 PM	0	2	99	20	1	121	0	13	124	1	8	138	0	10	36	12	1	58	0	2	62	8	5	72	389
4:15 PM	0	5	90	13	6	108	0	10	103	4	3	117	0	5	50	3	1	58	0	4	54	1	0	59	342
4:30 PM	0	6	97	7	7	110	0	14	125	3	5	142	0	13	57	7	4	77	0	2	64	6	3	72	401
4:45 PM	0	5	107	10	4	122	0	9	128	1	4	138	0	7	57	10	5	74	0	3	65	5	3	73	407
Hourly Total	0	18	393	50	18	461	0	46	480	9	20	535	0	35	200	32	11	267	0	11	245	20	11	276	1539
5:00 PM	0	4	97	15	2	116	0	11	134	6	14	151	0	9	66	9	1	84	0	5	73	5	5	83	434
5:15 PM	0	3	105	17	4	125	0	8	136	7	8	151	0	20	72	9	4	101	0	6	83	8	2	97	474
5:30 PM	0	5	98	19	8	122	0	17	132	5	6	154	0	11	63	5	4	79	0	2	52	6	2	60	415
5:45 PM	0	3	104	16	6	123	0	5	121	6	0	132	0	17	56	9	2	82	0	2	65	9	2	76	413
Hourly Total	0	15	404	67	20	486	0	41	523	24	28	588	0	57	257	32	11	346	0	15	273	28	11	316	1736
Grand Total	0	89	1941	338	106	2368	0	192	2172	68	269	2432	1	301	1170	269	110	1741	0	78	1193	125	77	1396	7937
Approach %	0.0	3.8	82.0	14.3	-	-	0.0	7.9	89.3	2.8	-	-	0.1	17.3	67.2	15.5	-	-	0.0	5.6	85.5	9.0	-	-	-
Total %	0.0	1.1	24.5	4.3	-	29.8	0.0	2.4	27.4	0.9	-	30.6	0.0	3.8	14.7	3.4	-	21.9	0.0	1.0	15.0	1.6	-	17.6	-
Lights	0	87	1911	335	-	2333	0	189	2151	66	-	2406	1	291	1122	257	-	1671	0	76	1151	121	-	1348	7758
% Lights	-	97.8	98.5	99.1	-	98.5	-	98.4	99.0	97.1	-	98.9	100.0	96.7	95.9	95.5	-	96.0	-	97.4	96.5	96.8	-	96.6	97.7
Buses	0	1	19	2	-	22	0	1	9	1	-	11	0	7	5	8	-	20	0	2	10	2	-	14	67
% Buses	-	1.1	1.0	0.6	-	0.9	-	0.5	0.4	1.5	-	0.5	0.0	2.3	0.4	3.0	-	1.1	-	2.6	0.8	1.6	-	1.0	0.8
Single-Unit Trucks	0	1	6	1	-	8	0	1	11	1	-	13	0	2	5	2	-	9	0	0	4	1	-	5	35

% Single-Unit Trucks	-	1.1	0.3	0.3	-	0.3	-	0.5	0.5	1.5	-	0.5	0.0	0.7	0.4	0.7	-	0.5	-	0.0	0.3	0.8	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.4	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	5	0	-	5	0	1	0	0	-	1	0	1	38	1	-	40	0	0	28	1	-	29	75
% Bicycles on Road	-	0.0	0.3	0.0	-	0.2	-	0.5	0.0	0.0	-	0.0	0.0	0.3	3.2	0.4	-	2.3	-	0.0	2.3	0.8	-	2.1	0.9
Pedestrians	-	-	-	-	106	-	-	-	-	-	269	-	-	-	-	-	110	-	-	-	-	-	77	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Washington Boulevard
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	123	10	0	140	0	6	59	0	9	65	0	4	37	17	2	58	0	2	34	4	3	40	303
7:15 AM	0	9	107	32	4	148	0	5	65	2	29	72	0	21	55	27	4	103	0	3	52	6	3	61	384
7:30 AM	0	4	84	26	13	114	0	11	68	5	27	84	0	29	70	27	4	126	0	2	38	7	4	47	371
7:45 AM	0	6	96	41	4	143	0	11	97	6	27	114	0	46	64	35	8	145	0	6	64	12	3	82	484
Total	0	26	410	109	21	545	0	33	289	13	92	335	0	100	226	106	18	432	0	13	188	29	13	230	1542
Approach %	0.0	4.8	75.2	20.0	-	-	0.0	9.9	86.3	3.9	-	-	0.0	23.1	52.3	24.5	-	-	0.0	5.7	81.7	12.6	-	-	-
Total %	0.0	1.7	26.6	7.1	-	35.3	0.0	2.1	18.7	0.8	-	21.7	0.0	6.5	14.7	6.9	-	28.0	0.0	0.8	12.2	1.9	-	14.9	-
PHF	0.000	0.722	0.833	0.665	-	0.921	0.000	0.750	0.745	0.542	-	0.735	0.000	0.543	0.807	0.757	-	0.745	0.000	0.542	0.734	0.604	-	0.701	0.796
Lights	0	25	405	109	-	539	0	33	287	13	-	333	0	98	198	101	-	397	0	13	186	28	-	227	1496
% Lights	-	96.2	98.8	100.0	-	98.9	-	100.0	99.3	100.0	-	99.4	-	98.0	87.6	95.3	-	91.9	-	100.0	98.9	96.6	-	98.7	97.0
Buses	0	1	4	0	-	5	0	0	1	0	-	1	0	1	0	4	-	5	0	0	1	1	-	2	13
% Buses	-	3.8	1.0	0.0	-	0.9	-	0.0	0.3	0.0	-	0.3	-	1.0	0.0	3.8	-	1.2	-	0.0	0.5	3.4	-	0.9	0.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.9	-	0.2	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	1	28	0	-	29	0	0	1	0	-	1	31
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	1.0	12.4	0.0	-	6.7	-	0.0	0.5	0.0	-	0.4	2.0
Pedestrians	-	-	-	-	21	-	-	-	-	-	92	-	-	-	-	-	18	-	-	-	-	-	13	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Washington Boulevard
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	1	81	19	7	101	0	8	91	2	33	101	0	13	40	13	13	66	0	4	50	3	2	57	325
3:15 PM	0	3	76	12	11	91	0	7	90	2	36	99	0	28	59	15	6	102	0	7	98	12	13	117	409
3:30 PM	0	4	71	12	4	87	0	9	93	5	30	107	0	15	62	13	6	90	0	3	58	4	7	65	349
3:45 PM	0	6	72	16	5	94	0	9	124	5	8	138	0	17	65	10	19	92	0	1	68	6	5	75	399
Total	0	14	300	59	27	373	0	33	398	14	107	445	0	73	226	51	44	350	0	15	274	25	27	314	1482
Approach %	0.0	3.8	80.4	15.8	-	-	0.0	7.4	89.4	3.1	-	-	0.0	20.9	64.6	14.6	-	-	0.0	4.8	87.3	8.0	-	-	-
Total %	0.0	0.9	20.2	4.0	-	25.2	0.0	2.2	26.9	0.9	-	30.0	0.0	4.9	15.2	3.4	-	23.6	0.0	1.0	18.5	1.7	-	21.2	-
PHF	0.000	0.583	0.926	0.776	-	0.923	0.000	0.917	0.802	0.700	-	0.806	0.000	0.652	0.869	0.850	-	0.858	0.000	0.536	0.699	0.521	-	0.671	0.906
Lights	0	14	294	59	-	367	0	33	394	13	-	440	0	71	221	48	-	340	0	14	261	23	-	298	1445
% Lights	-	100.0	98.0	100.0	-	98.4	-	100.0	99.0	92.9	-	98.9	-	97.3	97.8	94.1	-	97.1	-	93.3	95.3	92.0	-	94.9	97.5
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	2	1	3	-	6	0	1	2	1	-	4	18
% Buses	-	0.0	1.7	0.0	-	1.3	-	0.0	0.8	0.0	-	0.7	-	2.7	0.4	5.9	-	1.7	-	6.7	0.7	4.0	-	1.3	1.2
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	1	-	2	0	0	2	0	-	2	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.3	7.1	-	0.4	-	0.0	0.9	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	11	1	-	12	14
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.6	-	0.0	4.0	4.0	-	3.8	0.9
Pedestrians	-	-	-	-	27	-	-	-	-	-	107	-	-	-	-	-	44	-	-	-	-	-	27	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Washington Boulevard
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						East Avenue Northbound						East Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	4	97	15	2	116	0	11	134	6	14	151	0	9	66	9	1	84	0	5	73	5	5	83	434
5:15 PM	0	3	105	17	4	125	0	8	136	7	8	151	0	20	72	9	4	101	0	6	83	8	2	97	474
5:30 PM	0	5	98	19	8	122	0	17	132	5	6	154	0	11	63	5	4	79	0	2	52	6	2	60	415
5:45 PM	0	3	104	16	6	123	0	5	121	6	0	132	0	17	56	9	2	82	0	2	65	9	2	76	413
Total	0	15	404	67	20	486	0	41	523	24	28	588	0	57	257	32	11	346	0	15	273	28	11	316	1736
Approach %	0.0	3.1	83.1	13.8	-	-	0.0	7.0	88.9	4.1	-	-	0.0	16.5	74.3	9.2	-	-	0.0	4.7	86.4	8.9	-	-	-
Total %	0.0	0.9	23.3	3.9	-	28.0	0.0	2.4	30.1	1.4	-	33.9	0.0	3.3	14.8	1.8	-	19.9	0.0	0.9	15.7	1.6	-	18.2	-
PHF	0.000	0.750	0.962	0.882	-	0.972	0.000	0.603	0.961	0.857	-	0.955	0.000	0.713	0.892	0.889	-	0.856	0.000	0.625	0.822	0.778	-	0.814	0.916
Lights	0	15	402	66	-	483	0	41	520	24	-	585	0	55	250	30	-	335	0	15	262	28	-	305	1708
% Lights	-	100.0	99.5	98.5	-	99.4	-	100.0	99.4	100.0	-	99.5	-	96.5	97.3	93.8	-	96.8	-	100.0	96.0	100.0	-	96.5	98.4
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	2	1	1	-	4	0	0	2	0	-	2	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	3.5	0.4	3.1	-	1.2	-	0.0	0.7	0.0	-	0.6	0.4
Single-Unit Trucks	0	0	0	1	-	1	0	0	2	0	-	2	0	0	1	1	-	2	0	0	2	0	-	2	7
% Single-Unit Trucks	-	0.0	0.0	1.5	-	0.2	-	0.0	0.4	0.0	-	0.3	-	0.0	0.4	3.1	-	0.6	-	0.0	0.7	0.0	-	0.6	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	2	0	-	2	0	0	0	0	-	0	0	0	5	0	-	5	0	0	7	0	-	7	14
% Bicycles on Road	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	1.9	0.0	-	1.4	-	0.0	2.6	0.0	-	2.2	0.8
Pedestrians	-	-	-	-	20	-	-	-	-	-	28	-	-	-	-	-	11	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Madison Street with Scoville Avenue
Site Code:
Start Date: 05/15/2018
Page No: 1

Turning Movement Data

Start Time	Madison Street Eastbound						Madison Street Westbound						Scoville avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	1	2	260	1	0	264	0	0	173	8	0	181	0	0	3	3	2	6	0	3	1	8	7	12	463
7:15 AM	0	2	229	5	2	236	1	2	223	5	1	231	0	1	3	5	0	9	0	6	3	9	2	18	494
7:30 AM	0	11	206	3	13	220	2	1	207	13	0	223	0	0	16	5	0	21	0	0	7	12	2	19	483
7:45 AM	0	13	248	5	2	266	0	0	227	18	2	245	0	3	19	10	2	32	0	7	7	15	0	29	572
Hourly Total	1	28	943	14	17	986	3	3	830	44	3	880	0	4	41	23	4	68	0	16	18	44	11	78	2012
8:00 AM	0	5	188	5	0	198	0	4	208	11	0	223	0	0	3	7	2	10	0	4	2	8	2	14	445
8:15 AM	0	7	203	1	0	211	0	1	192	5	2	198	0	0	1	4	2	5	0	4	0	10	1	14	428
8:30 AM	0	9	179	3	0	191	0	4	198	10	2	212	0	1	4	5	5	10	0	4	1	7	5	12	425
8:45 AM	0	6	159	3	1	168	1	6	178	8	2	193	0	2	1	2	3	5	0	2	3	13	2	18	384
Hourly Total	0	27	729	12	1	768	1	15	776	34	6	826	0	3	9	18	12	30	0	14	6	38	10	58	1682
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	8	180	1	0	189	0	3	213	13	9	229	0	3	0	3	13	6	0	6	0	17	1	23	447
2:45 PM	0	10	168	0	0	178	0	2	208	12	11	222	0	1	0	2	20	3	0	7	1	13	0	21	424
Hourly Total	0	18	348	1	0	367	0	5	421	25	20	451	0	4	0	5	33	9	0	13	1	30	1	44	871
3:00 PM	0	8	151	2	0	161	0	3	203	12	2	218	0	2	2	1	13	5	0	8	2	16	0	26	410
3:15 PM	1	11	202	6	0	220	1	2	176	17	31	196	0	1	2	5	22	8	0	9	3	24	0	36	460
3:30 PM	0	3	182	2	0	187	1	2	212	16	3	231	0	3	1	0	10	4	0	6	1	15	0	22	444
3:45 PM	0	9	172	0	1	181	1	2	219	20	6	242	0	1	2	0	9	3	0	4	0	16	0	20	446
Hourly Total	1	31	707	10	1	749	3	9	810	65	42	887	0	7	7	6	54	20	0	27	6	71	0	104	1760
4:00 PM	0	9	197	4	0	210	1	4	241	19	3	265	0	1	1	3	4	5	0	4	1	16	0	21	501
4:15 PM	0	6	181	1	0	188	0	0	222	13	1	235	0	3	0	1	2	4	0	4	0	10	0	14	441
4:30 PM	0	9	214	3	0	226	1	2	225	8	1	236	0	1	1	1	10	3	0	3	4	12	3	19	484
4:45 PM	0	14	192	4	2	210	1	1	196	17	1	215	0	0	2	1	3	3	0	2	2	15	1	19	447
Hourly Total	0	38	784	12	2	834	3	7	884	57	6	951	0	5	4	6	19	15	0	13	7	53	4	73	1873
5:00 PM	0	16	219	3	0	238	1	5	193	14	0	213	0	3	0	0	1	3	0	4	5	9	2	18	472
5:15 PM	0	10	205	4	0	219	1	2	195	17	1	215	0	1	1	0	3	2	0	4	4	5	9	13	449
5:30 PM	0	10	235	2	0	247	0	2	239	19	1	260	0	2	1	3	4	6	0	2	8	8	3	18	531
5:45 PM	0	17	228	0	0	245	0	3	232	25	0	260	0	2	1	3	4	6	0	3	3	8	1	14	525
Hourly Total	0	53	887	9	0	949	2	12	859	75	2	948	0	8	3	6	12	17	0	13	20	30	15	63	1977
Grand Total	2	195	4398	58	21	4653	12	51	4580	300	79	4943	0	31	64	64	134	159	0	96	58	266	41	420	10175
Approach %	0.0	4.2	94.5	1.2	-	-	0.2	1.0	92.7	6.1	-	-	0.0	19.5	40.3	40.3	-	-	0.0	22.9	13.8	63.3	-	-	-
Total %	0.0	1.9	43.2	0.6	-	45.7	0.1	0.5	45.0	2.9	-	48.6	0.0	0.3	0.6	0.6	-	1.6	0.0	0.9	0.6	2.6	-	4.1	-
Lights	2	190	4293	54	-	4539	12	50	4465	294	-	4821	0	29	45	60	-	134	0	89	51	260	-	400	9894
% Lights	100.0	97.4	97.6	93.1	-	97.5	100.0	98.0	97.5	98.0	-	97.5	-	93.5	70.3	93.8	-	84.3	-	92.7	87.9	97.7	-	95.2	97.2
Buses	0	1	36	1	-	38	0	0	44	0	-	44	0	0	0	2	-	2	0	2	0	4	-	6	90
% Buses	0.0	0.5	0.8	1.7	-	0.8	0.0	0.0	1.0	0.0	-	0.9	-	0.0	0.0	3.1	-	1.3	-	2.1	0.0	1.5	-	1.4	0.9
Single-Unit Trucks	0	2	52	3	-	57	0	1	56	5	-	62	0	2	0	0	-	2	0	2	0	1	-	3	124

% Single-Unit Trucks	0.0	1.0	1.2	5.2	-	1.2	0.0	2.0	1.2	1.7	-	1.3	-	6.5	0.0	0.0	-	1.3	-	2.1	0.0	0.4	-	0.7	1.2
Articulated Trucks	0	2	11	0	-	13	0	0	14	0	-	14	0	0	0	0	-	0	0	1	0	1	-	2	29
% Articulated Trucks	0.0	1.0	0.3	0.0	-	0.3	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	1.0	0.0	0.4	-	0.5	0.3
Bicycles on Road	0	0	6	0	-	6	0	0	1	1	-	2	0	0	19	2	-	21	0	2	7	0	-	9	38
% Bicycles on Road	0.0	0.0	0.1	0.0	-	0.1	0.0	0.0	0.0	0.3	-	0.0	-	0.0	29.7	3.1	-	13.2	-	2.1	12.1	0.0	-	2.1	0.4
Pedestrians	-	-	-	-	21	-	-	-	-	-	79	-	-	-	-	-	134	-	-	-	-	-	41	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Madison Street with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Madison Street Eastbound						Madison Street Westbound						Scoville avenue Northbound						Scoville Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	1	2	260	1	0	264	0	0	173	8	0	181	0	0	3	3	2	6	0	3	1	8	7	12	463
7:15 AM	0	2	229	5	2	236	1	2	223	5	1	231	0	1	3	5	0	9	0	6	3	9	2	18	494
7:30 AM	0	11	206	3	13	220	2	1	207	13	0	223	0	0	16	5	0	21	0	0	7	12	2	19	483
7:45 AM	0	13	248	5	2	266	0	0	227	18	2	245	0	3	19	10	2	32	0	7	7	15	0	29	572
Total	1	28	943	14	17	986	3	3	830	44	3	880	0	4	41	23	4	68	0	16	18	44	11	78	2012
Approach %	0.1	2.8	95.6	1.4	-	-	0.3	0.3	94.3	5.0	-	-	0.0	5.9	60.3	33.8	-	-	0.0	20.5	23.1	56.4	-	-	-
Total %	0.0	1.4	46.9	0.7	-	49.0	0.1	0.1	41.3	2.2	-	43.7	0.0	0.2	2.0	1.1	-	3.4	0.0	0.8	0.9	2.2	-	3.9	-
PHF	0.250	0.538	0.907	0.700	-	0.927	0.375	0.375	0.914	0.611	-	0.898	0.000	0.333	0.539	0.575	-	0.531	0.000	0.571	0.643	0.733	-	0.672	0.879
Lights	1	28	920	13	-	962	3	3	811	40	-	857	0	4	25	20	-	49	0	14	17	39	-	70	1938
% Lights	100.0	100.0	97.6	92.9	-	97.6	100.0	100.0	97.7	90.9	-	97.4	-	100.0	61.0	87.0	-	72.1	-	87.5	94.4	88.6	-	89.7	96.3
Buses	0	0	13	0	-	13	0	0	7	0	-	7	0	0	0	1	-	1	0	1	0	3	-	4	25
% Buses	0.0	0.0	1.4	0.0	-	1.3	0.0	0.0	0.8	0.0	-	0.8	-	0.0	0.0	4.3	-	1.5	-	6.3	0.0	6.8	-	5.1	1.2
Single-Unit Trucks	0	0	8	1	-	9	0	0	10	3	-	13	0	0	0	0	-	0	0	0	0	1	-	1	23
% Single-Unit Trucks	0.0	0.0	0.8	7.1	-	0.9	0.0	0.0	1.2	6.8	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.3	-	1.3	1.1
Articulated Trucks	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	1	-	2	6
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	6.3	0.0	2.3	-	2.6	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	16	2	-	18	0	0	1	0	-	1	20
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	2.3	-	0.1	-	0.0	39.0	8.7	-	26.5	-	0.0	5.6	0.0	-	1.3	1.0
Pedestrians	-	-	-	-	17	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Madison Street with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Madison Street Eastbound						Madison Street Westbound						Scoville avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	8	151	2	0	161	0	3	203	12	2	218	0	2	2	1	13	5	0	8	2	16	0	26	410
3:15 PM	1	11	202	6	0	220	1	2	176	17	31	196	0	1	2	5	22	8	0	9	3	24	0	36	460
3:30 PM	0	3	182	2	0	187	1	2	212	16	3	231	0	3	1	0	10	4	0	6	1	15	0	22	444
3:45 PM	0	9	172	0	1	181	1	2	219	20	6	242	0	1	2	0	9	3	0	4	0	16	0	20	446
Total	1	31	707	10	1	749	3	9	810	65	42	887	0	7	7	6	54	20	0	27	6	71	0	104	1760
Approach %	0.1	4.1	94.4	1.3	-	-	0.3	1.0	91.3	7.3	-	-	0.0	35.0	35.0	30.0	-	-	0.0	26.0	5.8	68.3	-	-	-
Total %	0.1	1.8	40.2	0.6	-	42.6	0.2	0.5	46.0	3.7	-	50.4	0.0	0.4	0.4	0.3	-	1.1	0.0	1.5	0.3	4.0	-	5.9	-
PHF	0.250	0.705	0.875	0.417	-	0.851	0.750	0.750	0.925	0.813	-	0.916	0.000	0.583	0.875	0.300	-	0.625	0.000	0.750	0.500	0.740	-	0.722	0.957
Lights	1	31	687	8	-	727	3	9	800	65	-	877	0	6	6	6	-	18	0	24	6	71	-	101	1723
% Lights	100.0	100.0	97.2	80.0	-	97.1	100.0	100.0	98.8	100.0	-	98.9	-	85.7	85.7	100.0	-	90.0	-	88.9	100.0	100.0	-	97.1	97.9
Buses	0	0	8	1	-	9	0	0	4	0	-	4	0	0	0	0	-	0	0	1	0	0	-	1	14
% Buses	0.0	0.0	1.1	10.0	-	1.2	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	3.7	0.0	0.0	-	1.0	0.8
Single-Unit Trucks	0	0	9	1	-	10	0	0	5	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	16
% Single-Unit Trucks	0.0	0.0	1.3	10.0	-	1.3	0.0	0.0	0.6	0.0	-	0.6	-	14.3	0.0	0.0	-	5.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	3	0	-	3	0	0	0	0	-	0	0	0	1	0	-	1	0	2	0	0	-	2	6
% Bicycles on Road	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.0	0.0	-	0.0	-	0.0	14.3	0.0	-	5.0	-	7.4	0.0	0.0	-	1.9	0.3
Pedestrians	-	-	-	-	1	-	-	-	-	-	42	-	-	-	-	-	54	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Madison Street with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Madison Street Eastbound						Madison Street Westbound						Scoville avenue Northbound						Scoville Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	16	219	3	0	238	1	5	193	14	0	213	0	3	0	0	1	3	0	4	5	9	2	18	472
5:15 PM	0	10	205	4	0	219	1	2	195	17	1	215	0	1	1	0	3	2	0	4	4	5	9	13	449
5:30 PM	0	10	235	2	0	247	0	2	239	19	1	260	0	2	1	3	4	6	0	2	8	8	3	18	531
5:45 PM	0	17	228	0	0	245	0	3	232	25	0	260	0	2	1	3	4	6	0	3	3	8	1	14	525
Total	0	53	887	9	0	949	2	12	859	75	2	948	0	8	3	6	12	17	0	13	20	30	15	63	1977
Approach %	0.0	5.6	93.5	0.9	-	-	0.2	1.3	90.6	7.9	-	-	0.0	47.1	17.6	35.3	-	-	0.0	20.6	31.7	47.6	-	-	-
Total %	0.0	2.7	44.9	0.5	-	48.0	0.1	0.6	43.4	3.8	-	48.0	0.0	0.4	0.2	0.3	-	0.9	0.0	0.7	1.0	1.5	-	3.2	-
PHF	0.000	0.779	0.944	0.563	-	0.961	0.500	0.600	0.899	0.750	-	0.912	0.000	0.667	0.750	0.500	-	0.708	0.000	0.813	0.625	0.833	-	0.875	0.931
Lights	0	51	876	9	-	936	2	12	840	75	-	929	0	8	3	6	-	17	0	12	18	30	-	60	1942
% Lights	-	96.2	98.8	100.0	-	98.6	100.0	100.0	97.8	100.0	-	98.0	-	100.0	100.0	100.0	-	100.0	-	92.3	90.0	100.0	-	95.2	98.2
Buses	0	0	3	0	-	3	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	0.3	0.0	-	0.3	0.0	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	1	8	0	-	9	0	0	8	0	-	8	0	0	0	0	-	0	0	1	0	0	-	1	18
% Single-Unit Trucks	-	1.9	0.9	0.0	-	0.9	0.0	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	7.7	0.0	0.0	-	1.6	0.9
Articulated Trucks	0	1	0	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	1.9	0.0	0.0	-	0.1	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	10.0	0.0	-	3.2	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	12	-	-	-	-	-	15	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Washington Boulevard with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Data

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	2	0	116	9	1	127	0	2	63	0	1	65	0	0	3	9	2	12	0	0	1	1	1	2	206
7:15 AM	0	2	126	15	3	143	0	6	69	0	2	75	0	2	2	7	10	11	0	0	0	3	0	3	232
7:30 AM	0	1	104	11	5	116	0	9	80	2	4	91	0	3	6	21	4	30	0	1	1	1	3	3	240
7:45 AM	0	4	120	7	11	131	0	13	110	1	4	124	0	0	15	33	6	48	0	0	1	3	0	4	307
Hourly Total	2	7	466	42	20	517	0	30	322	3	11	355	0	5	26	70	22	101	0	1	3	8	4	12	985
8:00 AM	0	0	98	4	1	102	0	7	107	1	0	115	0	1	1	5	1	7	0	0	0	1	1	1	225
8:15 AM	0	0	89	2	1	91	0	4	82	1	2	87	0	2	0	11	4	13	0	0	1	3	2	4	195
8:30 AM	0	1	78	6	2	85	0	4	78	0	0	82	0	0	1	14	6	15	0	1	1	2	0	4	186
8:45 AM	0	4	89	5	2	98	0	6	75	0	0	81	0	1	0	11	4	12	0	0	0	0	1	0	191
Hourly Total	0	5	354	17	6	376	0	21	342	2	2	365	0	4	2	41	15	47	0	1	2	6	4	9	797
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	2	70	12	2	84	0	8	86	0	0	94	0	2	0	9	1	11	0	0	1	0	1	1	190
2:45 PM	0	0	54	4	1	58	0	8	97	0	0	105	0	0	1	12	0	13	0	0	0	1	2	1	177
Hourly Total	0	2	124	16	3	142	0	16	183	0	0	199	0	2	1	21	1	24	0	0	1	1	3	2	367
3:00 PM	0	1	95	7	3	103	0	4	93	0	2	97	0	5	0	7	4	12	0	1	12	0	1	13	225
3:15 PM	0	1	88	8	36	97	0	13	87	0	9	100	0	6	1	26	9	33	0	0	4	0	6	4	234
3:30 PM	0	0	85	5	6	90	0	7	102	4	4	113	0	5	0	14	14	19	0	0	0	0	8	0	222
3:45 PM	0	0	77	8	3	85	0	5	136	0	11	141	0	1	0	23	9	24	0	0	1	0	7	1	251
Hourly Total	0	2	345	28	48	375	0	29	418	4	26	451	0	17	1	70	36	88	0	1	17	0	22	18	932
4:00 PM	0	1	107	7	2	115	0	10	130	0	1	140	0	3	0	16	3	19	0	0	1	1	2	2	276
4:15 PM	0	1	87	6	7	94	0	3	112	1	2	116	0	5	1	20	1	26	0	0	0	0	1	0	236
4:30 PM	0	0	105	3	8	108	0	13	141	0	3	154	0	0	1	14	2	15	0	0	4	0	2	4	281
4:45 PM	0	0	115	5	10	120	0	13	138	0	4	151	0	2	1	17	3	20	0	0	0	1	6	1	292
Hourly Total	0	2	414	21	27	437	0	39	521	1	10	561	0	10	3	67	9	80	0	0	5	2	11	7	1085
5:00 PM	0	1	105	7	3	113	0	13	139	0	3	152	0	9	0	15	1	24	0	1	1	0	5	2	291
5:15 PM	0	4	108	3	3	115	0	8	149	1	2	158	0	4	0	13	3	17	0	0	1	2	4	3	293
5:30 PM	0	4	91	8	3	103	0	12	145	0	3	157	0	3	0	14	3	17	0	1	0	2	4	3	280
5:45 PM	0	0	117	4	3	121	0	18	129	1	4	148	0	3	0	16	7	19	0	0	2	1	1	3	291
Hourly Total	0	9	421	22	12	452	0	51	562	2	12	615	0	19	0	58	14	77	0	2	4	5	14	11	1155
Grand Total	2	27	2124	146	116	2299	0	186	2348	12	61	2546	0	57	33	327	97	417	0	5	32	22	58	59	5321
Approach %	0.1	1.2	92.4	6.4	-	-	0.0	7.3	92.2	0.5	-	-	0.0	13.7	7.9	78.4	-	-	0.0	8.5	54.2	37.3	-	-	-
Total %	0.0	0.5	39.9	2.7	-	43.2	0.0	3.5	44.1	0.2	-	47.8	0.0	1.1	0.6	6.1	-	7.8	0.0	0.1	0.6	0.4	-	1.1	-
Lights	2	24	2088	141	-	2255	0	182	2320	6	-	2508	0	57	2	324	-	383	0	4	4	22	-	30	5176
% Lights	100.0	88.9	98.3	96.6	-	98.1	-	97.8	98.8	50.0	-	98.5	-	100.0	6.1	99.1	-	91.8	-	80.0	12.5	100.0	-	50.8	97.3
Buses	0	0	24	4	-	28	0	2	12	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	42
% Buses	0.0	0.0	1.1	2.7	-	1.2	-	1.1	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	1	8	0	-	9	0	1	12	0	-	13	0	0	0	2	-	2	0	0	0	0	-	0	24

% Single-Unit Trucks	0.0	3.7	0.4	0.0	-	0.4	-	0.5	0.5	0.0	-	0.5	-	0.0	0.0	0.6	-	0.5	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	1	-	1	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.0	0.0	0.7	-	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	0.1
Bicycles on Road	0	2	4	0	-	6	0	1	1	6	-	8	0	0	31	1	-	32	0	1	28	0	-	29	75
% Bicycles on Road	0.0	7.4	0.2	0.0	-	0.3	-	0.5	0.0	50.0	-	0.3	-	0.0	93.9	0.3	-	7.7	-	20.0	87.5	0.0	-	49.2	1.4
Pedestrians	-	-	-	-	116	-	-	-	-	-	61	-	-	-	-	-	97	-	-	-	-	-	58	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Washington Boulevard with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	2	0	116	9	1	127	0	2	63	0	1	65	0	0	3	9	2	12	0	0	1	1	1	2	206
7:15 AM	0	2	126	15	3	143	0	6	69	0	2	75	0	2	2	7	10	11	0	0	0	3	0	3	232
7:30 AM	0	1	104	11	5	116	0	9	80	2	4	91	0	3	6	21	4	30	0	1	1	1	3	3	240
7:45 AM	0	4	120	7	11	131	0	13	110	1	4	124	0	0	15	33	6	48	0	0	1	3	0	4	307
Total	2	7	466	42	20	517	0	30	322	3	11	355	0	5	26	70	22	101	0	1	3	8	4	12	985
Approach %	0.4	1.4	90.1	8.1	-	-	0.0	8.5	90.7	0.8	-	-	0.0	5.0	25.7	69.3	-	-	0.0	8.3	25.0	66.7	-	-	-
Total %	0.2	0.7	47.3	4.3	-	52.5	0.0	3.0	32.7	0.3	-	36.0	0.0	0.5	2.6	7.1	-	10.3	0.0	0.1	0.3	0.8	-	1.2	-
PHF	0.250	0.438	0.925	0.700	-	0.904	0.000	0.577	0.732	0.375	-	0.716	0.000	0.417	0.433	0.530	-	0.526	0.000	0.250	0.750	0.667	-	0.750	0.802
Lights	2	5	462	37	-	506	0	30	319	1	-	350	0	5	0	69	-	74	0	1	1	8	-	10	940
% Lights	100.0	71.4	99.1	88.1	-	97.9	-	100.0	99.1	33.3	-	98.6	-	100.0	0.0	98.6	-	73.3	-	100.0	33.3	100.0	-	83.3	95.4
Buses	0	0	3	4	-	7	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	0.0	0.0	0.6	9.5	-	1.4	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	0.0	14.3	0.2	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	1	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.0	0.0	2.4	-	0.2	-	0.0	0.6	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	1	0	0	-	1	0	0	0	2	-	2	0	0	26	1	-	27	0	0	2	0	-	2	32
% Bicycles on Road	0.0	14.3	0.0	0.0	-	0.2	-	0.0	0.0	66.7	-	0.6	-	0.0	100.0	1.4	-	26.7	-	0.0	66.7	0.0	-	16.7	3.2
Pedestrians	-	-	-	-	20	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Washington Boulevard with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
3:00 PM	0	1	95	7	3	103	0	4	93	0	2	97	0	5	0	7	4	12	0	1	12	0	1	13	225
3:15 PM	0	1	88	8	36	97	0	13	87	0	9	100	0	6	1	26	9	33	0	0	4	0	6	4	234
3:30 PM	0	0	85	5	6	90	0	7	102	4	4	113	0	5	0	14	14	19	0	0	0	0	8	0	222
3:45 PM	0	0	77	8	3	85	0	5	136	0	11	141	0	1	0	23	9	24	0	0	1	0	7	1	251
Total	0	2	345	28	48	375	0	29	418	4	26	451	0	17	1	70	36	88	0	1	17	0	22	18	932
Approach %	0.0	0.5	92.0	7.5	-	-	0.0	6.4	92.7	0.9	-	-	0.0	19.3	1.1	79.5	-	-	0.0	5.6	94.4	0.0	-	-	-
Total %	0.0	0.2	37.0	3.0	-	40.2	0.0	3.1	44.8	0.4	-	48.4	0.0	1.8	0.1	7.5	-	9.4	0.0	0.1	1.8	0.0	-	1.9	-
PHF	0.000	0.500	0.908	0.875	-	0.910	0.000	0.558	0.768	0.250	-	0.800	0.000	0.708	0.250	0.673	-	0.667	0.000	0.250	0.354	0.000	-	0.346	0.928
Lights	0	2	335	28	-	365	0	28	413	0	-	441	0	17	0	70	-	87	0	0	0	0	-	0	893
% Lights	-	100.0	97.1	100.0	-	97.3	-	96.6	98.8	0.0	-	97.8	-	100.0	0.0	100.0	-	98.9	-	0.0	0.0	-	-	0.0	95.8
Buses	0	0	9	0	-	9	0	1	3	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	13
% Buses	-	0.0	2.6	0.0	-	2.4	-	3.4	0.7	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	1.4
Single-Unit Trucks	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	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	4	-	4	0	0	1	0	-	1	0	1	17	0	-	18	23
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	100.0	-	0.9	-	0.0	100.0	0.0	-	1.1	-	100.0	100.0	-	-	100.0	2.5
Pedestrians	-	-	-	-	48	-	-	-	-	-	26	-	-	-	-	-	36	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Washington Boulevard with Scoville Avenue
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Washington Boulevard Eastbound						Washington Boulevard Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	105	7	3	113	0	13	139	0	3	152	0	9	0	15	1	24	0	1	1	0	5	2	291
5:15 PM	0	4	108	3	3	115	0	8	149	1	2	158	0	4	0	13	3	17	0	0	1	2	4	3	293
5:30 PM	0	4	91	8	3	103	0	12	145	0	3	157	0	3	0	14	3	17	0	1	0	2	4	3	280
5:45 PM	0	0	117	4	3	121	0	18	129	1	4	148	0	3	0	16	7	19	0	0	2	1	1	3	291
Total	0	9	421	22	12	452	0	51	562	2	12	615	0	19	0	58	14	77	0	2	4	5	14	11	1155
Approach %	0.0	2.0	93.1	4.9	-	-	0.0	8.3	91.4	0.3	-	-	0.0	24.7	0.0	75.3	-	-	0.0	18.2	36.4	45.5	-	-	-
Total %	0.0	0.8	36.5	1.9	-	39.1	0.0	4.4	48.7	0.2	-	53.2	0.0	1.6	0.0	5.0	-	6.7	0.0	0.2	0.3	0.4	-	1.0	-
PHF	0.000	0.563	0.900	0.688	-	0.934	0.000	0.708	0.943	0.500	-	0.973	0.000	0.528	0.000	0.906	-	0.802	0.000	0.500	0.500	0.625	-	0.917	0.985
Lights	0	9	418	22	-	449	0	50	559	2	-	611	0	19	0	58	-	77	0	2	1	5	-	8	1145
% Lights	-	100.0	99.3	100.0	-	99.3	-	98.0	99.5	100.0	-	99.3	-	100.0	-	100.0	-	100.0	-	100.0	25.0	100.0	-	72.7	99.1
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.4	0.0	-	0.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	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	2	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	3	0	-	3	6
% Bicycles on Road	-	0.0	0.5	0.0	-	0.4	-	2.0	0.0	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	0.0	75.0	0.0	-	27.3	0.5
Pedestrians	-	-	-	-	12	-	-	-	-	-	12	-	-	-	-	-	14	-	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Outbound Only Access Drive
Site Code:
Start Date: 05/15/2018
Page No: 1

Turning Movement Data

Start Time	Fenwick Access Drive Westbound					East Avenue Northbound					East Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	12	11	4	23	0	55	0	0	55	0	1	48	1	49	127
7:15 AM	0	12	34	5	46	0	63	0	0	63	0	0	92	1	92	201
7:30 AM	0	12	50	9	62	0	79	0	0	79	0	0	70	12	70	211
7:45 AM	0	8	64	6	72	0	78	0	1	78	0	0	113	9	113	263
Hourly Total	0	44	159	24	203	0	275	0	1	275	0	1	323	23	324	802
8:00 AM	0	2	3	1	5	0	48	0	0	48	0	0	64	1	64	117
8:15 AM	0	2	1	0	3	0	61	0	0	61	0	0	48	2	48	112
8:30 AM	0	1	1	1	2	0	71	0	0	71	0	0	38	0	38	111
8:45 AM	0	1	2	0	3	0	51	0	0	51	0	0	43	0	43	97
Hourly Total	0	6	7	2	13	0	231	0	0	231	0	0	193	3	193	437
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	6	12	4	18	0	46	0	2	46	1	1	58	2	60	124
2:45 PM	0	3	10	6	13	0	33	0	0	33	1	0	56	2	57	103
Hourly Total	0	9	22	10	31	0	79	0	2	79	2	1	114	4	117	227
3:00 PM	0	10	15	11	25	0	56	0	7	56	0	0	72	6	72	153
3:15 PM	0	8	24	25	32	0	69	0	3	69	0	0	120	2	120	221
3:30 PM	0	9	18	18	27	0	71	0	1	71	0	0	85	3	85	183
3:45 PM	0	7	18	7	25	0	71	0	0	71	0	0	97	0	97	193
Hourly Total	0	34	75	61	109	0	267	0	11	267	0	0	374	11	374	750
4:00 PM	0	10	12	2	22	0	47	1	1	48	0	0	94	3	94	164
4:15 PM	0	5	6	7	11	0	55	0	0	55	0	0	79	1	79	145
4:30 PM	0	3	8	2	11	0	67	0	1	67	0	0	89	0	89	167
4:45 PM	0	1	4	4	5	0	72	0	0	72	0	0	79	1	79	156
Hourly Total	0	19	30	15	49	0	241	1	2	242	0	0	341	5	341	632
5:00 PM	0	4	10	4	14	0	74	0	1	74	0	0	96	1	96	184
5:15 PM	0	2	11	6	13	0	85	0	2	85	0	0	108	0	108	206
5:30 PM	0	1	8	5	9	0	76	1	2	77	0	1	87	0	88	174
5:45 PM	0	5	4	5	9	0	72	0	1	72	0	1	83	1	84	165
Hourly Total	0	12	33	20	45	0	307	1	6	308	0	2	374	2	376	729
Grand Total	0	124	326	132	450	0	1400	2	22	1402	2	4	1719	48	1725	3577
Approach %	0.0	27.6	72.4	-	-	0.0	99.9	0.1	-	-	0.1	0.2	99.7	-	-	-
Total %	0.0	3.5	9.1	-	12.6	0.0	39.1	0.1	-	39.2	0.1	0.1	48.1	-	48.2	-
Lights	0	119	318	-	437	0	1341	2	-	1343	2	3	1667	-	1672	3452
% Lights	-	96.0	97.5	-	97.1	-	95.8	100.0	-	95.8	100.0	75.0	97.0	-	96.9	96.5
Buses	0	4	8	-	12	0	12	0	-	12	0	0	15	-	15	39
% Buses	-	3.2	2.5	-	2.7	-	0.9	0.0	-	0.9	0.0	0.0	0.9	-	0.9	1.1
Single-Unit Trucks	0	0	0	-	0	0	7	0	-	7	0	0	6	-	6	13
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.5	0.0	-	0.5	0.0	0.0	0.3	-	0.3	0.4

Articulated Trucks	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Articulated Trucks	-	0.8	0.0	-	0.2	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	39	0	-	39	0	1	31	-	32	71
% Bicycles on Road	-	0.0	0.0	-	0.0	-	2.8	0.0	-	2.8	0.0	25.0	1.8	-	1.9	2.0
Pedestrians	-	-	-	132	-	-	-	-	22	-	-	-	-	48	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Outbound Only Access Drive
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Fenwick Access Drive Westbound					East Avenue Northbound					East Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	12	11	4	23	0	55	0	0	55	0	1	48	1	49	127
7:15 AM	0	12	34	5	46	0	63	0	0	63	0	0	92	1	92	201
7:30 AM	0	12	50	9	62	0	79	0	0	79	0	0	70	12	70	211
7:45 AM	0	8	64	6	72	0	78	0	1	78	0	0	113	9	113	263
Total	0	44	159	24	203	0	275	0	1	275	0	1	323	23	324	802
Approach %	0.0	21.7	78.3	-	-	0.0	100.0	0.0	-	-	0.0	0.3	99.7	-	-	-
Total %	0.0	5.5	19.8	-	25.3	0.0	34.3	0.0	-	34.3	0.0	0.1	40.3	-	40.4	-
PHF	0.000	0.917	0.621	-	0.705	0.000	0.870	0.000	-	0.870	0.000	0.250	0.715	-	0.717	0.762
Lights	0	44	158	-	202	0	239	0	-	239	0	0	322	-	322	763
% Lights	-	100.0	99.4	-	99.5	-	86.9	-	-	86.9	-	0.0	99.7	-	99.4	95.1
Buses	0	0	1	-	1	0	4	0	-	4	0	0	1	-	1	6
% Buses	-	0.0	0.6	-	0.5	-	1.5	-	-	1.5	-	0.0	0.3	-	0.3	0.7
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.4	-	-	0.4	-	0.0	0.0	-	0.0	0.1
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.4	-	-	0.4	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	30	0	-	30	0	1	0	-	1	31
% Bicycles on Road	-	0.0	0.0	-	0.0	-	10.9	-	-	10.9	-	100.0	0.0	-	0.3	3.9
Pedestrians	-	-	-	24	-	-	-	-	1	-	-	-	-	23	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Outbound Only Access Drive
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Fenwick Access Drive Westbound					East Avenue Northbound					East Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
3:00 PM	0	10	15	11	25	0	56	0	7	56	0	0	72	6	72	153
3:15 PM	0	8	24	25	32	0	69	0	3	69	0	0	120	2	120	221
3:30 PM	0	9	18	18	27	0	71	0	1	71	0	0	85	3	85	183
3:45 PM	0	7	18	7	25	0	71	0	0	71	0	0	97	0	97	193
Total	0	34	75	61	109	0	267	0	11	267	0	0	374	11	374	750
Approach %	0.0	31.2	68.8	-	-	0.0	100.0	0.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	4.5	10.0	-	14.5	0.0	35.6	0.0	-	35.6	0.0	0.0	49.9	-	49.9	-
PHF	0.000	0.850	0.781	-	0.852	0.000	0.940	0.000	-	0.940	0.000	0.000	0.779	-	0.779	0.848
Lights	0	32	71	-	103	0	261	0	-	261	0	0	361	-	361	725
% Lights	-	94.1	94.7	-	94.5	-	97.8	-	-	97.8	-	-	96.5	-	96.5	96.7
Buses	0	2	4	-	6	0	3	0	-	3	0	0	2	-	2	11
% Buses	-	5.9	5.3	-	5.5	-	1.1	-	-	1.1	-	-	0.5	-	0.5	1.5
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.4	-	-	0.4	-	-	0.0	-	0.0	0.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	2	0	-	2	0	0	11	-	11	13
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.7	-	-	0.7	-	-	2.9	-	2.9	1.7
Pedestrians	-	-	-	61	-	-	-	-	11	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: East Avenue with Outbound Only Access Drive
Site Code:
Start Date: 05/15/2018
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Fenwick Access Drive Westbound					East Avenue Northbound					East Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
5:00 PM	0	4	10	4	14	0	74	0	1	74	0	0	96	1	96	184
5:15 PM	0	2	11	6	13	0	85	0	2	85	0	0	108	0	108	206
5:30 PM	0	1	8	5	9	0	76	1	2	77	0	1	87	0	88	174
5:45 PM	0	5	4	5	9	0	72	0	1	72	0	1	83	1	84	165
Total	0	12	33	20	45	0	307	1	6	308	0	2	374	2	376	729
Approach %	0.0	26.7	73.3	-	-	0.0	99.7	0.3	-	-	0.0	0.5	99.5	-	-	-
Total %	0.0	1.6	4.5	-	6.2	0.0	42.1	0.1	-	42.2	0.0	0.3	51.3	-	51.6	-
PHF	0.000	0.600	0.750	-	0.804	0.000	0.903	0.250	-	0.906	0.000	0.500	0.866	-	0.870	0.885
Lights	0	12	31	-	43	0	301	1	-	302	0	2	361	-	363	708
% Lights	-	100.0	93.9	-	95.6	-	98.0	100.0	-	98.1	-	100.0	96.5	-	96.5	97.1
Buses	0	0	2	-	2	0	2	0	-	2	0	0	3	-	3	7
% Buses	-	0.0	6.1	-	4.4	-	0.7	0.0	-	0.6	-	0.0	0.8	-	0.8	1.0
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	2	-	2	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	-	0.0	0.5	-	0.5	0.4
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	3	0	-	3	0	0	8	-	8	11
% Bicycles on Road	-	0.0	0.0	-	0.0	-	1.0	0.0	-	1.0	-	0.0	2.1	-	2.1	1.5
Pedestrians	-	-	-	20	-	-	-	-	6	-	-	-	-	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 bmay@kloainc.com

Count Name: Madison Avenue with Fenwick Exit Only Access Drive
Site Code:
Start Date: 05/15/2018

Direction (Southbound)

Start Time	Lights	Buses	Single-Unit Trucks	Articulated Trucks	Bicycles on Road	Total
7:00 AM	1	0	0	0	0	1
7:15 AM	4	0	0	0	0	4
7:30 AM	3	0	0	0	0	3
7:45 AM	15	0	0	0	0	15
8:00 AM	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	1
2:30 PM	5	0	0	0	0	5
2:45 PM	0	0	0	0	0	0
3:00 PM	4	0	0	0	0	4
3:15 PM	8	0	0	0	0	8
3:30 PM	2	1	0	0	0	3
3:45 PM	1	0	0	0	0	1
4:00 PM	2	0	0	0	0	2
4:15 PM	1	0	0	0	0	1
4:30 PM	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0
5:00 PM	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0
Total	51	1	0	0	0	52
Total %	98.1	1.9	0.0	0.0	0.0	100.0
AM Times	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM
AM Peaks	23	0	0	0	0	23
PM Times	2:30 PM	2:45 PM	2:30 PM	2:30 PM	2:30 PM	2:30 PM
PM Peaks	17	1	0	0	0	17

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

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

Count Name: Scoville Avenue with Public Alley
Site Code:
Start Date: 05/15/2018

Turning Movement Data

Start Time	Public Alley Eastbound						Westbound Approach Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	1	5	1	0	0	0	0	0	0	0	0	11	0	3	11	0	0	13	0	0	13	25
7:15 AM	0	0	0	4	12	4	0	0	0	0	0	0	0	0	10	0	11	10	0	0	17	0	0	17	31
7:30 AM	0	2	0	3	26	5	0	0	0	1	0	1	0	0	32	0	20	32	0	0	21	0	3	21	59
7:45 AM	0	2	0	12	21	14	0	0	0	0	0	0	0	0	45	0	17	45	0	0	26	1	1	27	86
Hourly Total	0	4	0	20	64	24	0	0	0	1	0	1	0	0	98	0	51	98	0	0	77	1	4	78	201
8:00 AM	0	0	0	0	3	0	0	0	0	1	0	1	0	0	8	0	0	8	0	2	13	0	1	15	24
8:15 AM	0	2	0	2	3	4	0	0	0	0	0	0	0	0	8	0	1	8	1	0	8	0	4	9	21
8:30 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	12	0	1	12	0	0	10	1	0	11	24
8:45 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	0	13	0	1	13	0	0	14	0	0	14	28
Hourly Total	0	2	0	3	8	5	0	1	0	1	0	2	0	0	41	0	3	41	1	2	45	1	5	49	97
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	0	0	2	10	2	0	0	0	0	2	0	0	1	10	0	1	11	0	0	23	0	2	23	36
2:45 PM	0	0	0	4	6	4	0	0	0	0	1	0	0	0	17	0	5	17	0	0	15	0	1	15	36
Hourly Total	0	0	0	6	16	6	0	0	0	0	3	0	0	1	27	0	6	28	0	0	38	0	3	38	72
3:00 PM	0	0	0	1	23	1	0	0	0	0	1	0	0	0	13	0	9	13	0	0	21	0	2	21	35
3:15 PM	0	6	0	6	42	12	0	1	0	0	5	1	0	0	23	1	6	24	0	0	31	1	4	32	69
3:30 PM	0	0	0	6	6	6	0	0	0	1	1	1	0	0	18	0	4	18	0	0	15	0	3	15	40
3:45 PM	0	1	0	1	7	2	0	0	0	0	0	0	0	0	22	0	2	22	0	0	15	0	1	15	39
Hourly Total	0	7	0	14	78	21	0	1	0	1	7	2	0	0	76	1	21	77	0	0	82	1	10	83	183
4:00 PM	0	1	0	4	2	5	0	0	0	0	0	0	0	1	21	0	4	22	0	0	18	0	1	18	45
4:15 PM	0	1	0	1	9	2	0	0	0	0	0	0	0	0	24	0	0	24	0	0	10	0	0	10	36
4:30 PM	0	1	0	2	10	3	0	0	0	0	0	0	0	0	17	0	5	17	0	0	17	0	0	17	37
4:45 PM	0	1	0	2	9	3	0	0	0	0	2	0	0	1	20	0	1	21	0	0	16	0	2	16	40
Hourly Total	0	4	0	9	30	13	0	0	0	0	2	0	0	2	82	0	10	84	0	0	61	0	3	61	158
5:00 PM	0	1	0	2	4	3	0	0	0	0	0	0	0	0	25	0	0	25	0	0	17	0	0	17	45
5:15 PM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	17	0	1	17	0	0	12	0	0	12	30
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	12	0	0	12	31
5:45 PM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	23	0	0	23	0	0	21	0	1	21	46
Hourly Total	0	1	0	5	11	6	0	0	0	0	0	0	0	0	84	0	1	84	0	0	62	0	1	62	152
Grand Total	0	18	0	57	207	75	0	2	0	3	12	5	0	3	408	1	92	412	1	2	365	3	26	371	863
Approach %	0.0	24.0	0.0	76.0	-	-	0.0	40.0	0.0	60.0	-	-	0.0	0.7	99.0	0.2	-	-	0.3	0.5	98.4	0.8	-	-	-
Total %	0.0	2.1	0.0	6.6	-	8.7	0.0	0.2	0.0	0.3	-	0.6	0.0	0.3	47.3	0.1	-	47.7	0.1	0.2	42.3	0.3	-	43.0	-
Lights	0	18	0	55	-	73	0	2	0	3	-	5	0	3	374	1	-	378	1	2	329	2	-	334	790
% Lights	-	100.0	-	96.5	-	97.3	-	100.0	-	100.0	-	100.0	-	100.0	91.7	100.0	-	91.7	100.0	100.0	90.1	66.7	-	90.0	91.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	6	0	-	6	6
% 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	1.6	0.0	-	1.6	0.7
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2

% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.3	0.0	-	0.3	0.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.3	0.0	-	0.3	0.1
Bicycles on Road	0	0	0	2	-	2	0	0	0	0	-	0	0	0	33	0	-	33	0	0	28	1	-	29	64
% Bicycles on Road	-	0.0	-	3.5	-	2.7	-	0.0	-	0.0	-	0.0	-	0.0	8.1	0.0	-	8.0	0.0	0.0	7.7	33.3	-	7.8	7.4
Pedestrians	-	-	-	-	207	-	-	-	-	-	12	-	-	-	-	-	92	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Scoville Avenue with Public Alley
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Public Alley Eastbound						Westbound Approach Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	1	5	1	0	0	0	0	0	0	0	0	11	0	3	11	0	0	13	0	0	13	25
7:15 AM	0	0	0	4	12	4	0	0	0	0	0	0	0	0	10	0	11	10	0	0	17	0	0	17	31
7:30 AM	0	2	0	3	26	5	0	0	0	1	0	1	0	0	32	0	20	32	0	0	21	0	3	21	59
7:45 AM	0	2	0	12	21	14	0	0	0	0	0	0	0	0	45	0	17	45	0	0	26	1	1	27	86
Total	0	4	0	20	64	24	0	0	0	1	0	1	0	0	98	0	51	98	0	0	77	1	4	78	201
Approach %	0.0	16.7	0.0	83.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.0	98.7	1.3	-	-	-
Total %	0.0	2.0	0.0	10.0	-	11.9	0.0	0.0	0.0	0.5	-	0.5	0.0	0.0	48.8	0.0	-	48.8	0.0	0.0	38.3	0.5	-	38.8	-
PHF	0.000	0.500	0.000	0.417	-	0.429	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.544	0.000	-	0.544	0.000	0.000	0.740	0.250	-	0.722	0.584
Lights	0	4	0	20	-	24	0	0	0	1	-	1	0	0	71	0	-	71	0	0	69	1	-	70	166
% Lights	-	100.0	-	100.0	-	100.0	-	-	-	100.0	-	100.0	-	-	72.4	-	-	72.4	-	-	89.6	100.0	-	89.7	82.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	4
% Buses	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	-	5.2	0.0	-	5.1	2.0
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
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	-	0.0	-	-	0.0	-	-	1.3	0.0	-	1.3	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	27	0	-	27	0	0	3	0	-	3	30
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	-	27.6	-	-	27.6	-	-	3.9	0.0	-	3.8	14.9
Pedestrians	-	-	-	-	64	-	-	-	-	-	0	-	-	-	-	-	51	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Scoville Avenue with Public Alley
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Public Alley Eastbound						Westbound Approach Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	1	23	1	0	0	0	0	1	0	0	0	13	0	9	13	0	0	21	0	2	21	35
3:15 PM	0	6	0	6	42	12	0	1	0	0	5	1	0	0	23	1	6	24	0	0	31	1	4	32	69
3:30 PM	0	0	0	6	6	6	0	0	0	1	1	1	0	0	18	0	4	18	0	0	15	0	3	15	40
3:45 PM	0	1	0	1	7	2	0	0	0	0	0	0	0	0	22	0	2	22	0	0	15	0	1	15	39
Total	0	7	0	14	78	21	0	1	0	1	7	2	0	0	76	1	21	77	0	0	82	1	10	83	183
Approach %	0.0	33.3	0.0	66.7	-	-	0.0	50.0	0.0	50.0	-	-	0.0	0.0	98.7	1.3	-	-	0.0	0.0	98.8	1.2	-	-	-
Total %	0.0	3.8	0.0	7.7	-	11.5	0.0	0.5	0.0	0.5	-	1.1	0.0	0.0	41.5	0.5	-	42.1	0.0	0.0	44.8	0.5	-	45.4	-
PHF	0.000	0.292	0.000	0.583	-	0.438	0.000	0.250	0.000	0.250	-	0.500	0.000	0.000	0.826	0.250	-	0.802	0.000	0.000	0.661	0.250	-	0.648	0.663
Lights	0	7	0	14	-	21	0	1	0	1	-	2	0	0	75	1	-	76	0	0	64	1	-	65	164
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	-	98.7	100.0	-	98.7	-	-	78.0	100.0	-	78.3	89.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	-	1.2	0.0	-	1.2	0.5
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
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	1	0	-	1	0	0	17	0	-	17	18
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	1.3	0.0	-	1.3	-	-	20.7	0.0	-	20.5	9.8
Pedestrians	-	-	-	-	78	-	-	-	-	-	7	-	-	-	-	-	21	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Scoville Avenue with Public Alley
Site Code:
Start Date: 05/15/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Public Alley Eastbound						Westbound Approach Westbound						Scoville Avenue Northbound						Scoville Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	1	0	2	4	3	0	0	0	0	0	0	0	0	25	0	0	25	0	0	17	0	0	17	45
5:15 PM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	17	0	1	17	0	0	12	0	0	12	30
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	12	0	0	12	31
5:45 PM	0	0	0	2	2	2	0	0	0	0	0	0	0	0	23	0	0	23	0	0	21	0	1	21	46
Total	0	1	0	5	11	6	0	0	0	0	0	0	0	0	84	0	1	84	0	0	62	0	1	62	152
Approach %	0.0	16.7	0.0	83.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	0.0	0.0	100.0	0.0	-	-	-
Total %	0.0	0.7	0.0	3.3	-	3.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	55.3	0.0	-	55.3	0.0	0.0	40.8	0.0	-	40.8	-
PHF	0.000	0.250	0.000	0.625	-	0.500	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.840	0.000	-	0.840	0.000	0.000	0.738	0.000	-	0.738	0.826
Lights	0	1	0	4	-	5	0	0	0	0	-	0	0	0	84	0	-	84	0	0	60	0	-	60	149
% Lights	-	100.0	-	80.0	-	83.3	-	-	-	-	-	-	-	-	100.0	-	-	100.0	-	-	96.8	-	-	96.8	98.0
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
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
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
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	3
% Bicycles on Road	-	0.0	-	20.0	-	16.7	-	-	-	-	-	-	-	-	0.0	-	-	0.0	-	-	3.2	-	-	3.2	2.0
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

June 20, 2018

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***East Avenue from Madison Street to Washington Boulevard***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated June 19, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
East Ave from Madison St to Washington Blvd	2,500	2,800
Madison St, @ East Ave	17,400	17,900
Washington Blvd, @ East Ave	7,050	7,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\OakPark\ck-62-18\ck-62-18.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis – Existing Conditions

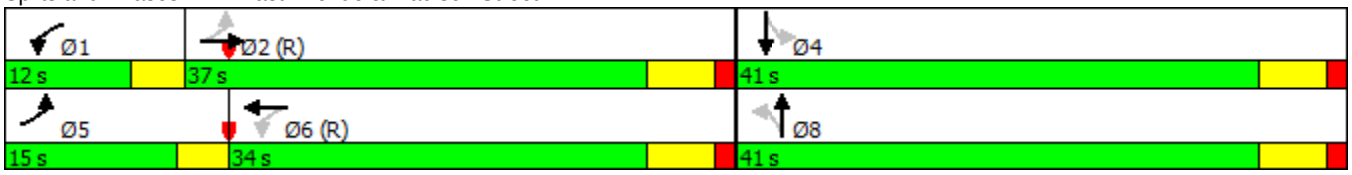
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	892	22	32	816	49	54	238	45	39	119	92
Future Volume (vph)	175	892	22	32	816	49	54	238	45	39	119	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99			0.98			0.98	
Frt		0.996			0.992			0.982			0.950	
Flt Protected	0.950			0.950				0.992			0.992	
Satd. Flow (prot)	1752	3294	0	1805	3278	0	0	1581	0	0	1765	0
Flt Permitted	0.123			0.181				0.891			0.879	
Satd. Flow (perm)	224	3294	0	343	3278	0	0	1417	0	0	1557	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			10			38	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	59		13	13		59	17		48	48		17
Confl. Bikes (#/hr)									31			
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 (%)	3%	2%	0%	0%	2%	8%	4%	1%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	1	0	0	2	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	1063	0	37	1006	0	0	392	0	0	290	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	34.0		23.0	23.0		23.0	23.0	
Total Split (s)	15.0	37.0		12.0	34.0		41.0	41.0		41.0	41.0	
Total Split (%)	16.7%	41.1%		13.3%	37.8%		45.6%	45.6%		45.6%	45.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.6	40.8		42.4	33.4			30.9			30.9	
Actuated g/C Ratio	0.55	0.45		0.47	0.37			0.34			0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.71		0.14	0.82			0.80			0.52	
Control Delay	27.3	25.9		12.4	34.5			38.2			23.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.3	25.9		12.4	34.5			38.2			23.1	
LOS	C	C		B	C			D			C	
Approach Delay		26.1			33.7			38.2			23.1	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	58	277		10	281			187			108	
Queue Length 95th (ft)	120	#392		24	#400			268			165	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	318	1494		307	1222			557			628	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.64	0.71		0.12	0.82			0.70			0.46	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 40 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.1 Intersection LOS: C
Intersection Capacity Utilization 72.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Avenue & Madison Street



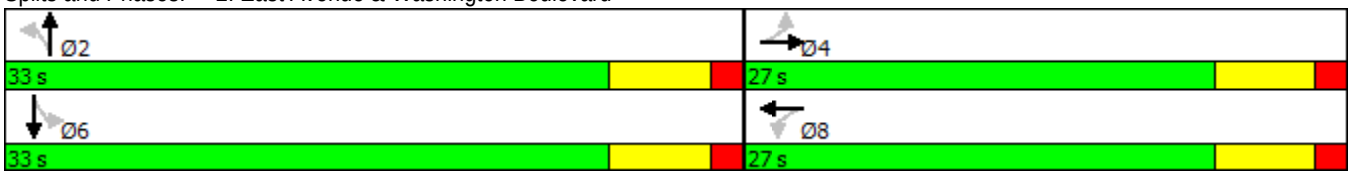
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	409	109	33	289	13	99	198	106	13	187	29
Future Volume (vph)	26	409	109	33	289	13	99	198	106	13	187	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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		0.99			1.00			0.94			0.99	
Frt		0.973			0.995			0.964			0.983	
Flt Protected		0.998			0.995			0.988			0.997	
Satd. Flow (prot)	0	1565	0	0	1536	0	0	1430	0	0	1590	0
Flt Permitted		0.967			0.861			0.844			0.963	
Satd. Flow (perm)	0	1516	0	0	1328	0	0	1215	0	0	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			4			39			16	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	13		18	18		13	21		92	92		21
Confl. Bikes (#/hr)			1						29			1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	1%	0%	0%	1%	0%	1%	0%	5%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	680	0	0	418	0	0	505	0	0	286	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		21.1			21.1			25.1			25.1	
Actuated g/C Ratio		0.36			0.36			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		1.21			0.87			0.92			0.43	
Control Delay		132.3			39.9			41.3			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		132.3			39.9			41.3			13.0	
LOS		F			D			D			B	
Approach Delay		132.3			39.9			41.3			13.0	
Approach LOS		F			D			D			B	
Queue Length 50th (ft)		~315			138			147			62	
Queue Length 95th (ft)		#419			#242			#264			97	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		563			483			586			720	
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		1.21			0.87			0.86			0.40	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 58.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 69.5 Intersection LOS: E
Intersection Capacity Utilization 86.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: East Avenue & Washington Boulevard



Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	962	14	20	870	4	48
Future Vol, veh/h	962	14	20	870	4	48
Conflicting Peds, #/hr	0	4	4	0	17	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	7	0	3	0	2
Mvmt Flow	1093	16	23	989	5	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1113	0	1662	562
Stage 1	-	-	-	-	1105	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.1	-	6.8	6.94
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.32
Pot Cap-1 Maneuver	-	-	635	-	90	470
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	633	-	85	467
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	633	-
HCM Lane V/C Ratio	0.139	-	-	0.036	-
HCM Control Delay (s)	14.9	-	-	10.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	966	833	43	16	61
Future Vol, veh/h	53	966	833	43	16	61
Conflicting Peds, #/hr	11	0	0	11	3	17
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	2	7	13	11
Mvmt Flow	60	1098	947	49	18	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1006	0	-	0	1654	526
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	672	-
Critical Hdwy	4.1	-	-	-	7.06	7.12
Critical Hdwy Stg 1	-	-	-	-	6.06	-
Critical Hdwy Stg 2	-	-	-	-	6.06	-
Follow-up Hdwy	2.2	-	-	-	3.63	3.41
Pot Cap-1 Maneuver	697	-	-	-	80	474
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	441	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	686	-	-	-	71	461
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	398	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	686	-	-	-	353
HCM Lane V/C Ratio	0.088	-	-	-	0.248
HCM Control Delay (s)	10.8	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	466	42	30	322	1	5	0	69	1	1	8
Future Vol, veh/h	6	466	42	30	322	1	5	0	69	1	1	8
Conflicting Peds, #/hr	4	0	22	22	0	4	20	0	11	11	0	20
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, %	14	1	12	0	1	0	0	0	0	0	0	0
Mvmt Flow	8	583	53	38	403	1	6	0	86	1	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	657	0	0	1150	1129	642	1160	1154	427
Stage 1	-	-	-	-	-	-	646	646	-	482	482	-
Stage 2	-	-	-	-	-	-	504	483	-	678	672	-
Critical Hdwy	4.24	-	-	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	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1089	-	-	940	-	-	177	206	478	174	199	632
Stage 1	-	-	-	-	-	-	464	470	-	569	557	-
Stage 2	-	-	-	-	-	-	554	556	-	445	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1068	-	-	930	-	-	158	188	463	133	182	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	188	-	133	182	-
Stage 1	-	-	-	-	-	-	449	455	-	560	525	-
Stage 2	-	-	-	-	-	-	505	525	-	354	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	16.3	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	1068	-	-	930	-	-	385
HCM Lane V/C Ratio	0.226	0.007	-	-	0.04	-	-	0.032
HCM Control Delay (s)	16.3	8.4	0	-	9	0	-	14.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	6	4	0	0	0	243	197	112	238	3
Future Vol, veh/h	2	1	6	4	0	0	0	243	197	112	238	3
Conflicting Peds, #/hr	109	0	0	0	0	109	0	0	90	90	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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	2	1	0	1	0
Mvmt Flow	3	1	8	5	0	0	0	316	256	145	309	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1155	1263	311	1140	1138	643	313	0	0	661	0	0
Stage 1	602	602	-	534	534	-	-	-	-	-	-	-
Stage 2	553	661	-	606	604	-	-	-	-	-	-	-
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	175	171	734	180	203	477	1259	-	-	937	-	-
Stage 1	490	492	-	534	528	-	-	-	-	-	-	-
Stage 2	521	463	-	487	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	124	734	136	147	391	1259	-	-	840	-	-
Mov Cap-2 Maneuver	132	124	-	136	147	-	-	-	-	-	-	-
Stage 1	490	389	-	488	483	-	-	-	-	-	-	-
Stage 2	467	423	-	380	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	32.5	0	3.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	287	136	840	-	-
HCM Lane V/C Ratio	-	-	-	0.041	0.038	0.173	-	-
HCM Control Delay (s)	0	-	-	18.1	32.5	10.2	0	-
HCM Lane LOS	A	-	-	C	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.6	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	159	245	0	0	323
Future Vol, veh/h	44	159	245	0	0	323
Conflicting Peds, #/hr	1	1	0	24	24	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	58	209	322	0	0	425

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	748	323	0	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	-	-
Pot Cap-1 Maneuver	383	720	-	0	0	-
Stage 1	739	-	-	0	0	-
Stage 2	663	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	383	719	-	-	-	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	604	-
HCM Lane V/C Ratio	-	0.442	-
HCM Control Delay (s)	-	15.6	-
HCM Lane LOS	-	C	-
HCM 95th %tile Q(veh)	-	2.3	-

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	0	0	11	0	0	0	0	440	22	9	239	0
Future Vol, veh/h	0	0	11	0	0	0	0	440	22	9	239	0
Conflicting Peds, #/hr	109	0	0	0	0	109	0	0	91	91	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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	1	1	0
Mvmt Flow	0	0	14	0	0	0	0	571	29	12	310	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1029	1025	310	1018	1011	786	310	0	0	691	0	0
Stage 1	334	334	-	677	677	-	-	-	-	-	-	-
Stage 2	695	691	-	341	334	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.11	-	-
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	-	-	2.209	-	-
Pot Cap-1 Maneuver	214	237	735	218	241	395	1262	-	-	908	-	-
Stage 1	684	647	-	446	455	-	-	-	-	-	-	-
Stage 2	436	449	-	678	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	189	213	735	193	216	323	1262	-	-	814	-	-
Mov Cap-2 Maneuver	189	213	-	193	216	-	-	-	-	-	-	-
Stage 1	684	635	-	407	416	-	-	-	-	-	-	-
Stage 2	391	410	-	653	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	0	0	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1262	-	-	735	-	814	-	-
HCM Lane V/C Ratio	-	-	-	0.019	-	0.014	-	-
HCM Control Delay (s)	0	-	-	10	0	9.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	20	0	71	74	0
Future Vol, veh/h	4	20	0	71	74	0
Conflicting Peds, #/hr	4	51	64	0	0	64
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	6	0
Mvmt Flow	7	34	0	122	128	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	179	-	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	739	869	0	-	-	0
Stage 1	903	-	0	-	-	0
Stage 2	905	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	739	827	-	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	811	-
HCM Lane V/C Ratio	-	0.051	-
HCM Control Delay (s)	-	9.7	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	976	874	0	0	23
Future Vol, veh/h	0	976	874	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	1135	1016	0	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	508
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	515
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	515
HCM Lane V/C Ratio	-	-	0.052
HCM Control Delay (s)	-	-	12.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

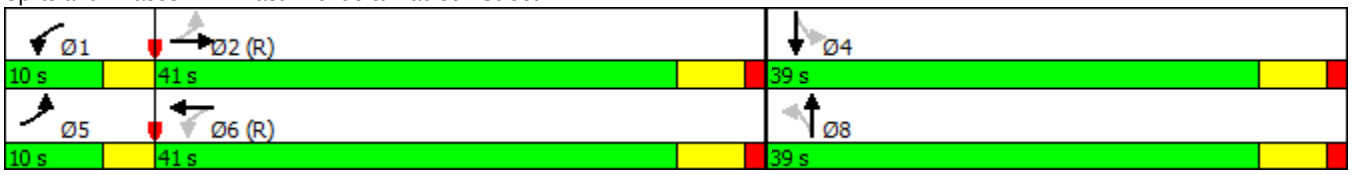
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	686	35	40	850	38	67	196	33	48	221	108
Future Volume (vph)	85	686	35	40	850	38	67	196	33	48	221	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98	1.00			0.99			0.98	
Frt		0.993			0.994			0.985			0.961	
Flt Protected	0.950			0.950				0.989			0.994	
Satd. Flow (prot)	1719	3246	0	1736	3310	0	0	1583	0	0	1760	0
Flt Permitted	0.197			0.304				0.743			0.909	
Satd. Flow (perm)	354	3246	0	546	3310	0	0	1186	0	0	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			8			25	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	23		38	38		23	18		36	36		18
Confl. Bikes (#/hr)			1			4			2			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	0%	4%	2%	0%	2%	2%	3%	0%	1%	4%
Bus Blockages (#/hr)	0	0	2	0	0	1	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	767	0	43	944	0	0	315	0	0	401	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	35.0		23.0	23.0		23.0	23.0	
Total Split (s)	10.0	41.0		10.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	11.1%	45.6%		11.1%	45.6%		43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.8	43.1		48.4	40.8			28.9			28.9	
Actuated g/C Ratio	0.55	0.48		0.54	0.45			0.32			0.32	

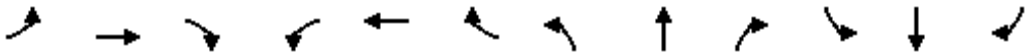
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.30	0.49		0.11	0.63			0.82			0.76	
Control Delay	12.8	19.2		10.7	22.7			44.6			34.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	12.8	19.2		10.7	22.7			44.6			34.8	
LOS	B	B		B	C			D			C	
Approach Delay		18.5			22.2			44.6			34.8	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	23	170		11	230			154			184	
Queue Length 95th (ft)	48	238		27	308			#272			280	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	298	1558		380	1505			439			603	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.30	0.49		0.11	0.63			0.72			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 28 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 25.7 Intersection LOS: C
Intersection Capacity Utilization 69.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Avenue & Madison Street



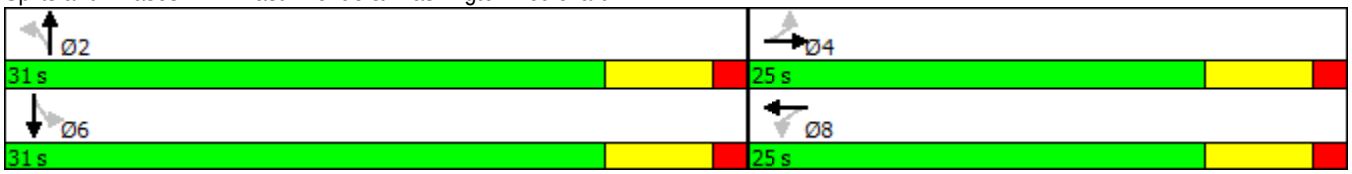


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	300	59	33	398	14	73	224	51	15	263	24
Future Volume (vph)	14	300	59	33	398	14	73	224	51	15	263	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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		0.99			1.00			0.97			0.99	
Frt		0.979			0.996			0.980			0.989	
Flt Protected		0.998			0.996			0.990			0.998	
Satd. Flow (prot)	0	1559	0	0	1535	0	0	1484	0	0	1598	0
Flt Permitted		0.974			0.947			0.867			0.971	
Satd. Flow (perm)	0	1520	0	0	1456	0	0	1293	0	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			3			20			10	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	27		44	44		27	27		107	107		27
Confl. Bikes (#/hr)									2			12
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%	2%	0%	0%	1%	7%	3%	1%	6%	7%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	0	0	488	0	0	382	0	0	331	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		31.0	31.0		31.0	31.0	
Total Split (s)	25.0	25.0		25.0	25.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.1			19.1			19.4			19.4	
Actuated g/C Ratio		0.38			0.38			0.38			0.38	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.70			0.88			0.75			0.55	
Control Delay		22.9			38.8			23.1			15.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.9			38.8			23.1			15.5	
LOS		C			D			C			B	
Approach Delay		22.9			38.8			23.1			15.5	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		92			127			88			70	
Queue Length 95th (ft)		#247			#332			173			130	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		586			552			653			775	
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		0.70			0.88			0.58			0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 50.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: East Avenue & Washington Boulevard



Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	757	10	15	905	7	12
Future Vol, veh/h	757	10	15	905	7	12
Conflicting Peds, #/hr	0	54	54	0	1	42
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	20	0	1	14	0
Mvmt Flow	789	10	16	943	7	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	853	0	1352	495
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.1	-	7.08	6.9
Critical Hdwy Stg 1	-	-	-	-	6.08	-
Critical Hdwy Stg 2	-	-	-	-	6.08	-
Follow-up Hdwy	-	-	2.2	-	3.64	3.3
Pot Cap-1 Maneuver	-	-	795	-	127	525
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	763	-	118	478
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	348	-	-	763	-
HCM Lane V/C Ratio	0.057	-	-	0.02	-
HCM Control Delay (s)	16	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	713	822	65	25	77
Future Vol, veh/h	37	713	822	65	25	77
Conflicting Peds, #/hr	0	0	0	0	42	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	1	0	4	0
Mvmt Flow	39	743	856	68	26	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	924	0	-	0	1380	463
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.1	-	-	-	6.88	6.9
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	2.2	-	-	-	3.54	3.3
Pot Cap-1 Maneuver	748	-	-	-	133	551
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	747	-	-	-	126	550
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	747	-	-	-	426
HCM Lane V/C Ratio	0.052	-	-	-	0.249
HCM Control Delay (s)	10.1	-	-	-	16.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	345	28	29	418	0	17	0	70	0	0	0
Future Vol, veh/h	2	345	28	29	418	0	17	0	70	0	0	0
Conflicting Peds, #/hr	22	0	36	36	0	22	48	0	26	26	0	48
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	3	1	0	0	0	0	0	0	0
Mvmt Flow	2	371	30	31	449	0	18	0	75	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	471	0	0	437	0	0	986	960	448	988	975	519
Stage 1	-	-	-	-	-	-	426	426	-	534	534	-
Stage 2	-	-	-	-	-	-	560	534	-	454	441	-
Critical Hdwy	4.1	-	-	4.13	-	-	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	-	-	2.227	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1101	-	-	1117	-	-	229	259	615	228	253	561
Stage 1	-	-	-	-	-	-	610	589	-	534	528	-
Stage 2	-	-	-	-	-	-	516	528	-	589	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1051	-	-	1089	-	-	205	235	579	184	230	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	235	-	184	230	-
Stage 1	-	-	-	-	-	-	588	568	-	522	497	-
Stage 2	-	-	-	-	-	-	474	497	-	499	559	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	15.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1051	-	-	1089	-	-	-
HCM Lane V/C Ratio	0.219	0.002	-	-	0.029	-	-	-
HCM Control Delay (s)	15.8	8.4	0	-	8.4	0	-	0
HCM Lane LOS	C	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	0	3	13	0	2	0	252	61	40	350	3
Future Vol, veh/h	1	0	3	13	0	2	0	252	61	40	350	3
Conflicting Peds, #/hr	54	0	1	1	0	54	0	0	43	43	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0	0	1	3	0	1	0
Mvmt Flow	1	0	4	16	0	2	0	311	75	49	432	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	937	962	435	928	927	446	436	0	0	429	0	0
Stage 1	533	533	-	392	392	-	-	-	-	-	-	-
Stage 2	404	429	-	536	535	-	-	-	-	-	-	-
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	247	258	625	250	270	617	1134	-	-	1141	-	-
Stage 1	534	528	-	637	610	-	-	-	-	-	-	-
Stage 2	627	587	-	532	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	223	233	624	227	243	561	1133	-	-	1082	-	-
Mov Cap-2 Maneuver	223	233	-	227	243	-	-	-	-	-	-	-
Stage 1	534	496	-	611	585	-	-	-	-	-	-	-
Stage 2	592	563	-	497	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	20.8	0	0.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1133	-	-	430	247	1082	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.075	0.046	-	-
HCM Control Delay (s)	0	-	-	13.5	20.8	8.5	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	75	265	0	0	363
Future Vol, veh/h	34	75	265	0	0	363
Conflicting Peds, #/hr	11	11	0	61	61	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	6	5	2	0	0	1
Mvmt Flow	40	88	312	0	0	427

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	750	323	0	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	-	-
Pot Cap-1 Maneuver	373	711	-	0	0	-
Stage 1	733	-	-	0	0	-
Stage 2	642	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	369	704	-	-	-	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	549	-
HCM Lane V/C Ratio	-	0.234	-
HCM Control Delay (s)	-	13.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.9	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	12	12	0	10	3	302	14	6	353	7
Future Vol, veh/h	1	0	12	12	0	10	3	302	14	6	353	7
Conflicting Peds, #/hr	54	0	1	1	0	54	0	0	45	45	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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	8	0	0	0	1	7	0	1	0
Mvmt Flow	1	0	15	15	0	12	4	373	17	7	436	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	904	898	441	897	893	480	444	0	0	435	0	0
Stage 1	455	455	-	434	434	-	-	-	-	-	-	-
Stage 2	449	443	-	463	459	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	260	281	621	254	283	590	1127	-	-	1135	-	-
Stage 1	589	572	-	589	585	-	-	-	-	-	-	-
Stage 2	593	579	-	568	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	238	265	620	235	267	536	1126	-	-	1077	-	-
Mov Cap-2 Maneuver	238	265	-	235	267	-	-	-	-	-	-	-
Stage 1	586	567	-	561	557	-	-	-	-	-	-	-
Stage 2	547	551	-	549	565	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	17.5	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1126	-	-	552	316	1077	-	-
HCM Lane V/C Ratio	0.003	-	-	0.029	0.086	0.007	-	-
HCM Control Delay (s)	8.2	0	-	11.7	17.5	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	14	0	75	65	0
Future Vol, veh/h	7	14	0	75	65	0
Conflicting Peds, #/hr	10	21	78	0	0	78
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	11	21	0	114	98	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	222	119	-	0	-	0
Stage 1	98	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	771	938	0	-	-	0
Stage 1	931	-	0	-	-	0
Stage 2	907	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	771	919	-	-	-	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	864	-
HCM Lane V/C Ratio	-	0.037	-
HCM Control Delay (s)	-	9.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	767	912	0	0	16
Future Vol, veh/h	0	767	912	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	816	970	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	485
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	533
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	533
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12
HCM LOS			B

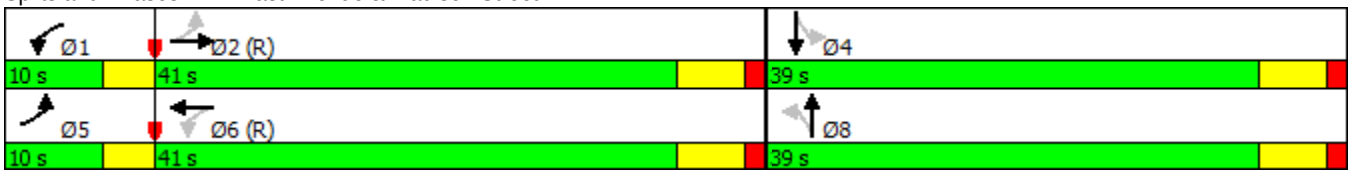
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	533
HCM Lane V/C Ratio	-	-	0.032
HCM Control Delay (s)	-	-	12
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	863	29	41	877	30	45	230	35	54	255	86
Future Volume (vph)	55	863	29	41	877	30	45	230	35	54	255	86
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)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	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	1.00			0.99			0.99	
Frt		0.995			0.995			0.985			0.971	
Flt Protected	0.950			0.950				0.993			0.993	
Satd. Flow (prot)	1770	3321	0	1805	3283	0	0	1615	0	0	1763	0
Flt Permitted	0.211			0.238				0.865			0.895	
Satd. Flow (perm)	392	3321	0	449	3283	0	0	1405	0	0	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			8			18	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	10		20	20		10	13		21	21		13
Confl. Bikes (#/hr)						2			3			7
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	3%	3%	0%	1%	0%	2%	4%	1%
Bus Blockages (#/hr)	0	0	1	0	0	1	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	901	0	41	916	0	0	312	0	0	400	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	35.0		23.0	23.0		23.0	23.0	
Total Split (s)	10.0	41.0		10.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	11.1%	45.6%		11.1%	45.6%		43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.6	43.1		48.7	41.1			28.9			28.9	
Actuated g/C Ratio	0.55	0.48		0.54	0.46			0.32			0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.57		0.12	0.61			0.68			0.77	
Control Delay	11.3	20.5		10.8	22.2			33.5			36.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	11.3	20.5		10.8	22.2			33.5			36.3	
LOS	B	C		B	C			C			D	
Approach Delay		19.9			21.7			33.5			36.3	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	14	207		10	215			145			190	
Queue Length 95th (ft)	33	290		26	298			227			285	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	316	1593		341	1502			520			592	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.18	0.57		0.12	0.61			0.60			0.68	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 28 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: East Avenue & Madison Street

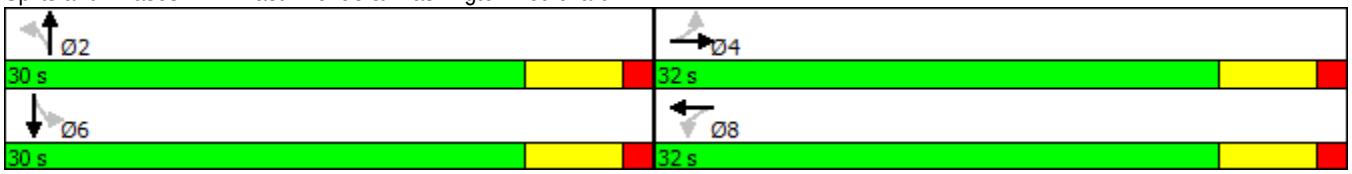


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	402	67	41	523	24	57	252	32	15	266	28
Future Volume (vph)	15	402	67	41	523	24	57	252	32	15	266	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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		0.99			1.00			0.99			0.99	
Frt		0.981			0.995			0.987			0.988	
Flt Protected		0.998			0.996			0.992			0.998	
Satd. Flow (prot)	0	1596	0	0	1537	0	0	1531	0	0	1607	0
Flt Permitted		0.975			0.938			0.889			0.972	
Satd. Flow (perm)	0	1559	0	0	1447	0	0	1368	0	0	1564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			10			9	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	11		11	11		11	20		28	28		20
Confl. Bikes (#/hr)			2						5			7
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%	0%	2%	0%	1%	0%	4%	1%	6%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	639	0	0	371	0	0	335	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	32.0	32.0		32.0	32.0		30.0	30.0		30.0	30.0	
Total Split (%)	51.6%	51.6%		51.6%	51.6%		48.4%	48.4%		48.4%	48.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		26.1			26.1			19.8			19.8	
Actuated g/C Ratio		0.45			0.45			0.34			0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.74			0.98			0.78			0.62	
Control Delay		22.3			50.8			29.8			21.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.3			50.8			29.8			21.0	
LOS		C			D			C			C	
Approach Delay		22.3			50.8			29.8			21.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		140			207			110			92	
Queue Length 95th (ft)		#321			#454			#212			164	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		711			654			575			656	
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		0.74			0.98			0.65			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 62			
Actuated Cycle Length: 57.9			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 33.3		Intersection LOS: C	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: East Avenue & Washington Boulevard



Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	943	9	30	937	8	9
Future Vol, veh/h	943	9	30	937	8	9
Conflicting Peds, #/hr	0	12	12	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1014	10	32	1008	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1036	0	1599	526
Stage 1	-	-	-	-	1031	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	679	-	99	502
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	93	495
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	511	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	305	-	-	678	-
HCM Lane V/C Ratio	0.06	-	-	0.048	-
HCM Control Delay (s)	17.6	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	893	915	75	13	48
Future Vol, veh/h	56	893	915	75	13	48
Conflicting Peds, #/hr	15	0	0	15	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	1	2	0	8	0
Mvmt Flow	60	960	984	81	14	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1080	0	-	0	1642	547
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	603	-
Critical Hdwy	4.24	-	-	-	6.96	6.9
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.27	-	-	-	3.58	3.3
Pot Cap-1 Maneuver	613	-	-	-	85	486
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	493	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	613	-	-	-	75	479
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	362
HCM Lane V/C Ratio	0.098	-	-	-	0.181
HCM Control Delay (s)	11.5	-	-	-	17.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	419	22	50	562	2	19	0	58	1	1	8
Future Vol, veh/h	9	419	22	50	562	2	19	0	58	1	1	8
Conflicting Peds, #/hr	14	0	14	14	0	14	12	0	12	12	0	12
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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	1	0	0	0	0	0	0	0
Mvmt Flow	9	423	22	51	568	2	19	0	59	1	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	459	0	0	1153	1152	460	1178	1162	595
Stage 1	-	-	-	-	-	-	467	467	-	684	684	-
Stage 2	-	-	-	-	-	-	686	685	-	494	478	-
Critical Hdwy	4.1	-	-	4.11	-	-	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	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1001	-	-	1107	-	-	176	199	605	169	197	508
Stage 1	-	-	-	-	-	-	580	565	-	442	452	-
Stage 2	-	-	-	-	-	-	441	451	-	561	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	1094	-	-	158	178	590	139	177	495
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	178	-	139	177	-
Stage 1	-	-	-	-	-	-	565	551	-	431	416	-
Stage 2	-	-	-	-	-	-	399	415	-	494	545	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	18.1	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	990	-	-	1094	-	-	345
HCM Lane V/C Ratio	0.221	0.009	-	-	0.046	-	-	0.029
HCM Control Delay (s)	18.1	8.7	0	-	8.4	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	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	1	1	3	12	1	1	1	297	19	15	366	1
Future Vol, veh/h	1	1	3	12	1	1	1	297	19	15	366	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	11	11	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	1	1	3	13	1	1	1	330	21	17	407	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	788	805	407	797	795	355	408	0	0	362	0	0
Stage 1	441	441	-	354	354	-	-	-	-	-	-	-
Stage 2	347	364	-	443	441	-	-	-	-	-	-	-
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	311	318	648	307	323	693	1162	-	-	1208	-	-
Stage 1	599	580	-	667	634	-	-	-	-	-	-	-
Stage 2	673	627	-	598	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	309	648	297	314	684	1162	-	-	1205	-	-
Mov Cap-2 Maneuver	304	309	-	297	314	-	-	-	-	-	-	-
Stage 1	598	570	-	659	627	-	-	-	-	-	-	-
Stage 2	668	620	-	583	570	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	17.2	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1162	-	-	448	311	1205	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.05	0.014	-	-
HCM Control Delay (s)	8.1	0	-	13.1	17.2	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	33	304	0	0	366
Future Vol, veh/h	12	33	304	0	0	366
Conflicting Peds, #/hr	6	8	0	20	20	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	6	1	0	0	1
Mvmt Flow	13	37	342	0	0	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	759	350	0	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	-	-
Pot Cap-1 Maneuver	377	684	-	0	0	-
Stage 1	724	-	-	0	0	-
Stage 2	669	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	375	679	-	-	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	558	-
HCM Lane V/C Ratio	-	0.091	-
HCM Control Delay (s)	-	12.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

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	5	0	10	6	0	1	2	311	2	1	379	1
Future Vol, veh/h	5	0	10	6	0	1	2	311	2	1	379	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	12	12	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	0	11	7	0	1	2	346	2	1	421	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	779	788	422	792	787	362	422	0	0	360	0	0
Stage 1	424	424	-	363	363	-	-	-	-	-	-	-
Stage 2	355	364	-	429	424	-	-	-	-	-	-	-
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	316	326	636	309	326	687	1148	-	-	1210	-	-
Stage 1	612	590	-	660	628	-	-	-	-	-	-	-
Stage 2	666	627	-	608	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	314	321	636	299	321	677	1148	-	-	1207	-	-
Mov Cap-2 Maneuver	314	321	-	299	321	-	-	-	-	-	-	-
Stage 1	611	589	-	651	620	-	-	-	-	-	-	-
Stage 2	662	619	-	597	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	16.3	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1148	-	-	474	325	1207	-	-
HCM Lane V/C Ratio	0.002	-	-	0.035	0.024	0.001	-	-
HCM Control Delay (s)	8.1	0	-	12.9	16.3	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	0	84	60	0
Future Vol, veh/h	1	5	0	84	60	0
Conflicting Peds, #/hr	1	1	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	6	0	101	72	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	174	73	-	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	102	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	821	995	0	-	-	0
Stage 1	956	-	0	-	-	0
Stage 2	927	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	821	994	-	-	-	-
Mov Cap-2 Maneuver	821	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	927	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	960	-
HCM Lane V/C Ratio	-	0.008	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	952	945	0	0	3
Future Vol, veh/h	0	952	945	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1107	1099	0	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	485
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	485
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	485
HCM Lane V/C Ratio	-	-	0.007
HCM Control Delay (s)	-	-	12.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

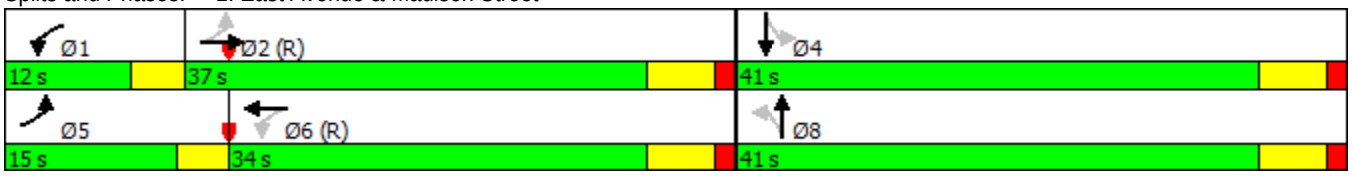
Capacity Analysis – Year 2023 Total Projected Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	901	22	32	825	98	55	260	45	39	120	93
Future Volume (vph)	236	901	22	32	825	98	55	260	45	39	120	93
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)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	0.99			0.99			0.98	
Frt		0.996			0.984			0.983			0.950	
Flt Protected	0.950			0.950				0.992			0.992	
Satd. Flow (prot)	1752	3294	0	1805	3224	0	0	1585	0	0	1765	0
Flt Permitted	0.117			0.178				0.898			0.876	
Satd. Flow (perm)	213	3294	0	337	3224	0	0	1431	0	0	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			9			38	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	59		13	13		59	17		48	48		17
Confl. Bikes (#/hr)									31			
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 (%)	3%	2%	0%	0%	2%	8%	4%	1%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	1	0	0	2	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	1074	0	37	1073	0	0	418	0	0	293	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	34.0		23.0	23.0		23.0	23.0	
Total Split (s)	15.0	37.0		12.0	34.0		41.0	41.0		41.0	41.0	
Total Split (%)	16.7%	41.1%		13.3%	37.8%		45.6%	45.6%		45.6%	45.6%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	48.5	39.7		39.8	30.8			32.0			32.0	
Actuated g/C Ratio	0.54	0.44		0.44	0.34			0.36			0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.87	0.74		0.15	0.96			0.81			0.51	
Control Delay	47.6	27.2		12.9	50.8			39.1			22.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	47.6	27.2		12.9	50.8			39.1			22.4	
LOS	D	C		B	D			D			C	
Approach Delay		31.4			49.6			39.1			22.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	104	295		10	~353			197			105	
Queue Length 95th (ft)	#229	#398		24	#445			292			167	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	318	1456		295	1113			562			626	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.86	0.74		0.13	0.96			0.74			0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 40 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 37.9		Intersection LOS: D	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: East Avenue & Madison Street



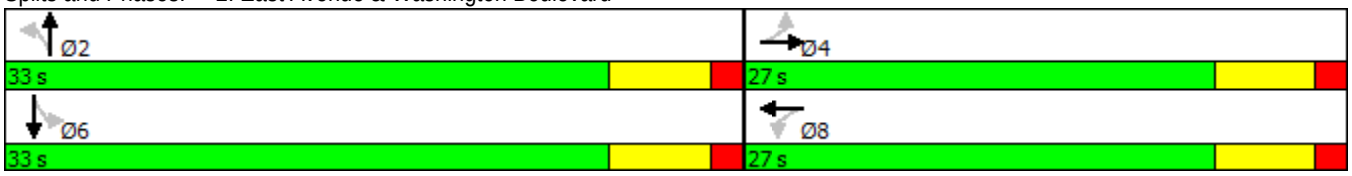
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	413	140	52	292	13	100	200	107	13	202	29
Future Volume (vph)	26	413	140	52	292	13	100	200	107	13	202	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane 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	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		0.99			1.00			0.94			0.99	
Frt		0.967			0.995			0.964			0.984	
Flt Protected		0.998			0.993			0.988			0.997	
Satd. Flow (prot)	0	1553	0	0	1534	0	0	1430	0	0	1592	0
Flt Permitted		0.968			0.725			0.837			0.965	
Satd. Flow (perm)	0	1506	0	0	1119	0	0	1205	0	0	1536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			3			39			15	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	13		18	18		13	21		92	92		21
Confl. Bikes (#/hr)			1						29			1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	1%	0%	0%	1%	0%	1%	0%	5%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	724	0	0	446	0	0	509	0	0	305	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		21.1			21.1			25.4			25.4	
Actuated g/C Ratio		0.36			0.36			0.43			0.43	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		1.29			1.10			0.93			0.45	
Control Delay		167.5			100.2			43.0			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		167.5			100.2			43.0			13.4	
LOS		F			F			D			B	
Approach Delay		167.5			100.2			43.0			13.4	
Approach LOS		F			F			D			B	
Queue Length 50th (ft)		~348			~195			150			67	
Queue Length 95th (ft)		#453			#296			#270			105	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		560			404			578			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		1.29			1.10			0.88			0.42	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 58.5
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 96.8 Intersection LOS: F
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

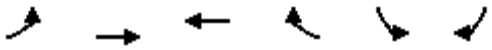
Splits and Phases: 2: East Avenue & Washington Boulevard



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	972	14	20	927	4	48
Future Volume (Veh/h)	972	14	20	927	4	48
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	1105	16	23	1053	5	55
Pedestrians	17			3	4	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	2			0	0	
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	336					
pX, platoon unblocked			0.73		0.73	0.73
vC, conflicting volume			1125		1706	568
vC1, stage 1 conf vol					1117	
vC2, stage 2 conf vol					590	
vCu, unblocked vol			427		1225	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		99	93
cM capacity (veh/h)			830		352	785

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	737	384	23	526	526	60
Volume Left	0	0	23	0	0	5
Volume Right	0	16	0	0	0	55
cSH	1700	1700	830	1700	1700	712
Volume to Capacity	0.43	0.23	0.03	0.31	0.31	0.08
Queue Length 95th (ft)	0	0	2	0	0	7
Control Delay (s)	0.0	0.0	9.5	0.0	0.0	10.5
Lane LOS			A			B
Approach Delay (s)	0.0		0.2			10.5
Approach LOS						B

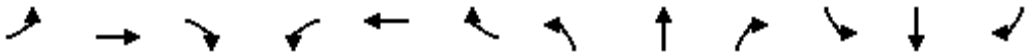
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	976	889	43	17	62
Future Volume (Veh/h)	54	976	889	43	17	62
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	61	1109	1010	49	19	70
Pedestrians		17	3		11	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		2	0		1	
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		447				
pX, platoon unblocked					0.74	
vC, conflicting volume	1070				1725	558
vC1, stage 1 conf vol					1046	
vC2, stage 2 conf vol					680	
vCu, unblocked vol	1070				1276	558
tC, single (s)	4.1				7.1	7.1
tC, 2 stage (s)					6.1	
tF (s)	2.2				3.6	3.4
p0 queue free %	91				93	84
cM capacity (veh/h)	652				255	439

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	61	554	554	673	386	89
Volume Left	61	0	0	0	0	19
Volume Right	0	0	0	0	49	70
cSH	652	1700	1700	1700	1700	380
Volume to Capacity	0.09	0.33	0.33	0.40	0.23	0.23
Queue Length 95th (ft)	8	0	0	0	0	22
Control Delay (s)	11.1	0.0	0.0	0.0	0.0	17.3
Lane LOS	B					C
Approach Delay (s)	0.6			0.0		17.3
Approach LOS						C

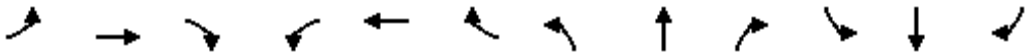
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	470	42	30	344	1	5	0	70	1	1	8
Future Volume (Veh/h)	6	470	42	30	344	1	5	0	70	1	1	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	8	588	53	38	430	1	6	0	88	1	1	10
Pedestrians		20			11			22			4	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			1			2			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		447										
pX, platoon unblocked				0.69			0.69	0.69	0.69	0.69	0.69	
vC, conflicting volume	435			663			1190	1164	648	1240	1190	454
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	435			293			1052	1015	271	1125	1052	454
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			96			95	100	83	99	99	98
cM capacity (veh/h)	1060			869			127	154	519	98	147	596

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	649	469	94	12
Volume Left	8	38	6	1
Volume Right	53	1	88	10
cSH	1060	869	434	355
Volume to Capacity	0.01	0.04	0.22	0.03
Queue Length 95th (ft)	1	3	20	3
Control Delay (s)	0.2	1.3	15.6	15.5
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	1.3	15.6	15.5
Approach LOS			C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1	6	4	0	0	0	245	324	174	240	3
Future Volume (Veh/h)	2	1	6	4	0	0	0	245	324	174	240	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	3	1	8	5	0	0	0	318	421	226	312	4
Pedestrians					90						109	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					9						10	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								212			438	
pX, platoon unblocked	0.74	0.74	0.96	0.74	0.74	0.72	0.96			0.72		
vC, conflicting volume	1404	1595	314	1393	1386	728	316			829		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1259	1517	269	1244	1236	431	271			572		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	99	93	100	100	100			66		
cM capacity (veh/h)	68	54	746	70	80	372	1256			668		

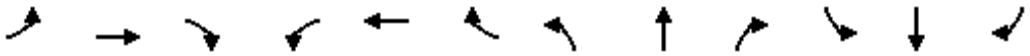
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	5	739	542
Volume Left	3	5	0	226
Volume Right	8	0	421	4
cSH	164	70	1256	668
Volume to Capacity	0.07	0.07	0.00	0.34
Queue Length 95th (ft)	6	6	0	37
Control Delay (s)	28.6	60.5	0.0	8.6
Lane LOS	D	F		A
Approach Delay (s)	28.6	60.5	0.0	8.6
Approach LOS	D	F		

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	81.5%	ICU Level of Service	D	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	44	159	247	0	0	388
Future Volume (Veh/h)	44	159	247	0	0	388
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	58	209	325	0	0	511
Pedestrians	24		1			1
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	2		0			0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			400			250
pX, platoon unblocked	0.91					
vC, conflicting volume	861	350			349	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	350			349	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	69			100	
cM capacity (veh/h)	318	679			1193	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	267	325	511
Volume Left	58	0	0
Volume Right	209	0	0
cSH	545	1700	1700
Volume to Capacity	0.49	0.19	0.30
Queue Length 95th (ft)	67	0	0
Control Delay (s)	17.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	17.8	0.0	0.0
Approach LOS	C		

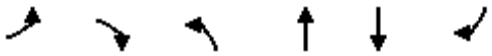
Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	11	0	1	0	0	571	22	9	241	4
Future Volume (Veh/h)	0	0	11	0	1	0	0	571	22	9	241	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	0	0	14	0	1	0	0	742	29	12	313	5
Pedestrians					91						109	
Lane Width (ft)					12.0						12.0	
Walking Speed (ft/s)					3.5						3.5	
Percent Blockage					9						10	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								123			527	
pX, platoon unblocked	0.69	0.69		0.69	0.69	0.69				0.69		
vC, conflicting volume	1206	1202	316	1201	1190	956	318			862		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1076	1070	316	1069	1053	717	318			581		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	100	99	100	100			98		
cM capacity (veh/h)	113	139	730	115	142	246	1253			633		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	1	771	330
Volume Left	0	0	0	12
Volume Right	14	0	29	5
cSH	730	142	1253	633
Volume to Capacity	0.02	0.01	0.00	0.02
Queue Length 95th (ft)	1	1	0	1
Control Delay (s)	10.0	30.5	0.0	0.6
Lane LOS	B	D		A
Approach Delay (s)	10.0	30.5	0.0	0.6
Approach LOS	B	D		

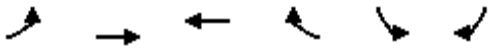
Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	51.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	21	0	72	75	0
Future Volume (Veh/h)	4	21	0	72	75	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Hourly flow rate (vph)	7	36	0	124	129	0
Pedestrians	64			51	4	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	6			5	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	321	244	193			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321	244	193			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	95	100			
cM capacity (veh/h)	633	715	1308			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	43	124	129
Volume Left	7	0	0
Volume Right	36	0	0
cSH	700	1700	1700
Volume to Capacity	0.06	0.07	0.08
Queue Length 95th (ft)	5	0	0
Control Delay (s)	10.5	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.5	0.0	0.0
Approach LOS	B		

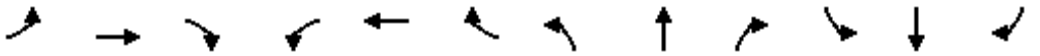
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (veh/h)	0	986	931	0	0	24
Future Volume (Veh/h)	0	986	931	0	0	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	0	1147	1083	0	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		227				
pX, platoon unblocked					0.73	
vC, conflicting volume	1083				1656	542
vC1, stage 1 conf vol					1083	
vC2, stage 2 conf vol					574	
vCu, unblocked vol	1083				1147	542
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	94
cM capacity (veh/h)	652				277	490

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	574	574	542	542	28
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	28
cSH	1700	1700	1700	1700	490
Volume to Capacity	0.34	0.34	0.32	0.32	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	12.8
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.8
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		



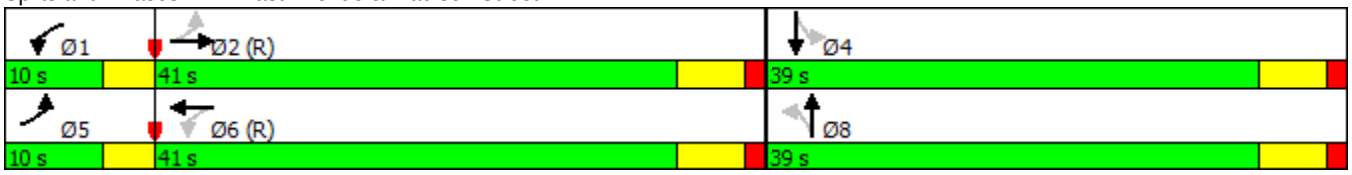
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	692	35	40	870	38	68	198	33	54	230	116
Future Volume (vph)	87	692	35	40	870	38	68	198	33	54	230	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.98	1.00			0.99			0.98	
Frt		0.993			0.994			0.985			0.961	
Flt Protected	0.950			0.950				0.989			0.993	
Satd. Flow (prot)	1719	3246	0	1736	3310	0	0	1583	0	0	1758	0
Flt Permitted	0.184			0.298				0.735			0.899	
Satd. Flow (perm)	331	3246	0	535	3310	0	0	1174	0	0	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			8			26	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	23		38	38		23	18		36	36		18
Confl. Bikes (#/hr)			1			4			2			11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	0%	4%	2%	0%	2%	2%	3%	0%	1%	4%
Bus Blockages (#/hr)	0	0	2	0	0	1	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	773	0	43	966	0	0	318	0	0	425	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	35.0		23.0	23.0		23.0	23.0	
Total Split (s)	10.0	41.0		10.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	11.1%	45.6%		11.1%	45.6%		43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.0	42.4		47.7	40.1			29.6			29.6	
Actuated g/C Ratio	0.54	0.47		0.53	0.45			0.33			0.33	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.33	0.50		0.12	0.65			0.81			0.79	
Control Delay	13.5	19.7		10.9	23.6			43.9			36.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	13.5	19.7		10.9	23.6			43.9			36.6	
LOS	B	B		B	C			D			D	
Approach Delay		19.0			23.1			43.9			36.6	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	24	176		11	243			153			195	
Queue Length 95th (ft)	49	240		27	318			#280			303	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	284	1532		371	1479			435			598	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.33	0.50		0.12	0.65			0.73			0.71	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 28 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Avenue & Madison Street

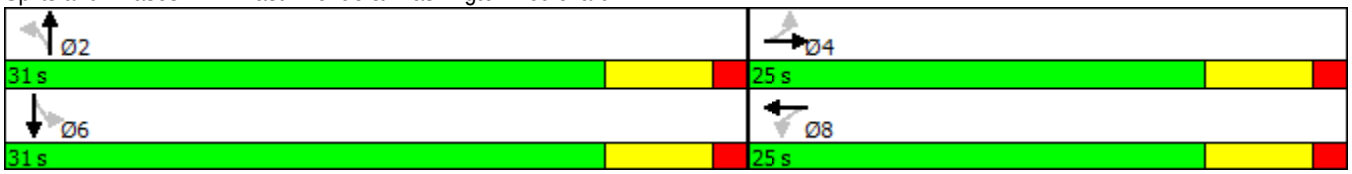


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	303	60	33	402	14	84	233	52	15	266	24
Future Volume (vph)	14	303	60	33	402	14	84	233	52	15	266	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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		0.99			1.00			0.97			0.99	
Frt		0.978			0.996			0.981			0.989	
Flt Protected		0.998			0.996			0.989			0.998	
Satd. Flow (prot)	0	1557	0	0	1535	0	0	1485	0	0	1598	0
Flt Permitted		0.974			0.949			0.851			0.971	
Satd. Flow (perm)	0	1519	0	0	1459	0	0	1271	0	0	1549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			3			19			10	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	27		44	44		27	27		107	107		27
Confl. Bikes (#/hr)									2			12
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%	2%	0%	0%	1%	7%	3%	1%	6%	7%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	414	0	0	493	0	0	405	0	0	334	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		31.0	31.0		31.0	31.0	
Total Split (s)	25.0	25.0		25.0	25.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		19.1			19.1			20.3			20.3	
Actuated g/C Ratio		0.37			0.37			0.39			0.39	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.72			0.91			0.79			0.54	
Control Delay		24.3			42.6			25.9			15.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.3			42.6			25.9			15.1	
LOS		C			D			C			B	
Approach Delay		24.3			42.6			25.9			15.1	
Approach LOS		C			D			C			B	
Queue Length 50th (ft)		101			138			97			71	
Queue Length 95th (ft)		#251			#336			#224			132	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		575			544			630			762	
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		0.72			0.91			0.64			0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 56			
Actuated Cycle Length: 51.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 28.3		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

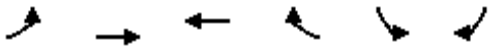
Splits and Phases: 2: East Avenue & Washington Boulevard



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	771	10	15	914	7	12
Future Volume (Veh/h)	771	10	15	914	7	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	803	10	16	952	7	13
Pedestrians	1			42	54	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			4	5	
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	336					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			867		1371	502
vC1, stage 1 conf vol					862	
vC2, stage 2 conf vol					509	
vCu, unblocked vol			471		1069	39
tC, single (s)			4.1		7.1	6.9
tC, 2 stage (s)					6.1	
tF (s)			2.2		3.6	3.3
p0 queue free %			98		98	98
cM capacity (veh/h)			881		365	792

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	535	278	16	476	476	20
Volume Left	0	0	16	0	0	7
Volume Right	0	10	0	0	0	13
cSH	1700	1700	881	1700	1700	562
Volume to Capacity	0.31	0.16	0.02	0.28	0.28	0.04
Queue Length 95th (ft)	0	0	1	0	0	3
Control Delay (s)	0.0	0.0	9.2	0.0	0.0	11.6
Lane LOS			A			B
Approach Delay (s)	0.0		0.2			11.6
Approach LOS						B

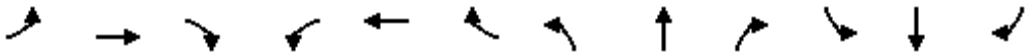
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	726	830	66	33	78
Future Volume (Veh/h)	37	726	830	66	33	78
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	39	756	865	69	34	81
Pedestrians		1	42			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		3.5	3.5			
Percent Blockage		0	4			
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		447				
pX, platoon unblocked					0.86	
vC, conflicting volume	934				1398	468
vC1, stage 1 conf vol					900	
vC2, stage 2 conf vol					498	
vCu, unblocked vol	934				1134	468
tC, single (s)	4.1				6.9	6.9
tC, 2 stage (s)					5.9	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				90	85
cM capacity (veh/h)	741				327	547

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	39	378	378	577	357	115
Volume Left	39	0	0	0	0	34
Volume Right	0	0	0	0	69	81
cSH	741	1700	1700	1700	1700	456
Volume to Capacity	0.05	0.22	0.22	0.34	0.21	0.25
Queue Length 95th (ft)	4	0	0	0	0	25
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	15.5
Lane LOS	B					C
Approach Delay (s)	0.5			0.0		15.5
Approach LOS						C

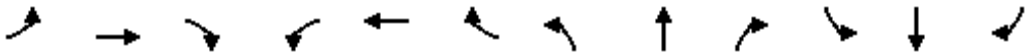
Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	44.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	348	28	29	422	0	17	0	82	0	1	0
Future Volume (Veh/h)	2	348	28	29	422	0	17	0	82	0	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	374	30	31	454	0	18	0	88	0	1	0
Pedestrians		48			26			36			22	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		5			2			3			2	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		447										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	476			440			994	967	451	1045	982	524
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	476			267			911	880	280	971	898	524
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			91	100	86	100	100	100
cM capacity (veh/h)	1074			1072			190	227	618	154	222	521

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	406	485	106	1
Volume Left	2	31	18	0
Volume Right	30	0	88	0
cSH	1074	1072	447	222
Volume to Capacity	0.00	0.03	0.24	0.00
Queue Length 95th (ft)	0	2	23	0
Control Delay (s)	0.1	0.9	15.5	21.3
Lane LOS	A	A	C	C
Approach Delay (s)	0.1	0.9	15.5	21.3
Approach LOS			C	C

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	33	0	19	0	255	61	40	354	3
Future Volume (Veh/h)	1	0	3	33	0	19	0	255	61	40	354	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	0	4	41	0	23	0	315	75	49	437	4
Pedestrians					43			1			54	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					4			0			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								212			438	
pX, platoon unblocked	0.92	0.92	0.91	0.92	0.92	0.99	0.91			0.99		
vC, conflicting volume	966	970	440	938	934	450	441			433		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	888	892	340	857	854	436	341			419		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	82	100	96	100			96		
cM capacity (veh/h)	209	239	645	229	252	561	1123			1089		

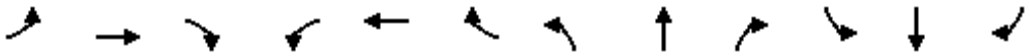
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	64	390	490
Volume Left	1	41	0	49
Volume Right	4	23	75	4
cSH	455	291	1123	1089
Volume to Capacity	0.01	0.22	0.00	0.04
Queue Length 95th (ft)	1	21	0	4
Control Delay (s)	13.0	20.8	0.0	1.3
Lane LOS	B	C		A
Approach Delay (s)	13.0	20.8	0.0	1.3
Approach LOS	B	C		

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	61.3%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	75	285	0	0	367
Future Volume (Veh/h)	34	75	285	0	0	367
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	40	88	335	0	0	432
Pedestrians	61		11			11
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	6		1			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			400			250
pX, platoon unblocked	0.88					
vC, conflicting volume	839	407			396	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	749	407			396	
tC, single (s)	6.5	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.6	3.3			2.2	
p0 queue free %	87	85			100	
cM capacity (veh/h)	307	594			1105	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	128	335	432
Volume Left	40	0	0
Volume Right	88	0	0
cSH	460	1700	1700
Volume to Capacity	0.28	0.20	0.25
Queue Length 95th (ft)	28	0	0
Control Delay (s)	15.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.8	0.0	0.0
Approach LOS	C		

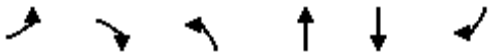
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	12	12	0	10	3	306	14	6	371	7
Future Volume (Veh/h)	1	0	12	12	0	10	3	306	14	6	371	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	1	0	15	15	0	12	4	378	17	7	458	9
Pedestrians					45			1			54	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					4			0			5	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								123			527	
pX, platoon unblocked	0.86	0.86	0.99	0.86	0.86	0.85	0.99			0.85		
vC, conflicting volume	937	924	464	932	920	486	467			440		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	814	799	451	808	795	312	454			259		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	98	93	100	98	100			99		
cM capacity (veh/h)	229	261	605	225	263	568	1103			1077		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	27	399	474
Volume Left	1	15	4	7
Volume Right	15	12	17	9
cSH	549	308	1103	1077
Volume to Capacity	0.03	0.09	0.00	0.01
Queue Length 95th (ft)	2	7	0	0
Control Delay (s)	11.8	17.8	0.1	0.2
Lane LOS	B	C	A	A
Approach Delay (s)	11.8	17.8	0.1	0.2
Approach LOS	B	C		

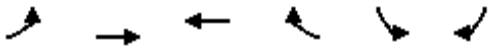
Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	42.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	27	0	76	66	0
Future Volume (Veh/h)	18	27	0	76	66	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Hourly flow rate (vph)	27	41	0	115	100	0
Pedestrians	78			21	10	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	7			2	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	303	199	178			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303	199	178			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	100			
cM capacity (veh/h)	635	769	1305			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	68	115	100
Volume Left	27	0	0
Volume Right	41	0	0
cSH	709	1700	1700
Volume to Capacity	0.10	0.07	0.06
Queue Length 95th (ft)	8	0	0
Control Delay (s)	10.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.6	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (veh/h)	0	781	921	0	0	27
Future Volume (Veh/h)	0	781	921	0	0	27
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	831	980	0	0	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		227				
pX, platoon unblocked					0.84	
vC, conflicting volume	980				1396	490
vC1, stage 1 conf vol					980	
vC2, stage 2 conf vol					416	
vCu, unblocked vol	980				1086	490
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	95
cM capacity (veh/h)	712				316	529

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	416	416	490	490	29
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	29
cSH	1700	1700	1700	1700	529
Volume to Capacity	0.24	0.24	0.29	0.29	0.05
Queue Length 95th (ft)	0	0	0	0	4
Control Delay (s)	0.0	0.0	0.0	0.0	12.2
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.2
Approach LOS					B

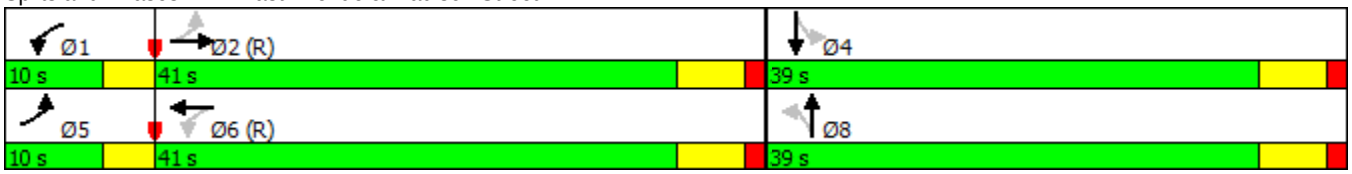
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	872	29	41	887	30	45	232	35	56	258	88
Future Volume (vph)	56	872	29	41	887	30	45	232	35	56	258	88
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)	100		0	105		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	145			140			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	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	1.00			0.99			0.99	
Frt		0.995			0.995			0.985			0.970	
Flt Protected	0.950			0.950				0.993			0.993	
Satd. Flow (prot)	1770	3321	0	1805	3283	0	0	1615	0	0	1762	0
Flt Permitted	0.205			0.233				0.866			0.891	
Satd. Flow (perm)	381	3321	0	440	3283	0	0	1407	0	0	1577	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			8			18	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		567			227			215			123	
Travel Time (s)		12.9			5.2			5.9			3.4	
Confl. Peds. (#/hr)	10		20	20		10	13		21	21		13
Confl. Bikes (#/hr)						2			3			7
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	0%	3%	3%	0%	1%	0%	2%	4%	1%
Bus Blockages (#/hr)	0	0	1	0	0	1	0	0	0	0	0	0
Parking (#/hr)		6			3			4				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	910	0	41	926	0	0	314	0	0	407	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	6.5	35.0		6.5	35.0		23.0	23.0		23.0	23.0	
Total Split (s)	10.0	41.0		10.0	41.0		39.0	39.0		39.0	39.0	
Total Split (%)	11.1%	45.6%		11.1%	45.6%		43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0			6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	49.3	42.9		48.4	40.9			29.2			29.2	
Actuated g/C Ratio	0.55	0.48		0.54	0.45			0.32			0.32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.19	0.57		0.12	0.62			0.68			0.78	
Control Delay	11.5	20.7		10.9	22.6			33.3			36.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	11.5	20.7		10.9	22.6			33.3			36.9	
LOS	B	C		B	C			C			D	
Approach Delay		20.2			22.1			33.3			36.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	14	213		10	221			145			193	
Queue Length 95th (ft)	33	294		26	303			228			293	
Internal Link Dist (ft)		487			147			135			43	
Turn Bay Length (ft)	100			105								
Base Capacity (vph)	310	1583		335	1492			520			589	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.18	0.57		0.12	0.62			0.60			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 28 (31%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: East Avenue & Madison Street



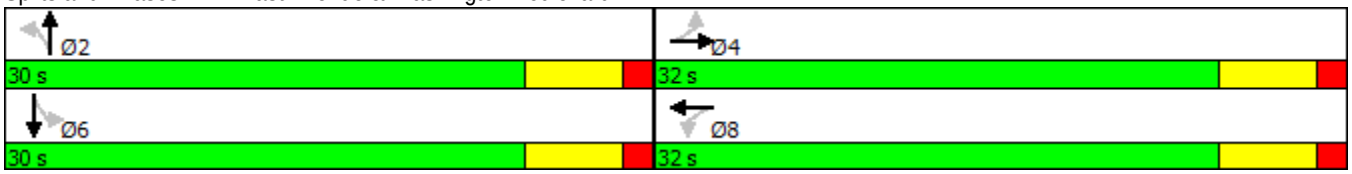
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	406	68	41	528	24	58	255	32	15	269	28
Future Volume (vph)	15	406	68	41	528	24	58	255	32	15	269	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (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	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		0.99			1.00			0.99			0.99	
Frt		0.981			0.995			0.987			0.988	
Flt Protected		0.998			0.997			0.992			0.998	
Satd. Flow (prot)	0	1596	0	0	1539	0	0	1531	0	0	1607	0
Flt Permitted		0.975			0.939			0.886			0.972	
Satd. Flow (perm)	0	1559	0	0	1449	0	0	1363	0	0	1564	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			10			9	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		557			447			250			263	
Travel Time (s)		12.7			10.2			6.8			7.2	
Confl. Peds. (#/hr)	11		11	11		11	20		28	28		20
Confl. Bikes (#/hr)			2						5			7
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%	0%	2%	0%	1%	0%	4%	1%	6%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		7			15			11			6	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	645	0	0	375	0	0	338	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	32.0	32.0		32.0	32.0		30.0	30.0		30.0	30.0	
Total Split (%)	51.6%	51.6%		51.6%	51.6%		48.4%	48.4%		48.4%	48.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	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 Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		26.1			26.1			19.9			19.9	
Actuated g/C Ratio		0.45			0.45			0.34			0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.75			0.99			0.79			0.62	
Control Delay		22.8			53.2			30.5			21.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			53.2			30.5			21.1	
LOS		C			D			C			C	
Approach Delay		22.8			53.2			30.5			21.1	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)		143			213			112			93	
Queue Length 95th (ft)		#326			#459			#231			165	
Internal Link Dist (ft)		477			367			170			183	
Turn Bay Length (ft)												
Base Capacity (vph)		710			653			571			654	
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		0.75			0.99			0.66			0.52	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 58
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 34.4 Intersection LOS: C
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: East Avenue & Washington Boulevard



Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	953	9	30	946	8	9
Future Vol, veh/h	953	9	30	946	8	9
Conflicting Peds, #/hr	0	12	12	0	0	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	25	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	1025	10	32	1017	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1046	0	1615	531
Stage 1	-	-	-	-	1042	-
Stage 2	-	-	-	-	573	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	673	-	97	498
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	533	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	672	-	91	491
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	302	-	-	672	-
HCM Lane V/C Ratio	0.061	-	-	0.048	-
HCM Control Delay (s)	17.7	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	903	924	76	14	48
Future Vol, veh/h	57	903	924	76	14	48
Conflicting Peds, #/hr	15	0	0	15	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	1	2	0	8	0
Mvmt Flow	61	971	994	82	15	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1090	0	-	0	1659	553
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.24	-	-	-	6.96	6.9
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.27	-	-	-	3.58	3.3
Pot Cap-1 Maneuver	607	-	-	-	83	482
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	489	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	607	-	-	-	73	475
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	434	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	607	-	-	-	352
HCM Lane V/C Ratio	0.101	-	-	-	0.189
HCM Control Delay (s)	11.6	-	-	-	17.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	423	22	51	568	2	19	0	59	2	1	5
Future Vol, veh/h	9	423	22	51	568	2	19	0	59	2	1	5
Conflicting Peds, #/hr	14	0	14	14	0	14	12	0	12	12	0	12
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	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	1	1	0	0	0	0	0	0	0
Mvmt Flow	9	427	22	52	574	2	19	0	60	2	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	590	0	0	463	0	0	1164	1164	464	1190	1174	601
Stage 1	-	-	-	-	-	-	471	471	-	692	692	-
Stage 2	-	-	-	-	-	-	693	693	-	498	482	-
Critical Hdwy	4.1	-	-	4.11	-	-	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	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	995	-	-	1104	-	-	173	196	602	166	193	504
Stage 1	-	-	-	-	-	-	577	563	-	437	448	-
Stage 2	-	-	-	-	-	-	437	448	-	558	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	984	-	-	1091	-	-	156	175	587	136	173	492
Mov Cap-2 Maneuver	-	-	-	-	-	-	156	175	-	136	173	-
Stage 1	-	-	-	-	-	-	562	549	-	426	411	-
Stage 2	-	-	-	-	-	-	397	411	-	490	543	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.7	18.2	19.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	351	984	-	-	1091	-	-	261
HCM Lane V/C Ratio	0.224	0.009	-	-	0.047	-	-	0.031
HCM Control Delay (s)	18.2	8.7	0	-	8.5	0	-	19.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	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	1	1	3	14	1	1	1	300	19	15	370	1
Future Vol, veh/h	1	1	3	14	1	1	1	300	19	15	370	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	11	11	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	1	1	3	16	1	1	1	333	21	17	411	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	795	813	412	804	803	358	412	0	0	365	0	0
Stage 1	445	445	-	357	357	-	-	-	-	-	-	-
Stage 2	350	368	-	447	446	-	-	-	-	-	-	-
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	308	315	644	304	319	691	1158	-	-	1205	-	-
Stage 1	596	578	-	665	632	-	-	-	-	-	-	-
Stage 2	671	625	-	595	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	301	306	644	294	310	682	1158	-	-	1202	-	-
Mov Cap-2 Maneuver	301	306	-	294	310	-	-	-	-	-	-	-
Stage 1	595	568	-	657	625	-	-	-	-	-	-	-
Stage 2	666	618	-	580	567	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	17.5	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	444	306	1202	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.058	0.014	-	-
HCM Control Delay (s)	8.1	0	-	13.2	17.5	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	33	307	0	0	370
Future Vol, veh/h	12	33	307	0	0	370
Conflicting Peds, #/hr	6	8	0	20	20	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	6	1	0	0	1
Mvmt Flow	13	37	345	0	0	416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	767	353	0	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	-	-
Pot Cap-1 Maneuver	373	682	-	0	0	-
Stage 1	722	-	-	0	0	-
Stage 2	666	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	371	677	-	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	662	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	555	-
HCM Lane V/C Ratio	-	0.091	-
HCM Control Delay (s)	-	12.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

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	5	0	10	6	0	1	2	314	2	1	385	1
Future Vol, veh/h	5	0	10	6	0	1	2	314	2	1	385	1
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	12	12	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	6	0	11	7	0	1	2	349	2	1	428	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	789	799	428	802	797	365	429	0	0	363	0	0
Stage 1	431	431	-	366	366	-	-	-	-	-	-	-
Stage 2	358	368	-	436	431	-	-	-	-	-	-	-
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	311	321	631	305	322	685	1141	-	-	1207	-	-
Stage 1	607	586	-	657	626	-	-	-	-	-	-	-
Stage 2	664	625	-	603	586	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	309	316	631	296	317	675	1141	-	-	1204	-	-
Mov Cap-2 Maneuver	309	316	-	296	317	-	-	-	-	-	-	-
Stage 1	606	585	-	648	618	-	-	-	-	-	-	-
Stage 2	660	617	-	592	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	16.5	0.1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1141	-	-	468	322	1204	-	-
HCM Lane V/C Ratio	0.002	-	-	0.036	0.024	0.001	-	-
HCM Control Delay (s)	8.2	0	-	13	16.5	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	0	85	61	0
Future Vol, veh/h	1	6	0	85	61	0
Conflicting Peds, #/hr	1	1	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	7	0	102	73	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	176	74	-	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	818	993	0	-	-	0
Stage 1	955	-	0	-	-	0
Stage 2	926	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	818	992	-	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	963	-
HCM Lane V/C Ratio	-	0.009	-
HCM Control Delay (s)	-	8.8	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	962	954	0	0	4
Future Vol, veh/h	0	962	954	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	0	1119	1109	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	555
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	480
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	480
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	480
HCM Lane V/C Ratio	-	-	0.01
HCM Control Delay (s)	-	-	12.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Fenwick High School
Planned Development Submittal-Parking Garage
Item #7 b. – Traffic and Parking Study: Parking Impact Study

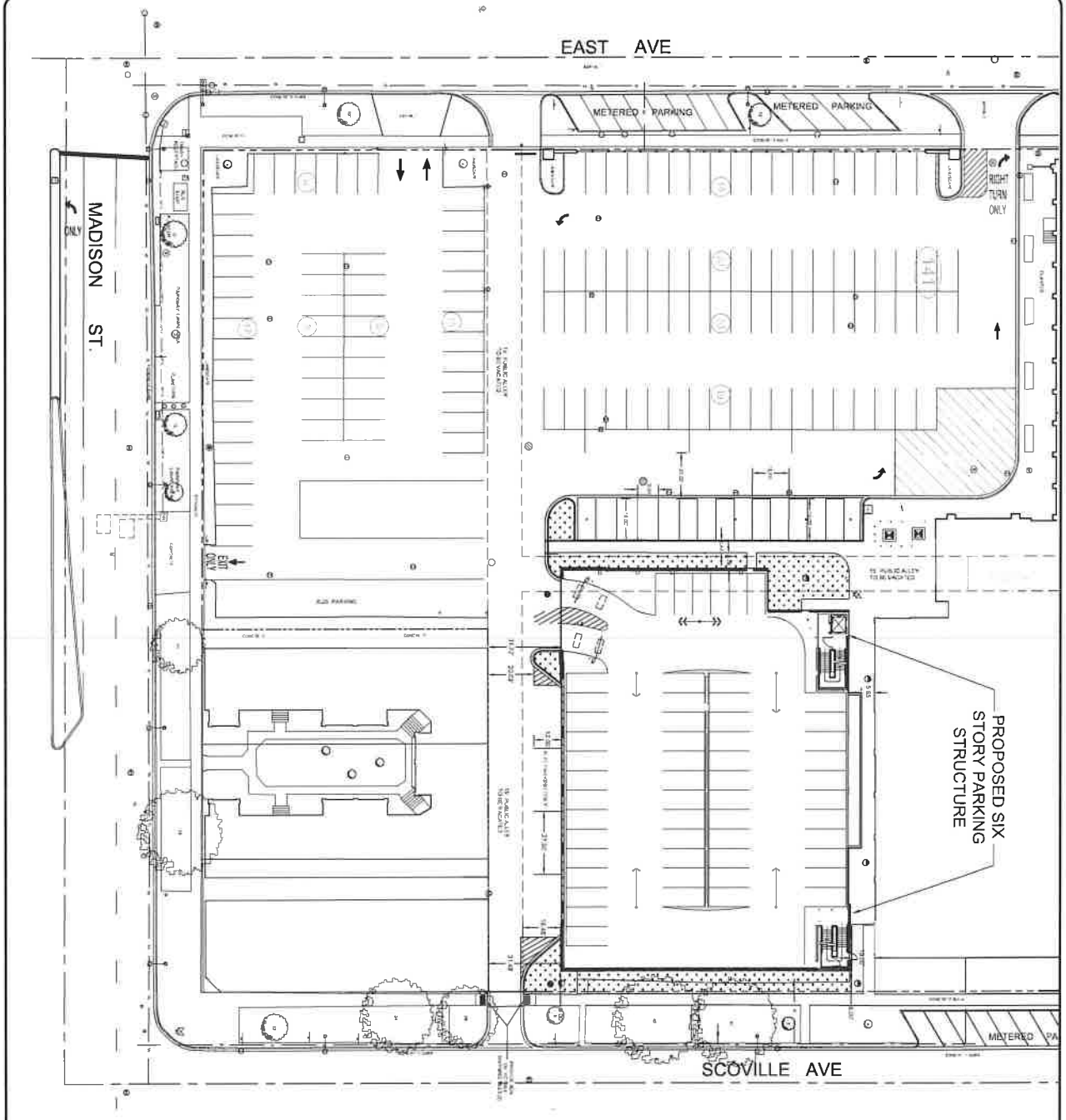
Overall, the impact of the addition of the parking garage by Fenwick High School will be to reduce the need for street parking by the students, parents and visitors to the school on a daily basis. The following information provides the amount of onsite parking today compared to the anticipated onsite parking after completion of the garage, an increase of 278 parking spaces. This will dramatically reduce the number of permit parking spaces needed from the village for daily parking by our students. It will also reduce the amount of street parking used by parents and visitors for Fenwick events.

Parking Analysis
Student and Faculty/Staff Parking

	8/1/2018	Post Garage Effective 8/1/2020
Main Lot	83	79
South Lot	49	49
East Lot	68	0
Parking Structure	0	350
Total On Site Parking	200	478
Student Parking	43	321
Faculty/Staff/Visitor Parking	157	157
Total On Site Parking	200	478

Tab #8 a.-l.

Development Drawings



FOR PERMIT

NOT FOR CONSTRUCTION

GRAPHIC SCALE

PARKING STRUCURE

FENWICK HIGH SCHOOL
505 WASHINGTON BLVD, OAK PARK, IL
GEOMETRIC PLAN

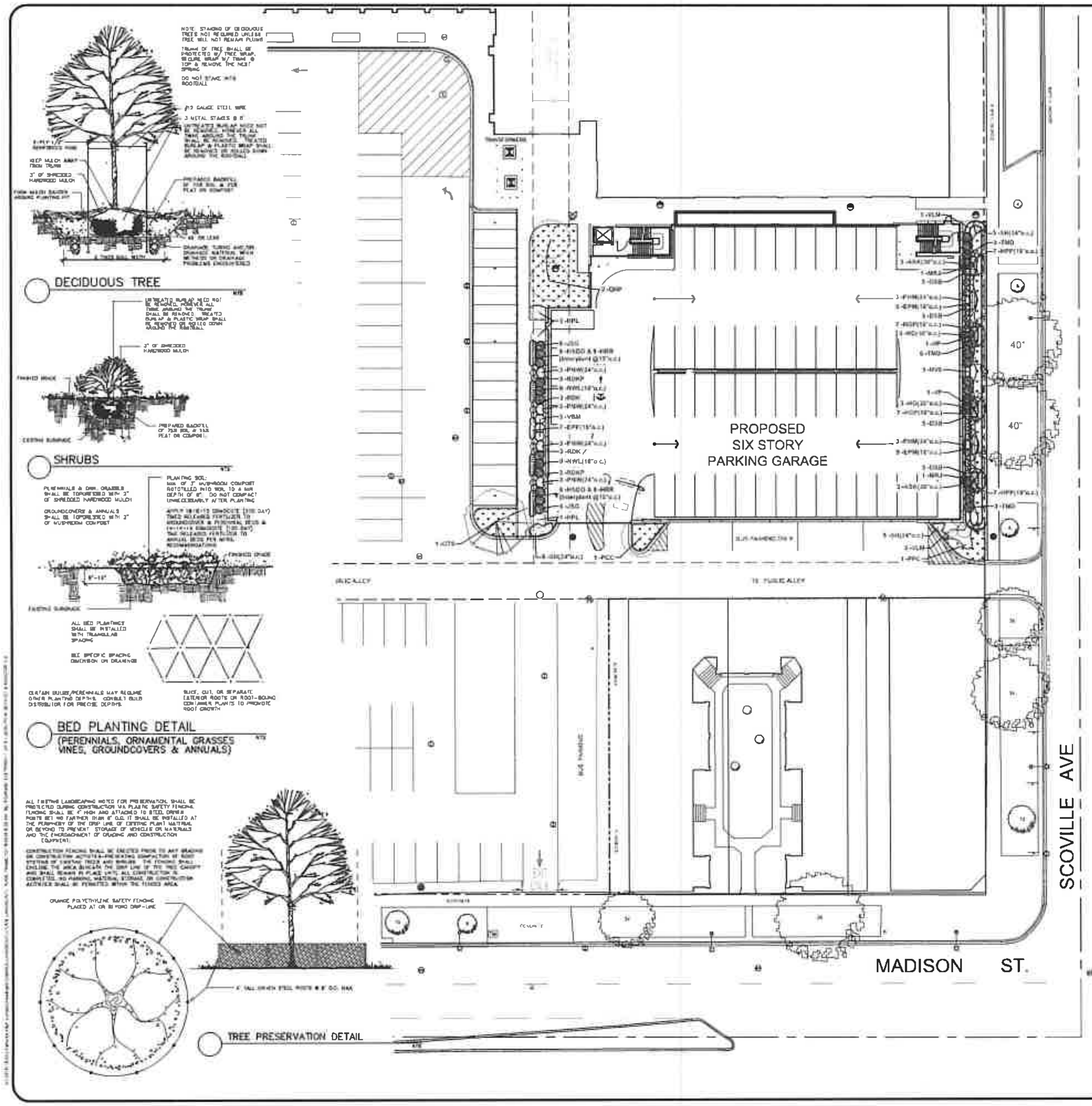
REVISIONS

Joseph A. Schudt & Associates

9455 ENTERPRISE DRIVE MOKENA, IL 60448
PHONE: 708-720-1000 www.jaseng.com FAX: 708-720-1055

CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

Date: 12-20-18
Scale: 1"=20'
File Name: 18-055
Drawn: TMF
Check: DWD
Sheet: 4 of 13
Project No.: 18-055



GENERAL NOTES:

Plant material shall be nursery grown and be either balled and burlapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest edition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

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 for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements.

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch. Annuals & groundcovers shall be covered with an additional two inch (2") layer of mushroom compost.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE TYPE
		DECIDUOUS SHADE TREES		
GTS	1	Gleditsia t. 'Skyline'	Skyline Honeylocust	3" BB
PCC	2	Pyrus c. 'Chanticleer'	Chanticleer Callery Pear	3" BB
QRP	2	Quercus r. 'Long'	Regal Prince English Oak	3" BB
		DECIDUOUS ORNAMENTAL TREES		
MRJ	2	Malus 'Red Jewel'	Red Jewel Crabapple	2" BB
VP	2	Viburnum prunifolium	Blackhaw Viburnum (Tree Form)	7' BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
DSB	20	Diervilla 'Butterfly'	Butterfly Bush Honeysuckle	#5 24"
HPL	4	Hydrangea p. 'Limelight'	Limelight Hydrangea	#5 30"
HPS	1	Hydrangea p. 'Renhy'	Vanilla Strawberry Hydrangea	#5 30"
RDK	6	Rosa 'Radko'	Double Knockout Shrub Rose	#5 24"
RDKP	9	Rosa 'Radtkopink'	Pink Knockout Shrub Rose	#5 24"
VBM	3	Viburnum d. 'Christom'	Blue Muffin Arrowwood Viburnum	30" #5
VLM	4	Viburnum l. 'Mohican'	Mohican [illegible]	30" BB
		EVERGREEN SHRUBS		
JSG	12	Juniperus c. 'Sea Green'	Sea Green Juniper	30" BB
TMD	12	Taxus m. 'Densiformis'	Dense Yew	30" BB
		ORNAMENTAL GRASS		
DHP	7	Deschampsia c. 'Pixie Fountain'	Pixie Fountain Tufted Hair Grass	#1
PHM	5	Panicum v. 'Heavy Metal'	Heavy Metal Switch Grass	#1
PVN	12	Panicum v. 'Northwind'	Northwind Switch Grass	#1
SH	13	Sporobolus heterolepis	Prairie Dropseed	#1
		PERENNIALS		
[illegible]	9	[illegible]	Golden Japanese [illegible]	#2
[illegible]	14	Echinacea [illegible]	[illegible] Coneflower	#1
[illegible]	18	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	#1
HSDO	18	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	#1
HGP	14	Heuchera 'Georgia Peach'	Georgia Peach Alumroot	#1
[illegible]	14	Heuchera 'Purple Petticoats'	Purple Petticoats Coralbells	#1
[illegible]	9	Hosta [illegible]	[illegible] Hosta	#1
[illegible]	18	Nepeta [illegible]	[illegible]	#1

MATERIAL & LABOR LIST

QTY.	ITEM	DESCRIPTION
[illegible]	Sod	[illegible]
[illegible]	Mulch	Shredded Hardwood Bark
[illegible]	Mulch	[illegible]

LEGEND

CONSTRUCTION NOTE:
NO CONSTRUCTION IN SCOVILLE AVENUES RIGHT OF WAY. EXISTING PARKWAY TREES TO REMAIN AND THE SERVICES OF A LICENSED ARBORIST SHALL BE RETAINED TO ROOT PRUNE & TRIM CANOPIES OF ALL ADJACENT PARKWAY TREES, AS NEEDED TO MITIGATE DAMAGE FROM CONSTRUCTION ACTIVITIES. SEE TREE PROTECTION DETAIL PROTECTIVE FENCING REQUIREMENTS.

GRAPHIC SCALE

FOR PERMIT

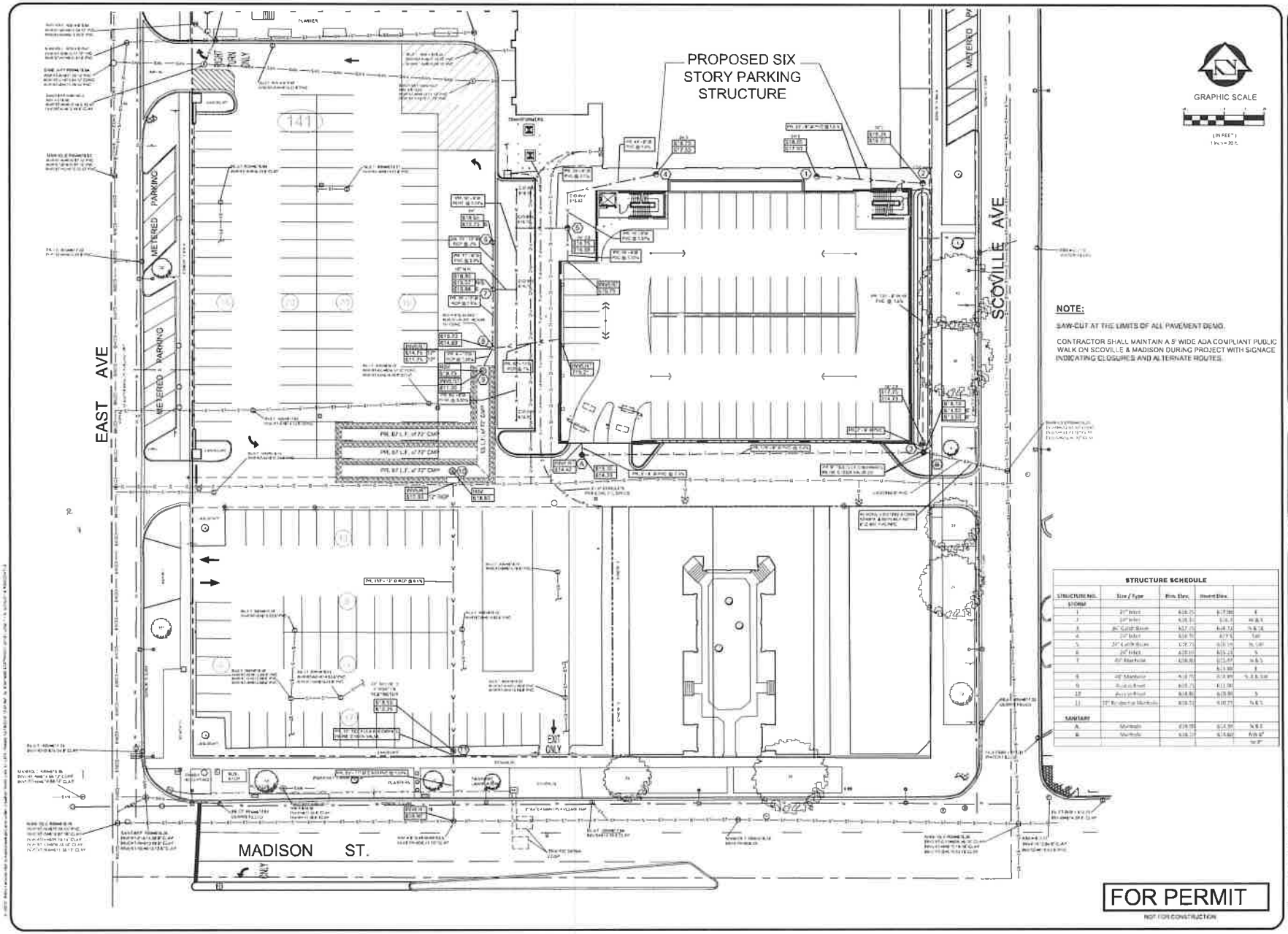
NOT FOR CONSTRUCTION

Joseph A. Schudt & Associates
9455 ENTERPRISE DRIVE MOKENA, IL 60448
PHONE: 708-720-1000 www.jaseng.com FAX: 708-720-1065
CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

REVISIONS

PARKING STRUCTURE
FENWICK HIGH SCHOOL
505 WASHINGTON BLVD, OAK PARK, IL
LANDSCAPE PLAN

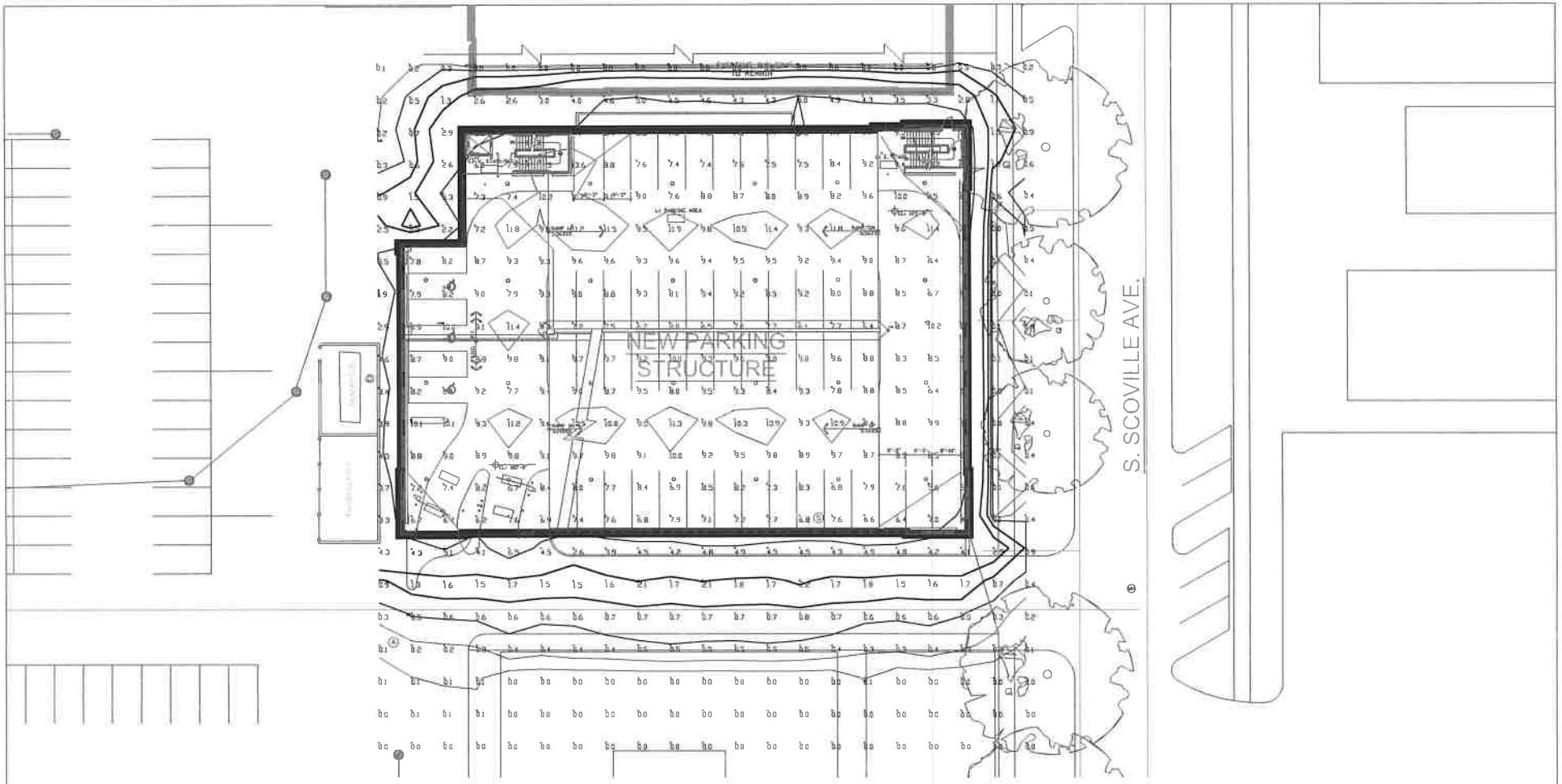
Date: 12-20-18
Scale: 1"=20'
File No: 18-055
Drawn: RMETZ
Checked: RMETZ
Sheet: 13 of 13
Project No.: 18-055



Joseph A. Schudt & Associates
CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

PARKING STRUCTURE
FENWICK HIGH SCHOOL
505 WASHINGTON BLVD, OAK PARK, IL
UTILITY SHEET

Date: 12-20-16
Scale: 1"=20'
File Name: 18-055
Drawn: TMF
Checked: DWO
Sheet: 6 OF 13
Project No.: 18-055



1 TYPICAL FLOOR LIGHTING CALCULATION

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HICH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.948.0318
jruffino@fenwickhilltops.com

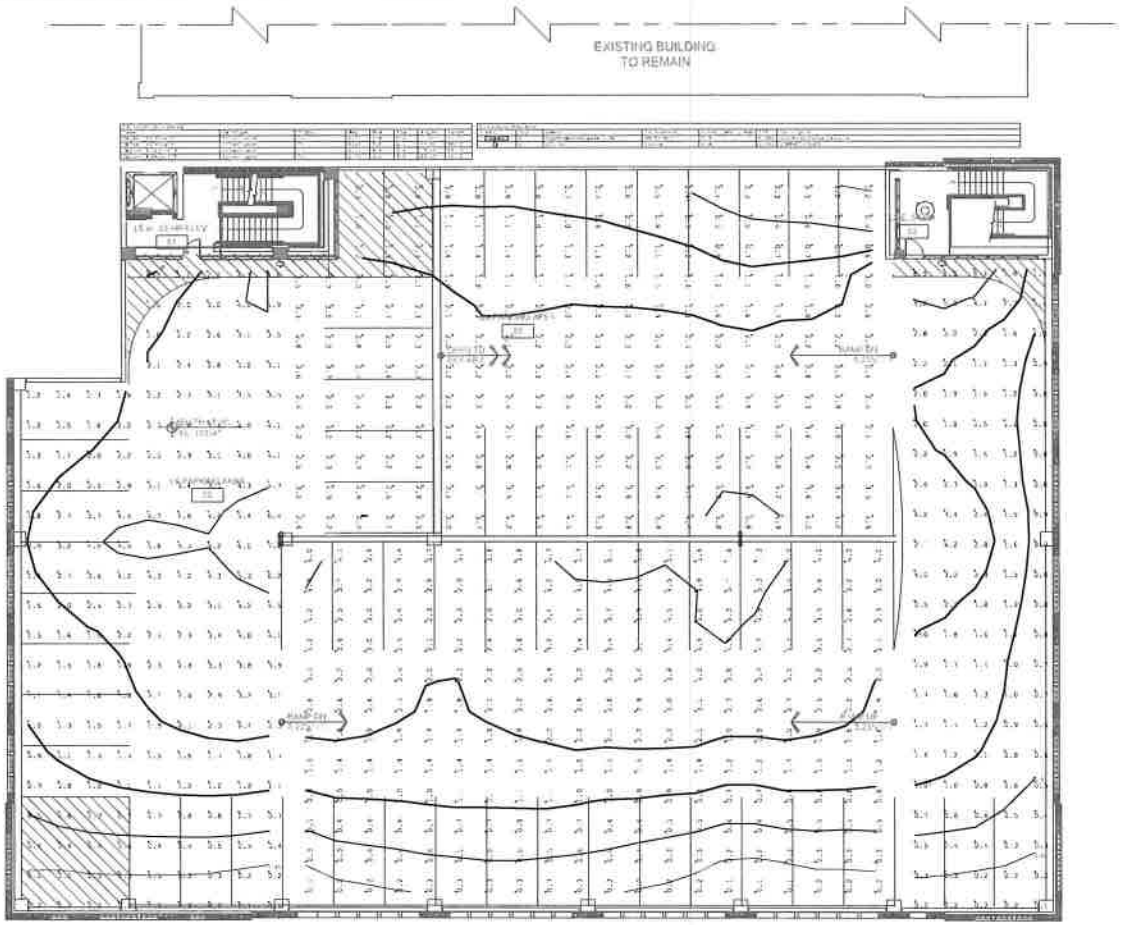
ISSUE

NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12-20-2018
PROJECT NO.: 00-18103
DRAWN: SRB
CHKD.: BMW
FIRM
STREET
CITY STATE ZIP
PHONE

DRAWING TITLE
EXTERIOR LIGHTING

DRAWING NO.
E-700



1 ROOF LIGHTING CALCULATION

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 305 WASHINGTON BLVD, OAK PARK, ILLINOIS 60302

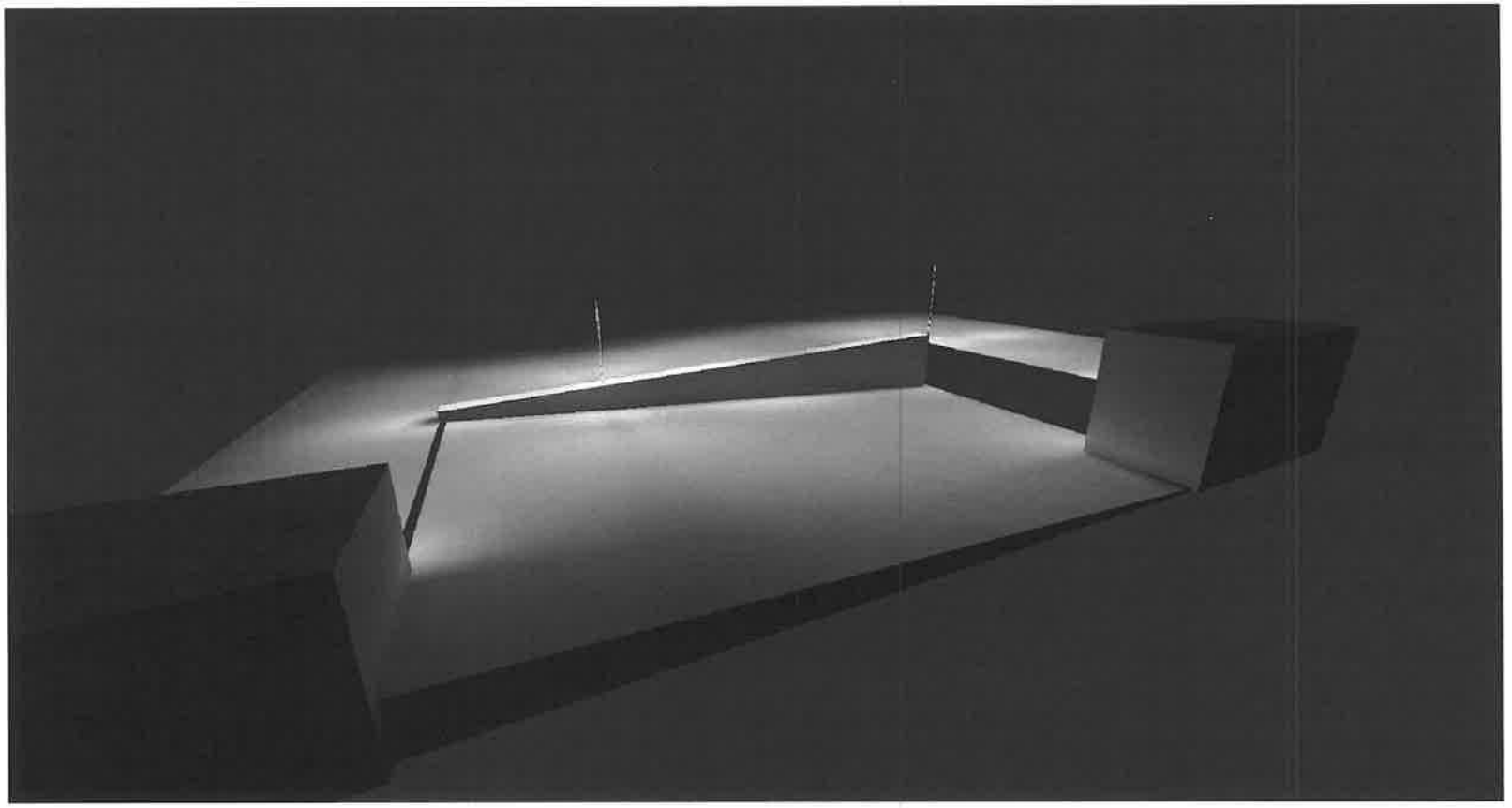
PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0318
jruffino@fenwickriders.com

ISSUE		
NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12-20-2018
PROJECT NO. 20-18103
DRAWN: SKB
CHKD: BNW
FIRM
STREET
CITY STATE ZIP
PHONE

DRAWING TITLE
ROOF LIGHTING

DRAWING NO.
E-701

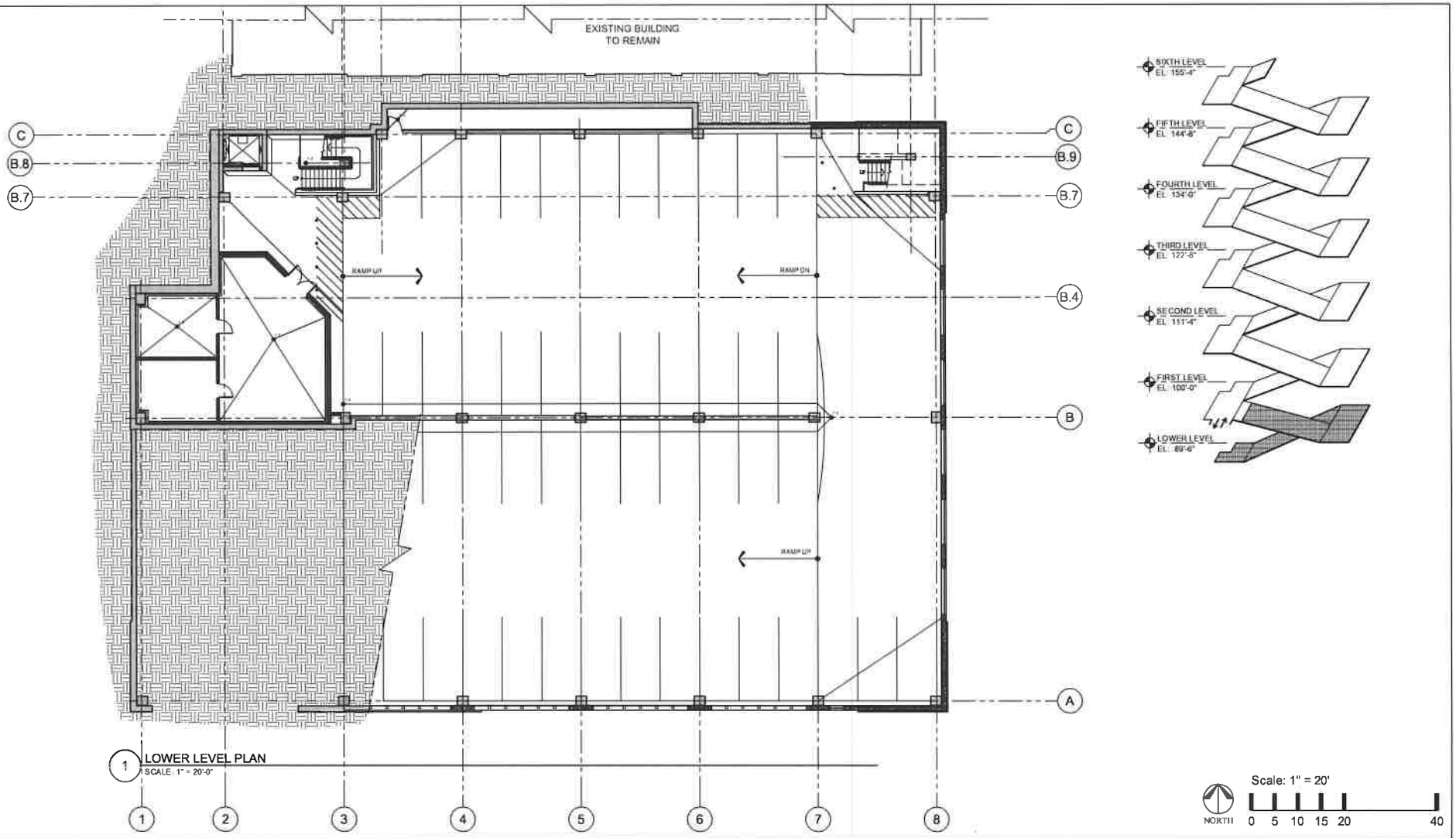


1 ROOF LIGHTING RENDERING
SCALE: NTS

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

PREPARED FOR:	ISSUE				
Mr. Jerry Ruffino Dir. of Operations Fenwick High School 505 Washington Blvd. Oak Park, IL 60302 708.848.0318 jruffino@fenwickclass.com	NO.	DESCRIPTION	DATE	SCALE: 1" = 20'-0" DATE: 12-30-2019 PROJECT NO. 50-16103 DRAWN SRB CHKD. BMW FIRM STREET CITY STATE ZIP PHONE	DRAWING TITLE DRAWING NO. E-702



1 LOWER LEVEL PLAN
SCALE: 1" = 20'-0"

NORTH

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rullino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.2316
jrullino@fenwickhs.com

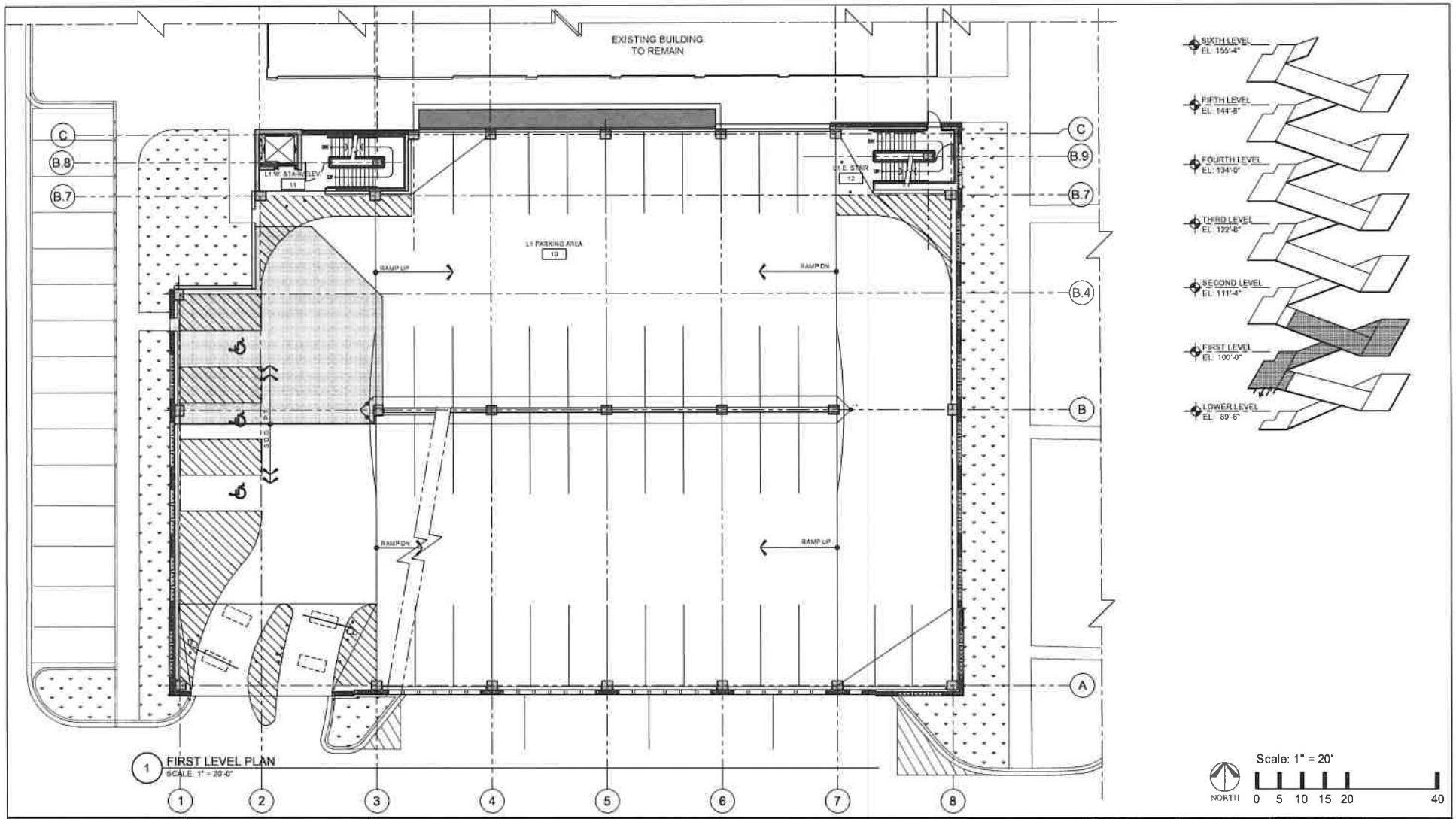
ISSUE		
NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 18-18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.3400

DRAWING TITLE: LOWER LEVEL FLOOR PLAN

DRAWING NO: EX-8E0



1 FIRST LEVEL PLAN
SCALE: 1" = 20'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.2310
jruffino@fenwickhs.com

ISSUE

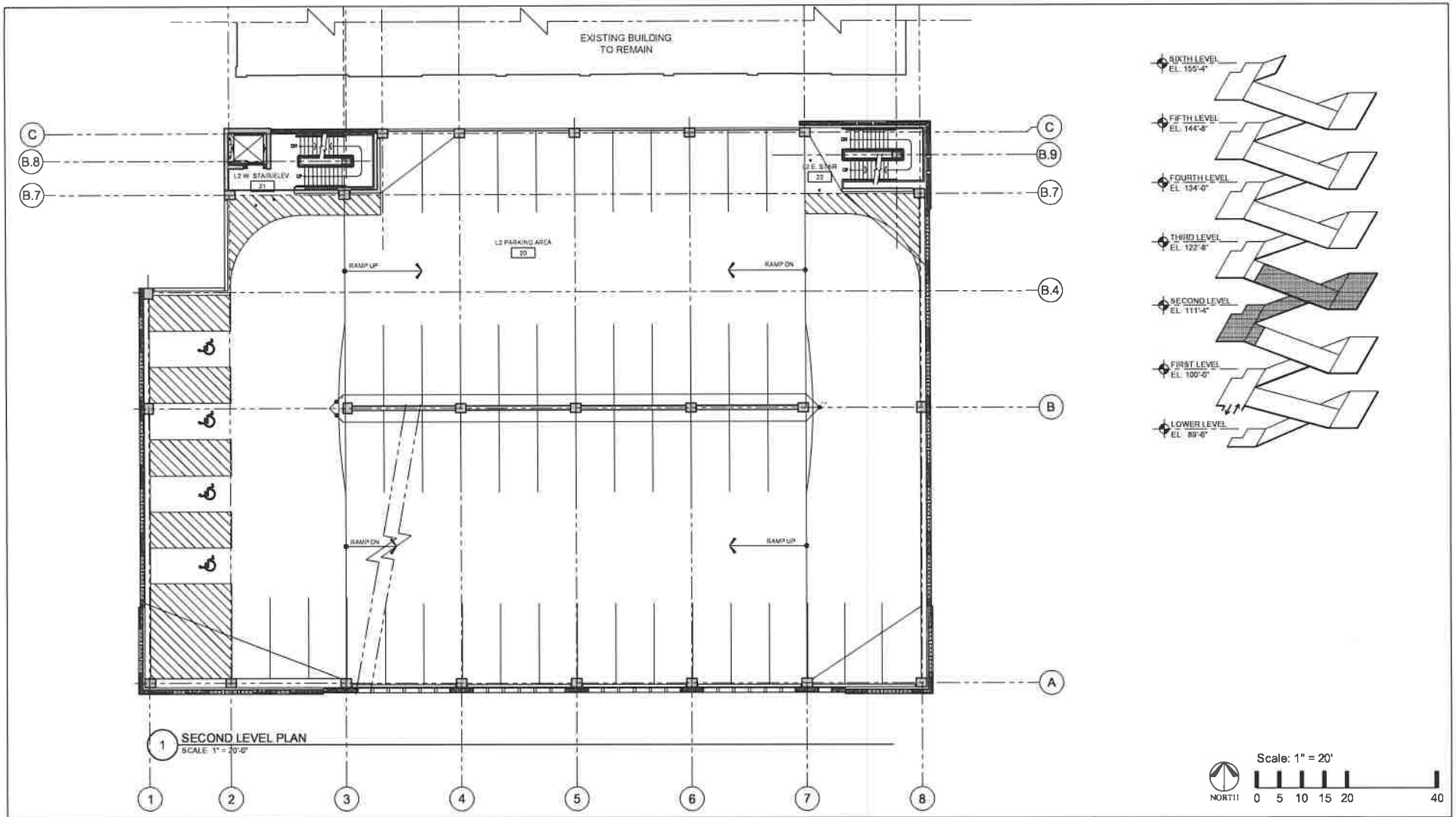
NO.	DESCRIPTION	DATE

SCALE:	1" = 20'-0"
DATE:	12.20.18
PROJECT NO:	65.18103
DRAWN:	D. WILLIAMS
CHKD:	J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO, IL 60602
312.263.6400

DRAWING TITLE: FIRST LEVEL FLOOR PLAN

DRAWING NO: EX-8E1



1 SECOND LEVEL PLAN
SCALE: 1" = 20'-0"

NORTH

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0316
jrollins@fenwickhs.com

ISSUE

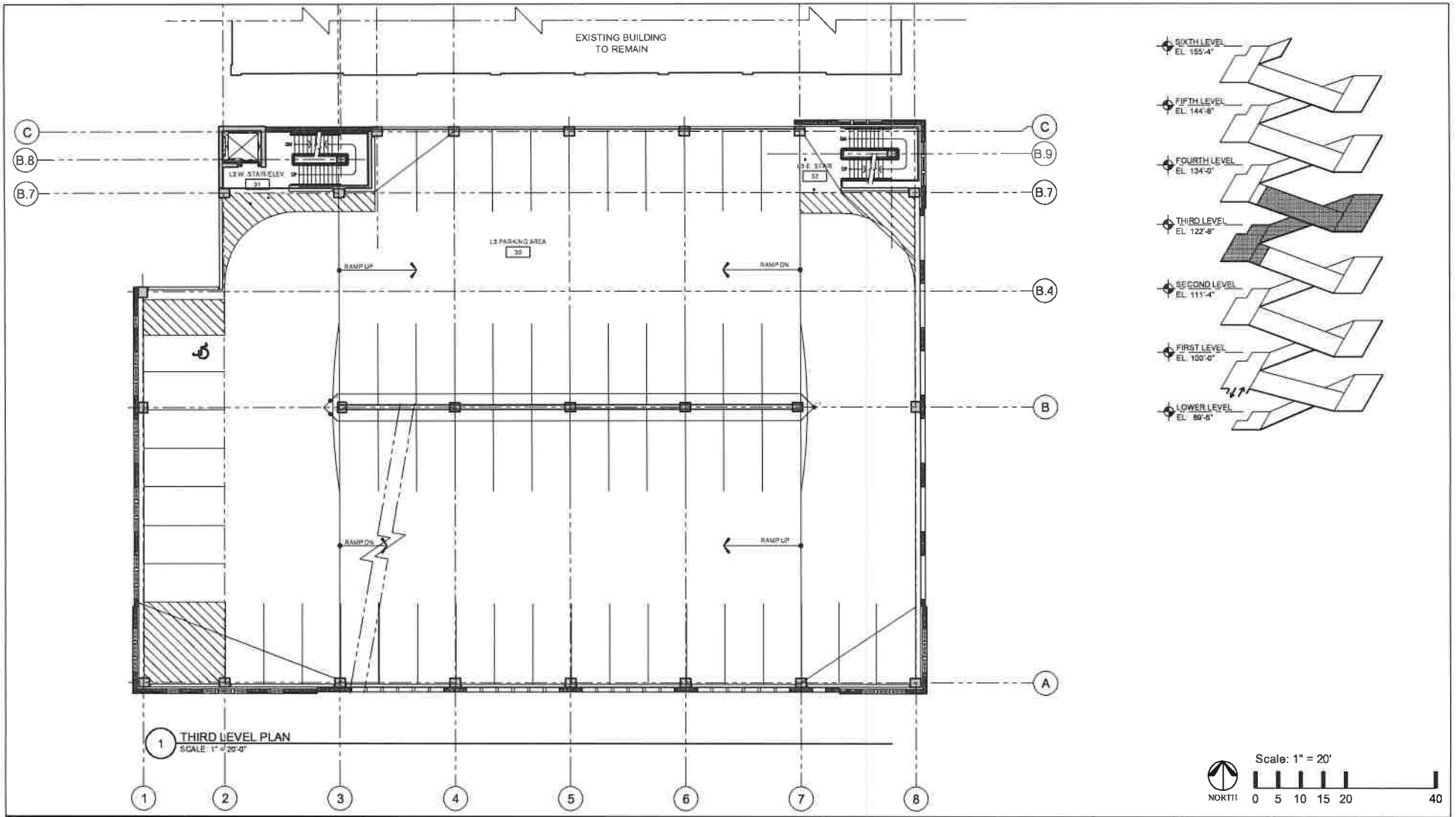
NO	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 56-18-03
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE
SECOND LEVEL
FLOOR PLAN

DRAWING NO.
EX-8E2



1 THIRD LEVEL PLAN
SCALE: 1" = 20'-0"

NORTH

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.8240
jrollins@fenwickhs.com

ISSUE

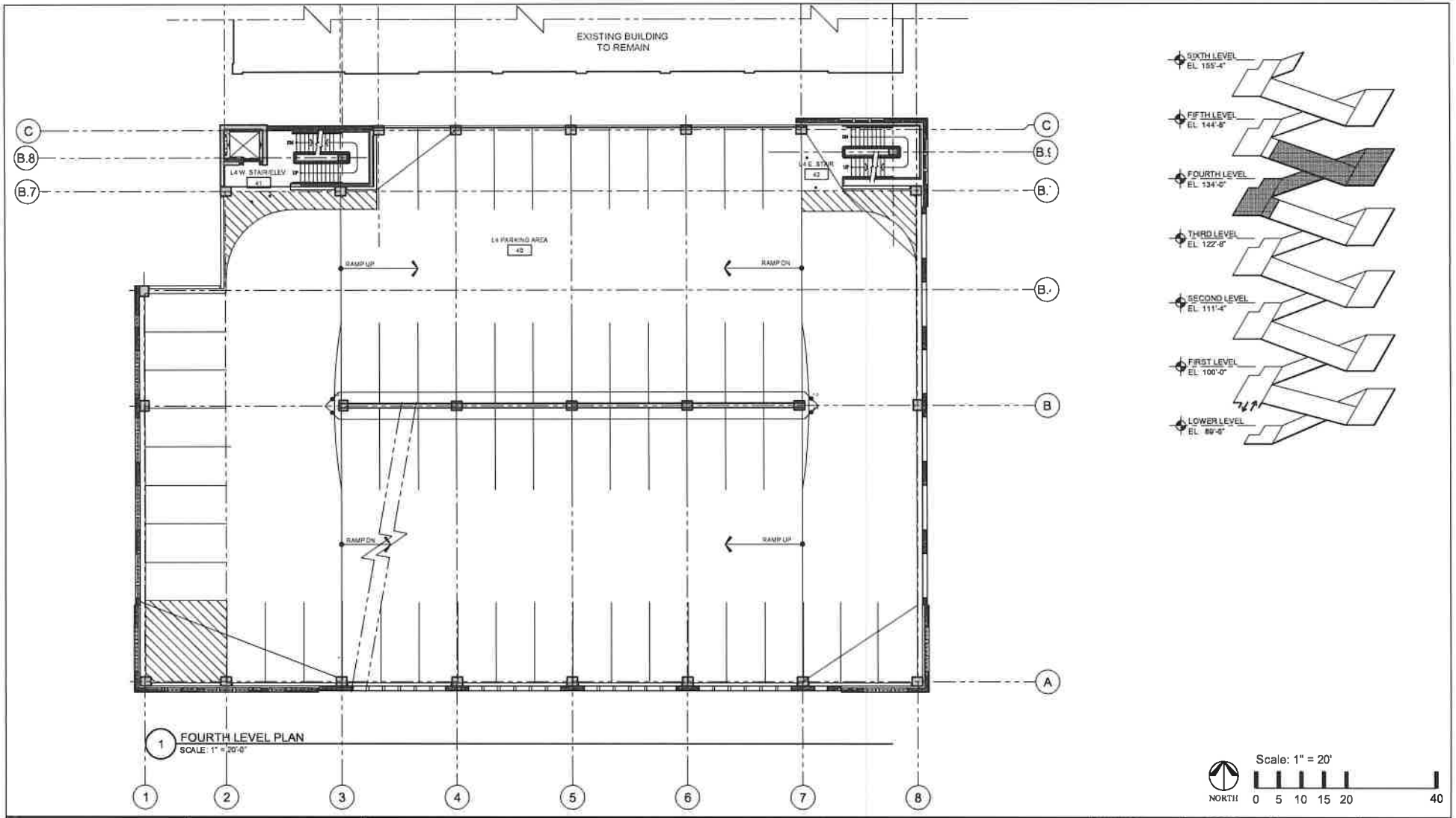
NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 50.18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE
THIRD LEVEL
FLOOR PLAN

DRAWING NO.
EX-8E3



1 FOURTH LEVEL PLAN
SCALE: 1" = 20'-0"

NORTH

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0334
jruffino@fenwickfriars.com

ISSUE

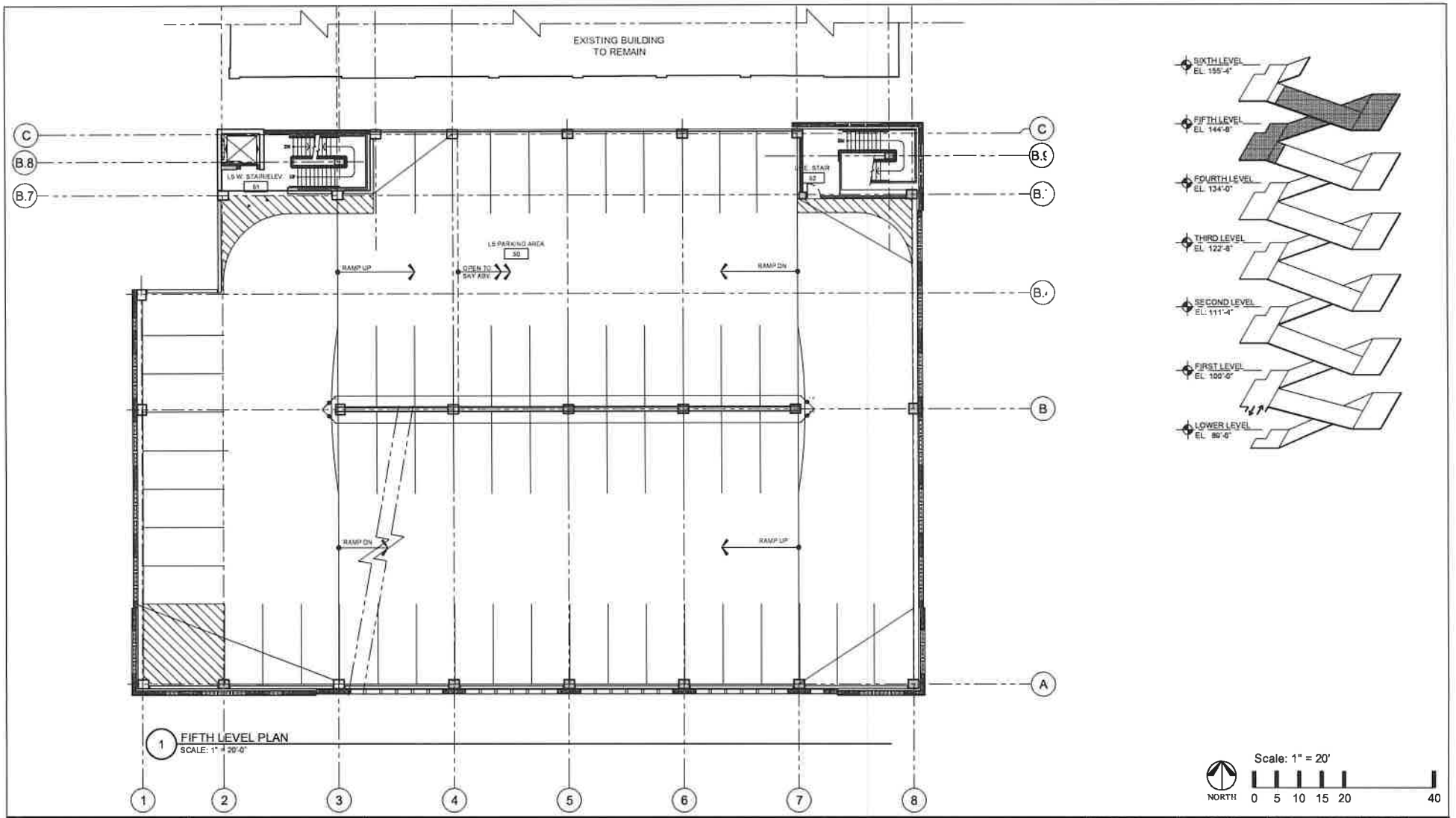
NO.	DESCRIPTION	DATE

SCALE	1" = 20'-0"
DATE	12.20.18
PROJECT NO.	30-18103
DRAWN	D. WILLIAMS
CHKD.	J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.6400

DRAWING TITLE: FOURTH LEVEL FLOOR PLAN

DRAWING NO: EX-8E4



1 FIFTH LEVEL PLAN
SCALE: 1" = 20'-0"

NORTH

Scale: 1" = 20'
0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.5310
jrollins@fenwickhs.com

ISSUE

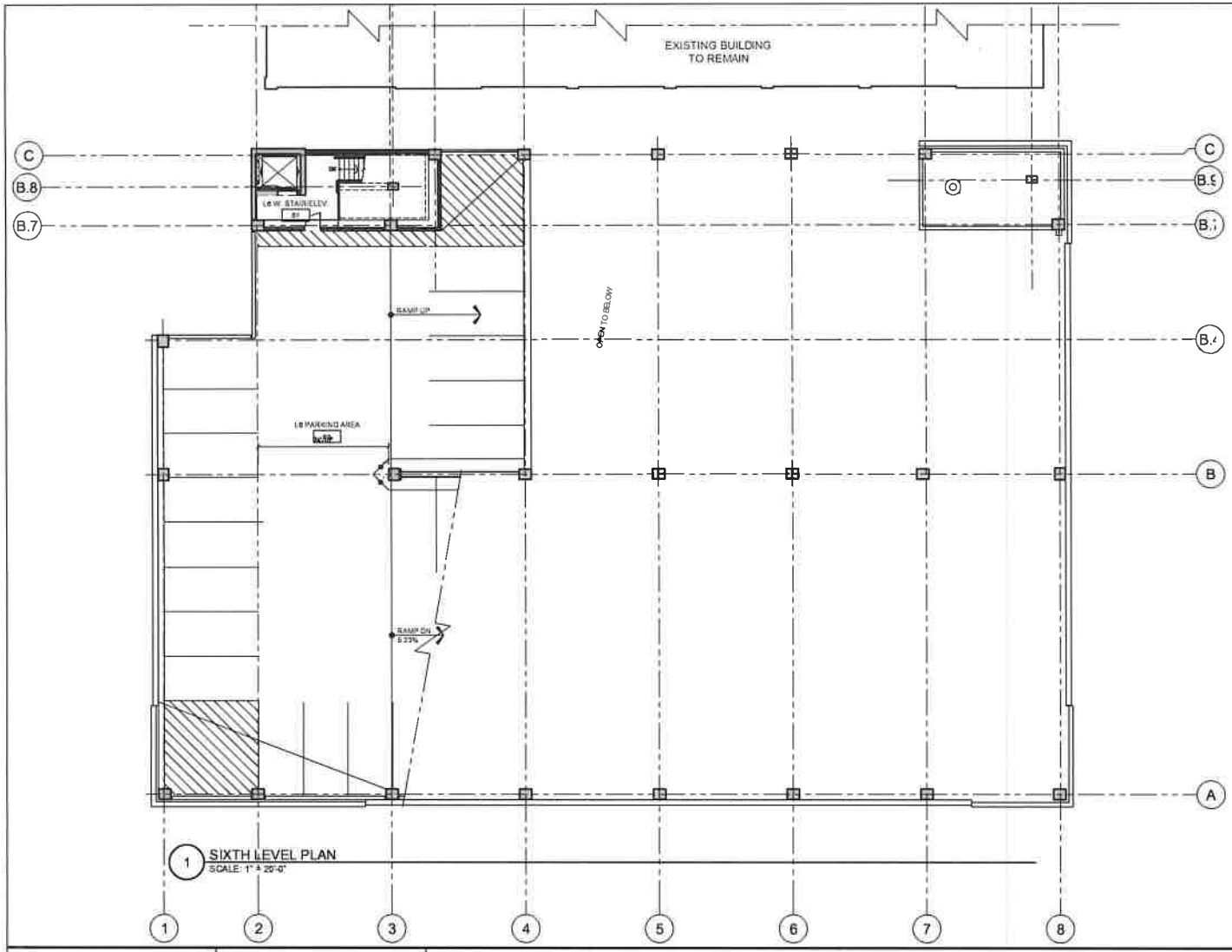
NO	DESCRIPTION	DATE

SCALE: 1 = 20'-0"
DATE: 12.20.18
PROJECT NO: 50-18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

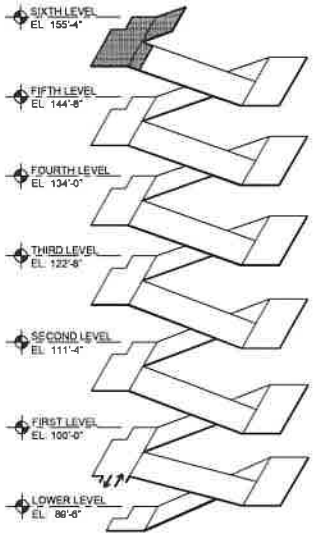
DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.6400

DRAWING TITLE: FIFTH LEVEL FLOOR PLAN

DRAWING NO: EX-8E5



1 SIXTH LEVEL PLAN
SCALE: 1" = 20'-0"



NORTH

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.2249
jrollins@fenwickhilltops.com

ISSUE

NO	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 35-1803
DRAWN: D. WILLIAMS
CHKD: J. HENDRIKSEN

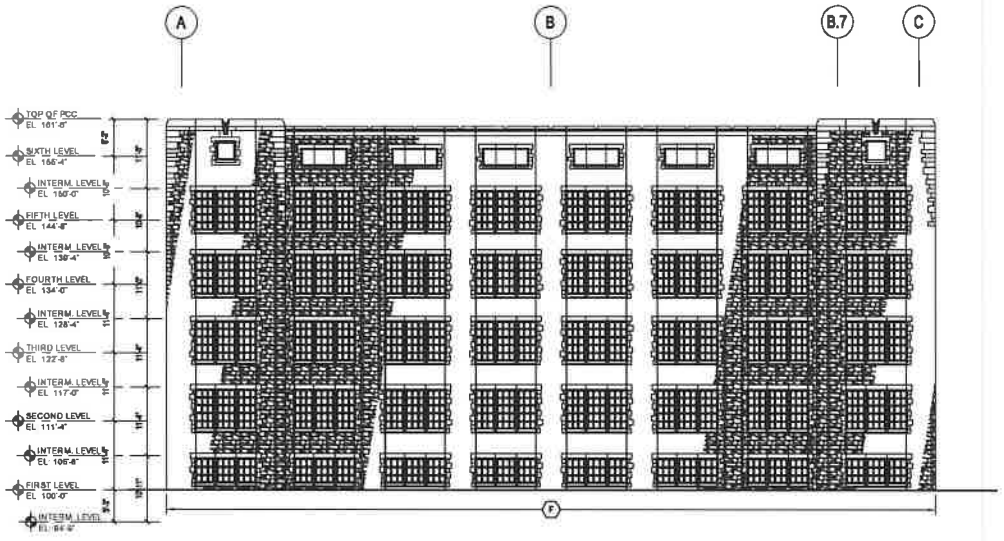
DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.3400

DRAWING TITLE: SIXTH LEVEL FLOOR PLAN

DRAWING NO: EX-8E6

Fenwick High School
Planned Development Submittal-Parking Garage
Item #8 f. – Building Elevations

Fenwick's new Parking Center is designed to complement the collegiate gothic architectural character of the existing school buildings. The walls will be clad in granite and architectural precast "limestone" to complement the materials used on the Scoville, Washington Blvd, and East Ave elevations. The type of construction will be cast in place concrete structure with architectural precast walls. The openings in the facades will have black prefinished metal to resemble the character of the existing school fenestration.



1 EAST ELEVATION
SCALE: 1" = 20'-0"

A C.I.P. CONC., AS-CAST FORM FINISH
B ARCHITECTURAL P.C.C., LIMESTONE FINISH.
C ARCHITECTURAL P.C.C. WITH BRICK FACE.
D ALUM. ASSEMBLY, PRE-FINISHED.
E ALUM. STOREFRONT GLAZING SYSTEM, PRE-FINISHED.
F ARCHITECTURAL P.C.C., W/ GRANITE RANDOM ASHLAR BOND.
G CMU, SEALED

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.8046
jrollins@fenwickhilltops.com

ISSUE

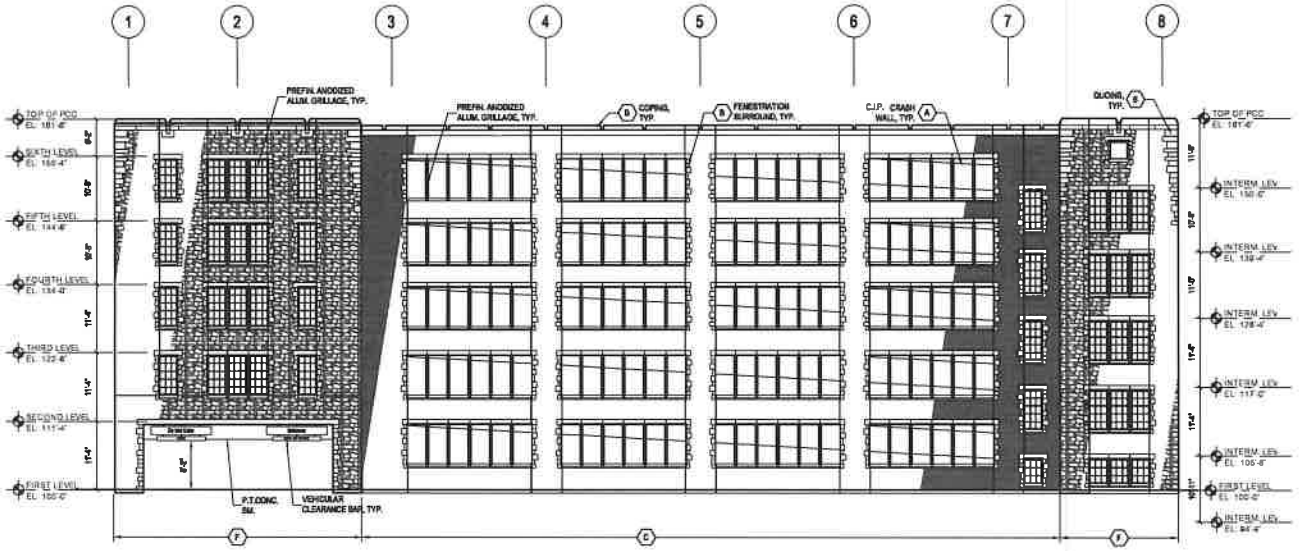
NO	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 30-18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8405

DRAWING TITLE: EAST ELEVATION

DRAWING NO: EX-8F1



1 SOUTH ELEVATION
SCALE: 1" = 20'-0"

A C.I.P. CONC., AS-CAST FORM FINISH
B ARCHITECTURAL P.C.C., LIMESTONE FINISH.
C ARCHITECTURAL P.C.C. WITH BRICK FACE.
D ALUM. ASSEMBLY, PRE-FINISHED.
E ALUM. STOREFRONT GLAZING SYSTEM, PRE-FINISHED.
F ARCHITECTURAL P.C.C., W/ GRANITE RANDOM ASHLAR BOND.
G CMU, SEALED

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR

Mr. Jerry Rullins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.2314
jrullins@fenwickhs.com

ISSUE

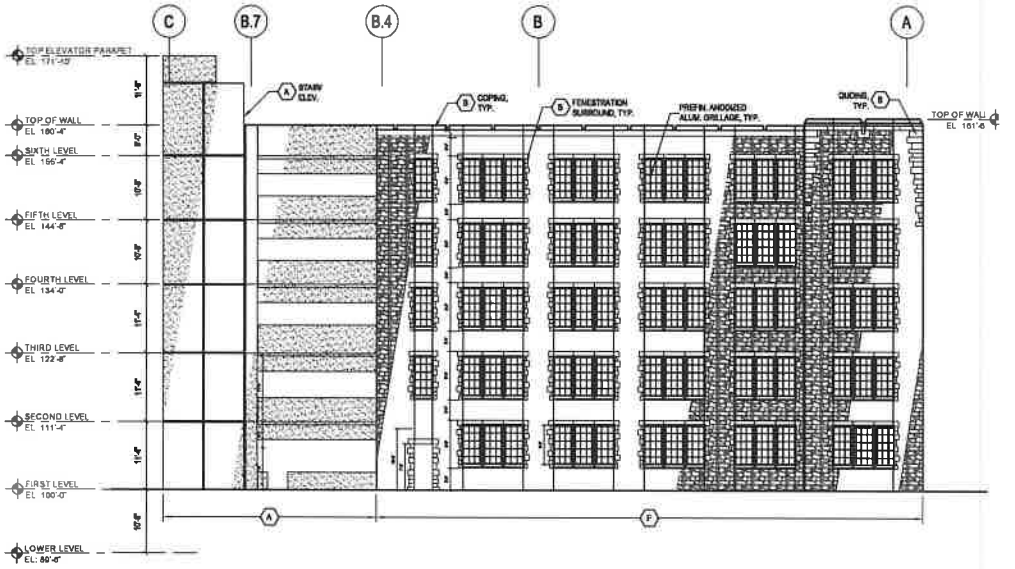
NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 00.18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 6TH FLOOR
CHICAGO, IL 60602
312.263.6400

DRAWING TITLE: SOUTH ELEVATION

DRAWING NO: EX-8F2



1 WEST ELEVATION
SCALE: 1" = 20'-0"

A C.I.P. CONC., AS-CAST FORM FINISH
B ARCHITECTURAL P.C.C., LIMESTONE FINISH.
C ARCHITECTURAL P.C.C. WITH BRICK FACE.
D ALUM. ASSEMBLY, PRE-FINISHED.
E ALUM. STOREFRONT GLAZING SYSTEM, PRE-FINISHED.
F ARCHITECTURAL P.C.C., W/ GRANITE RANDOM ASHLAR BOND.
G CMU, SEALED

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rullins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.8018
jrullins@fenwickhs.com

ISSUE

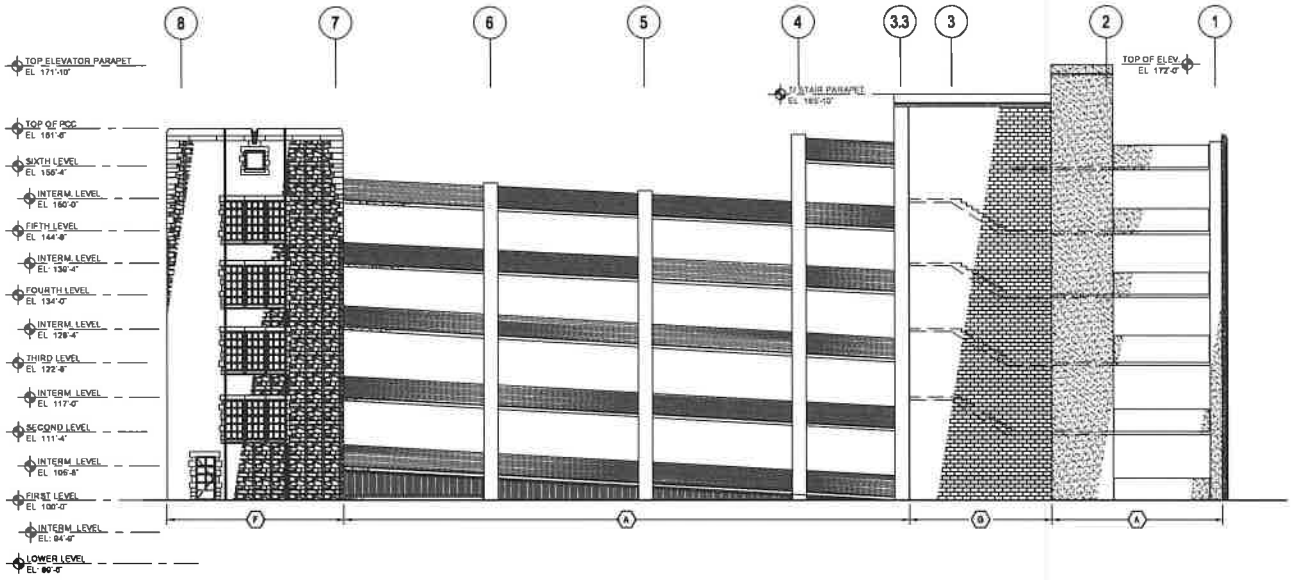
NO.	DESCRIPTION	DATE

SCALE: 1" = 20'-0"
DATE: 12.20.18
PROJECT NO: 50-18103
DRAWN: D. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE: WEST ELEVATION

DRAWING NO: EX-8F3



1 NORTH ELEVATION
SCALE: 1" = 20'-0"

- (A) C.I.P. CONC., AS-CAST FORM FINISH.
- (B) ARCHITECTURAL P.C.C., LIMESTONE FINISH.
- (C) ARCHITECTURAL P.C.C. WITH BRICK FACE.
- (D) ALUM. ASSEMBLY, PRE-FINISHED.
- (E) ALUM. STOREFRONT GLAZING SYSTEM, PRE-FINISHED.
- (F) ARCHITECTURAL P.C.C., W/ GRANITE RANDOM ASHLAR BOND.
- (G) CMU, SEALED

Scale: 1" = 20'

0 5 10 15 20 40

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Rollins
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0316
jrollins@fenwickhs.com

ISSUE		
NO.	DESCRIPTION	DATE

SCALE:	1" = 20'-0"
DATE:	12.20.18
PROJECT NO.	50-18103
DRAWN	D. WILLIAMS
CHKD	J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

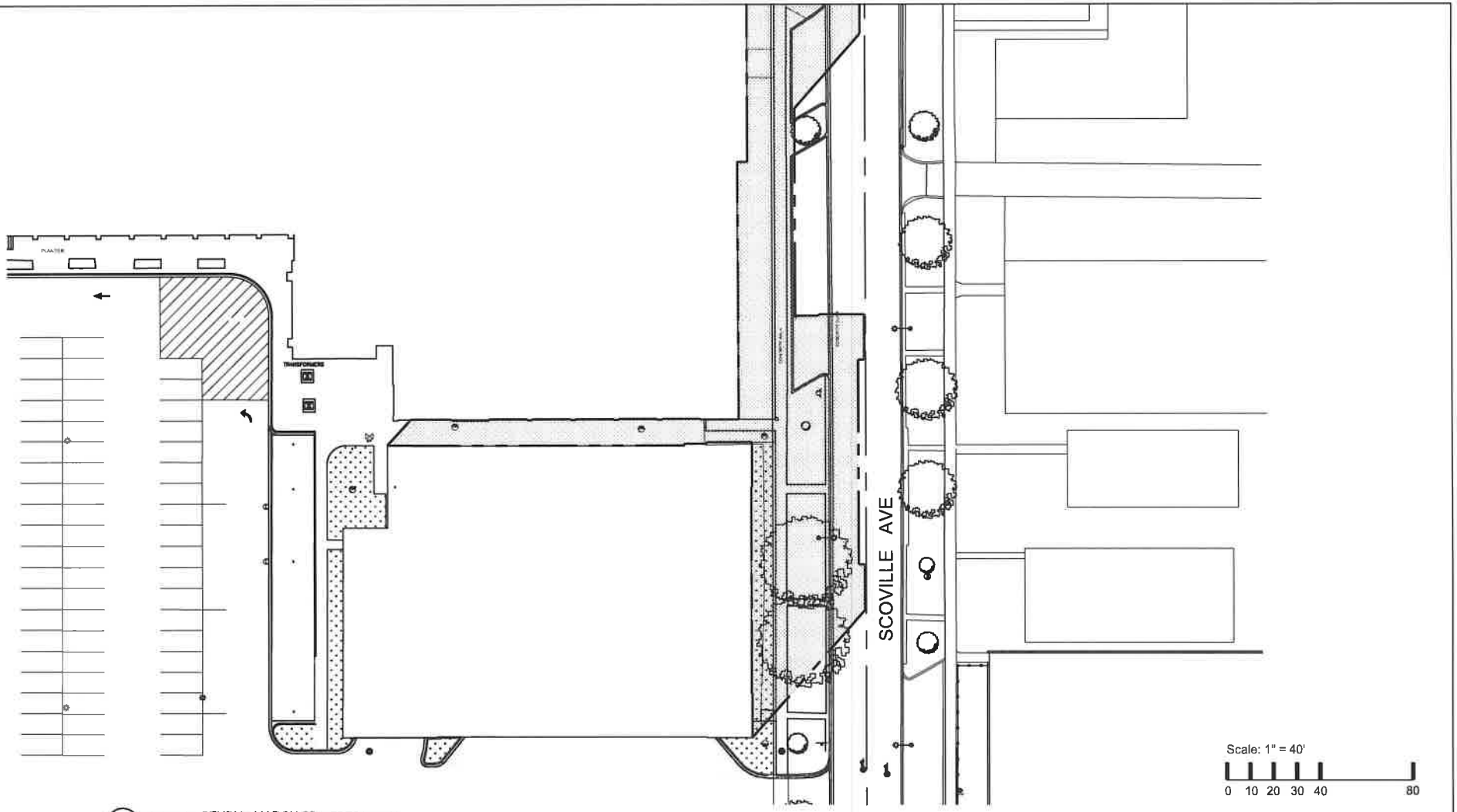
DRAWING TITLE: NORTH ELEVATION

DRAWING NO: EX-8F4


EAST AVENUE
MADISON STREET
© MGLM ARCHITECTS 2018
FENWICK MASTER PLAN


FENWICK
HIGH SCHOOL
DO NOT ENTER
ENTRANCE


EAST AVE
MADISON



1 SHADOW STUDY - MARCH 20, AFTERNOON
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd
Oak Park IL 60302
708.848.0318
jruffino@fenwickhs.com

ISSUE

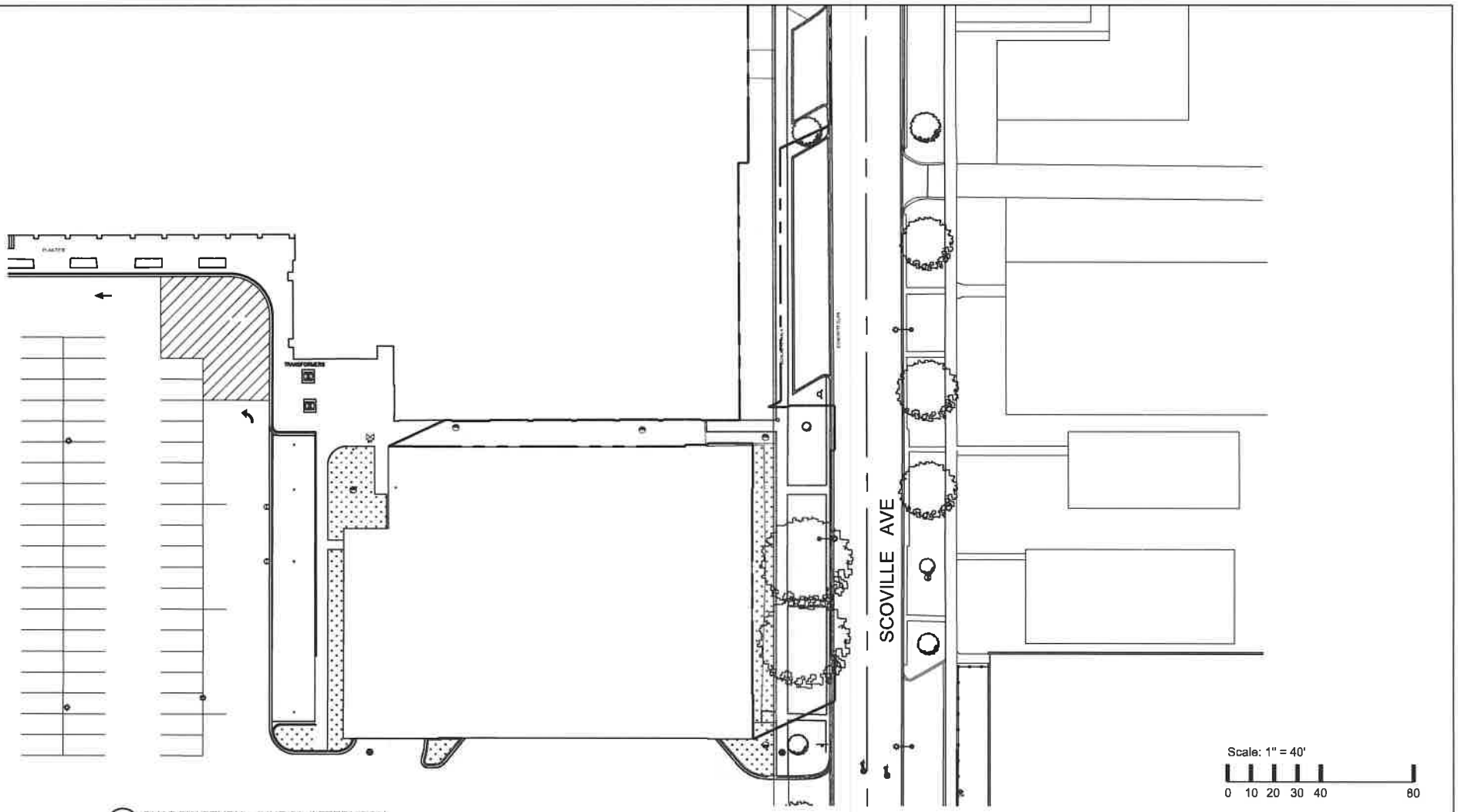
NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.18
PROJECT NO.: 53-181103
DRAWN: D. WILLIAMS
CHKD.: J. HENTRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312 263 8400

DRAWING TITLE
SHADOW STUDY
MARCH 20
AFTERNOON

DRAWING NO.
EX-811



1 SHADOW STUDY - JUNE 21, AFTERNOON
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0315
jruffino@fenwick1fan.com

ISSUE

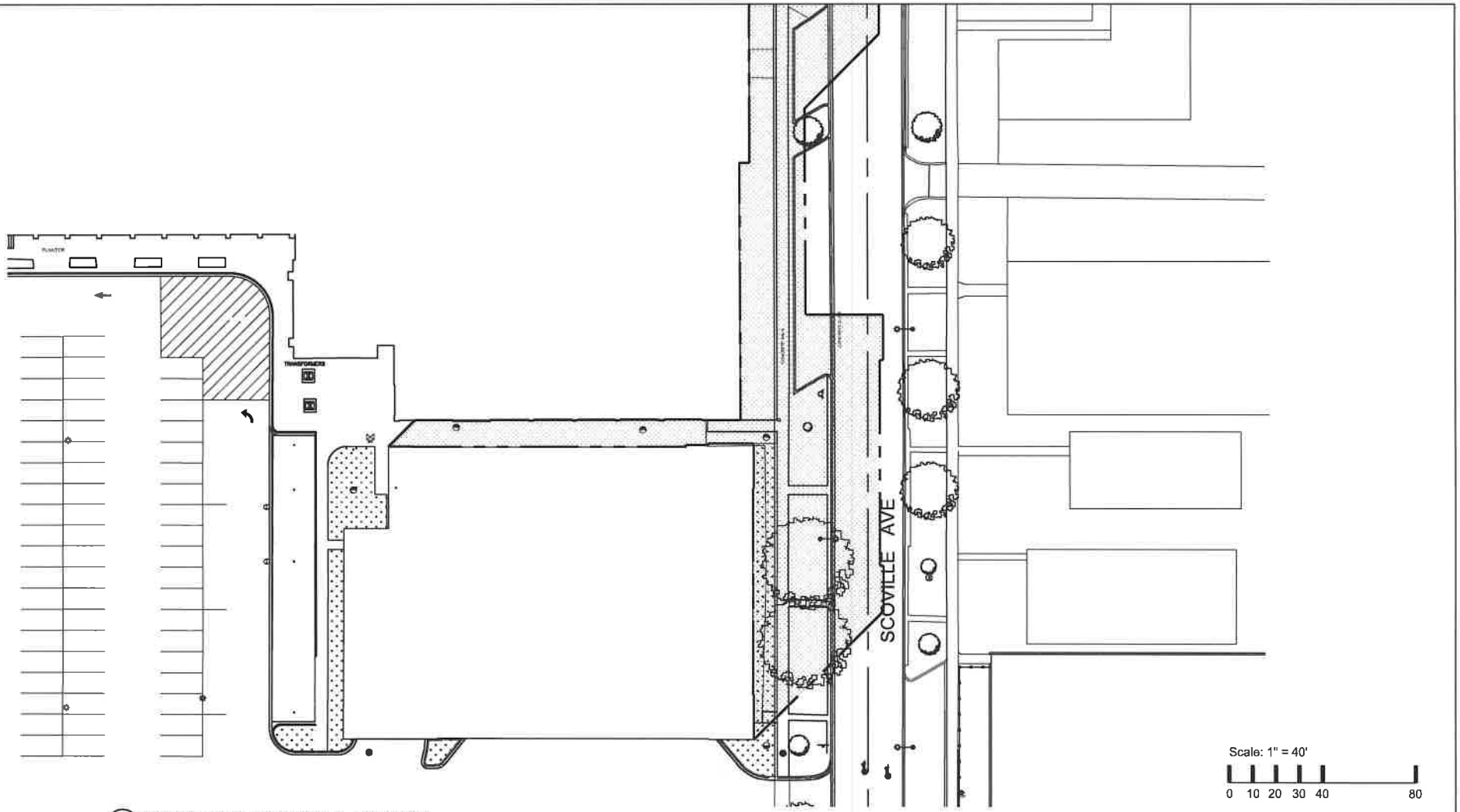
NO.	DESCRIPTION	DATE

DESMAN INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.280.8400

SCALE:	1" = 40'-0"
DATE:	12.20.18
PROJECT NO.:	30-18123
DRAWN:	D. WILLIAMS
CHKD.:	J. HENRIKSEN

DRAWING TITLE
SHADOW STUDY
JUNE 21
AFTERNOON

DRAWING NO.
EX-812



1 SHADOW STUDY - SEPTEMBER 21, AFTERNOON
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.6018
jruffino@fenwickhs.com

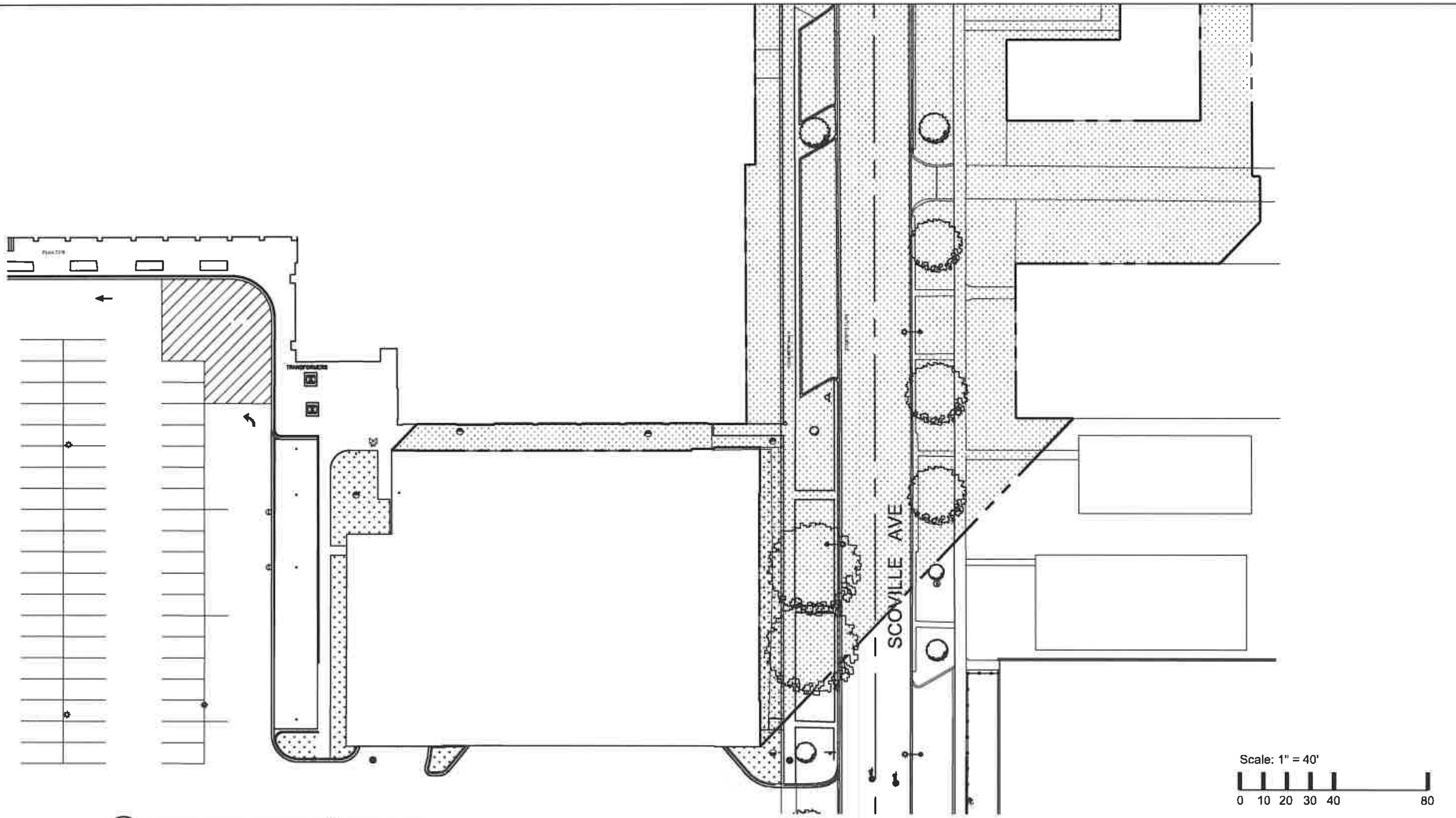
ISSUE
NO. DESCRIPTION DATE

SCALE: 1" = 40'-0"
DATE: 12.20.18
PROJECT NO. 93-18103
DRAWN: D. WILLIAMS
CHKD.: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE
SHADOW STUDY
SEPTEMBER 21
AFTERNOON

DRAWING NO.
EX-813



1 SHADOW STUDY -DECEMBER 21, AFTERNOON
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708 848 0316
jruffino@fenwickfriars.com

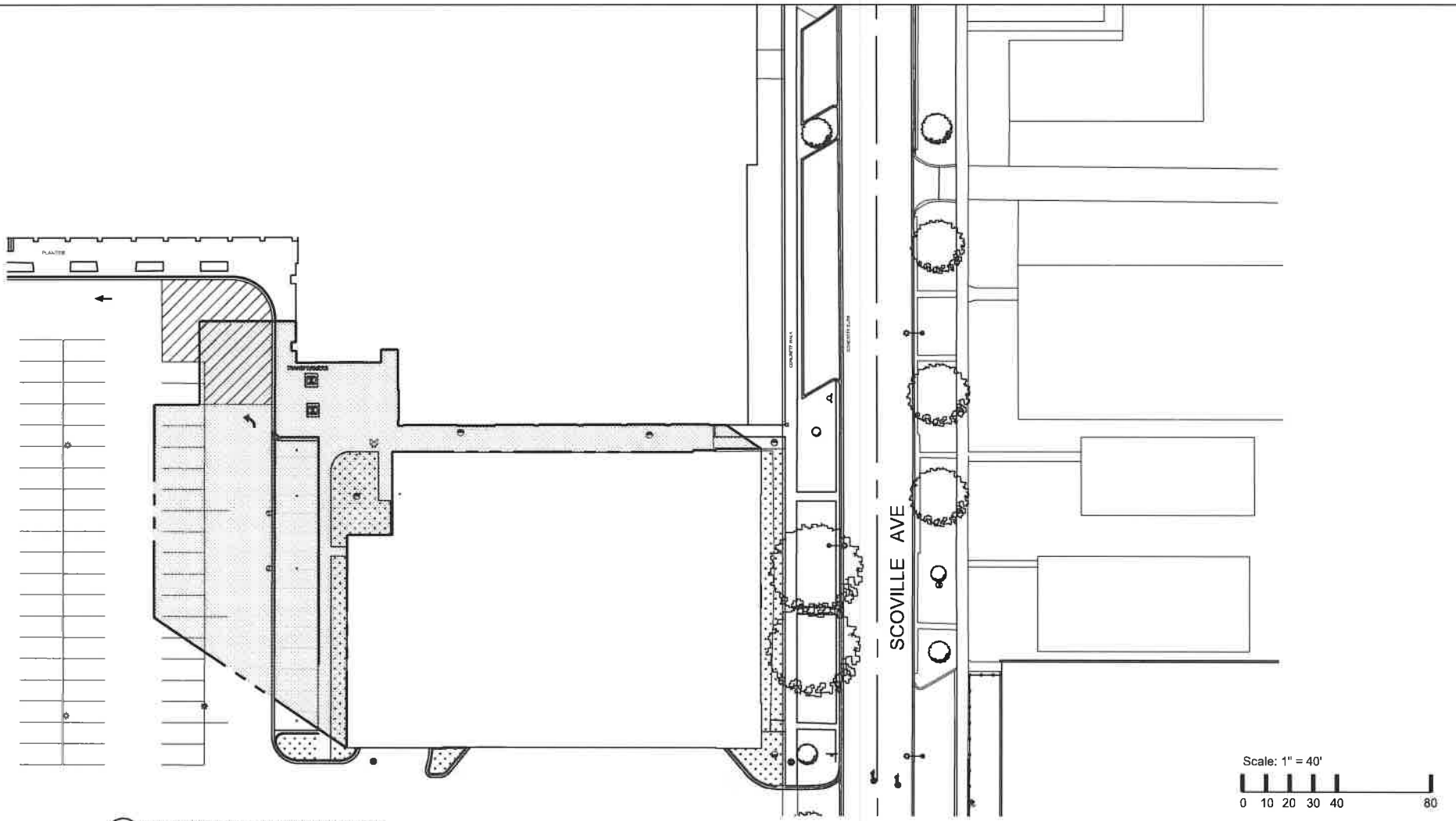
ISSUE		
NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.16
PROJECT NO.
DRAWN: D. WILLIAMS
CHKD.: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312 263 8400

DRAWING TITLE
SHADOW STUDY
DECEMBER 21
AFTERNOON

DRAWING NO.
EX-8I4



1 SHADOW STUDY - MARCH 20, MORNING
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd
Oak Park IL 60302
708.848.0315
jruffino@fenwickhs.com

ISSUE

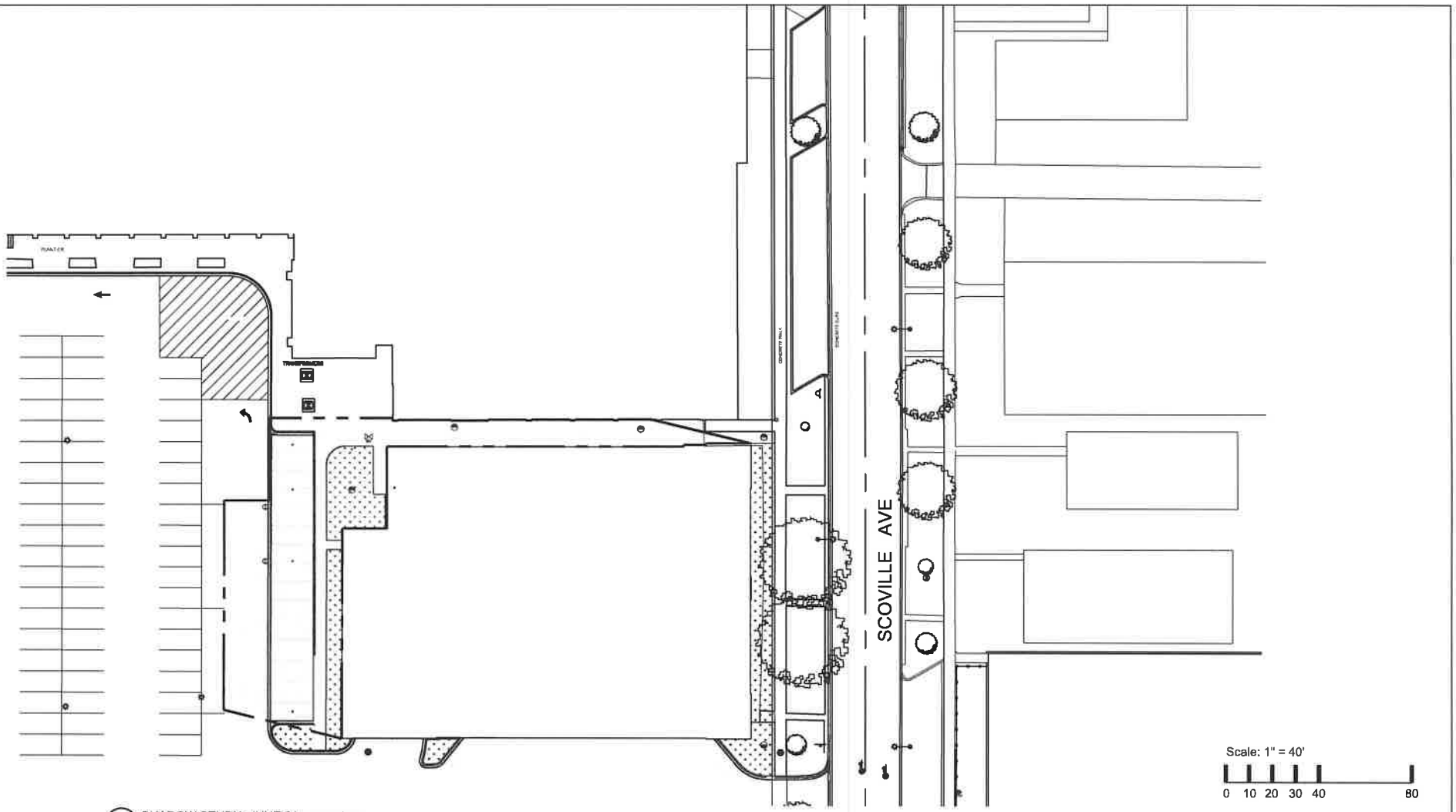
NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.18
PROJECT NO: 18-18103
DRAWN: B. WILLIAMS
CHKD: J. HENRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE
SHADOW STUDY
MARCH 20
MORNING

DRAWING NO.
EX-815



1 SHADOW STUDY -JUNE 21, MORNING
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.0316
jruffino@fenwickHS.com

ISSUE

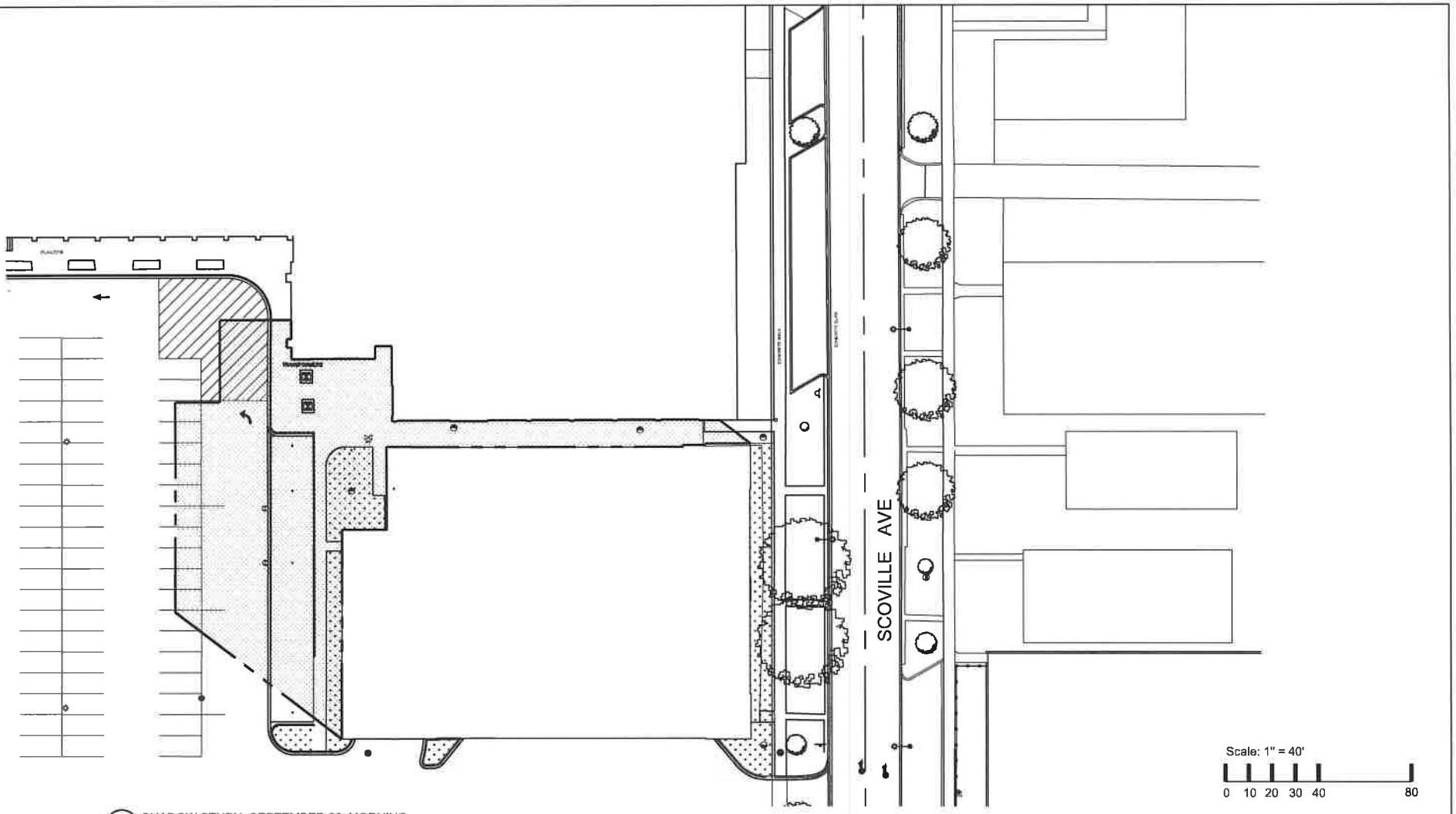
NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.16
PROJECT NO.: 53-16103
DRAWN: D. WILLIAMS
CHKD.: J. HENRIKSEN

DLR Group, Inc.
20 N. Clark St., 4th Floor
Chicago IL 60602
312.263.8400

DRAWING TITLE
SHADOW STUDY
JUNE 21
MORNING

DRAWING NO.
EX-816



1 SHADOW STUDY -SEPTEMBER 22, MORNING
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd
Oak Park IL 60302
708.848.0315
jruffino@fenwick1fan.com

ISSUE

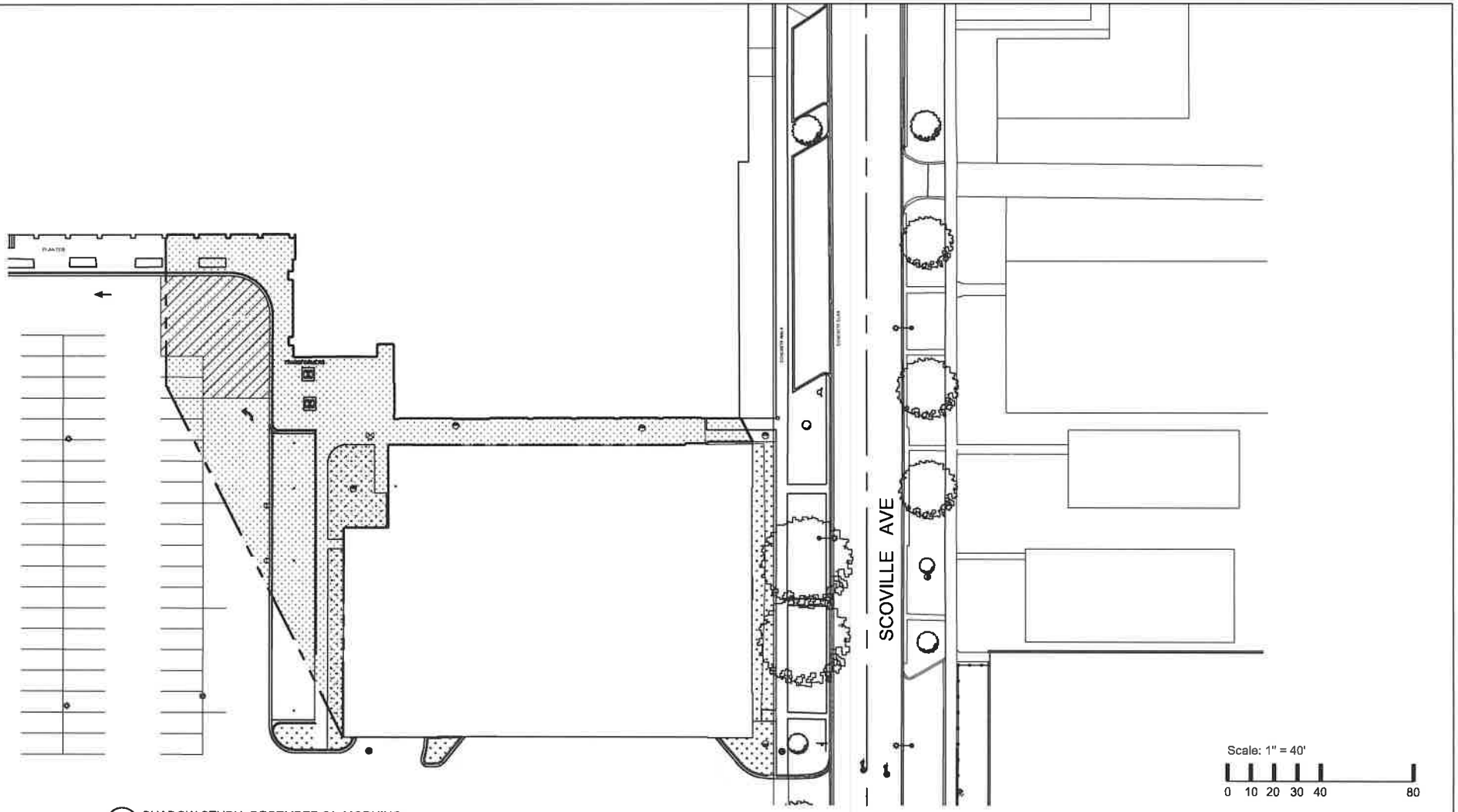
NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.19
PROJECT NO.: 19-18103
DRAWN: D. WILLIAMS
CHKD.: J. HENRIKSEN

DESMAN INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8460

DRAWING TITLE: SHADOW STUDY SEPTEMBER 22 MORNING

DRAWING NO.: EX-817



1 SHADOW STUDY -DECEMBER 21, MORNING
SCALE: 1" = 40'-0"

DESMAN
Design Management

NEW PARKING GARAGE FOR FENWICK HIGH SCHOOL

AT 505 WASHINGTON BLVD., OAK PARK, ILLINOIS 60302

PREPARED FOR:
Mr. Jerry Ruffino
Dir. of Operations
Fenwick High School
505 Washington Blvd.
Oak Park IL 60302
708.848.6018
jruffino@fenwickhs.com

ISSUE

NO.	DESCRIPTION	DATE

SCALE: 1" = 40'-0"
DATE: 12.20.18
PROJECT NO. 30-18103
DRAWN: D. WILLIAMS
CHKD.: J. HEINRIKSEN

DESMAN, INC.
20 N. CLARK ST., 4TH FLOOR
CHICAGO IL 60602
312.263.8400

DRAWING TITLE: SHADOW STUDY DECEMBER 21 MORNING

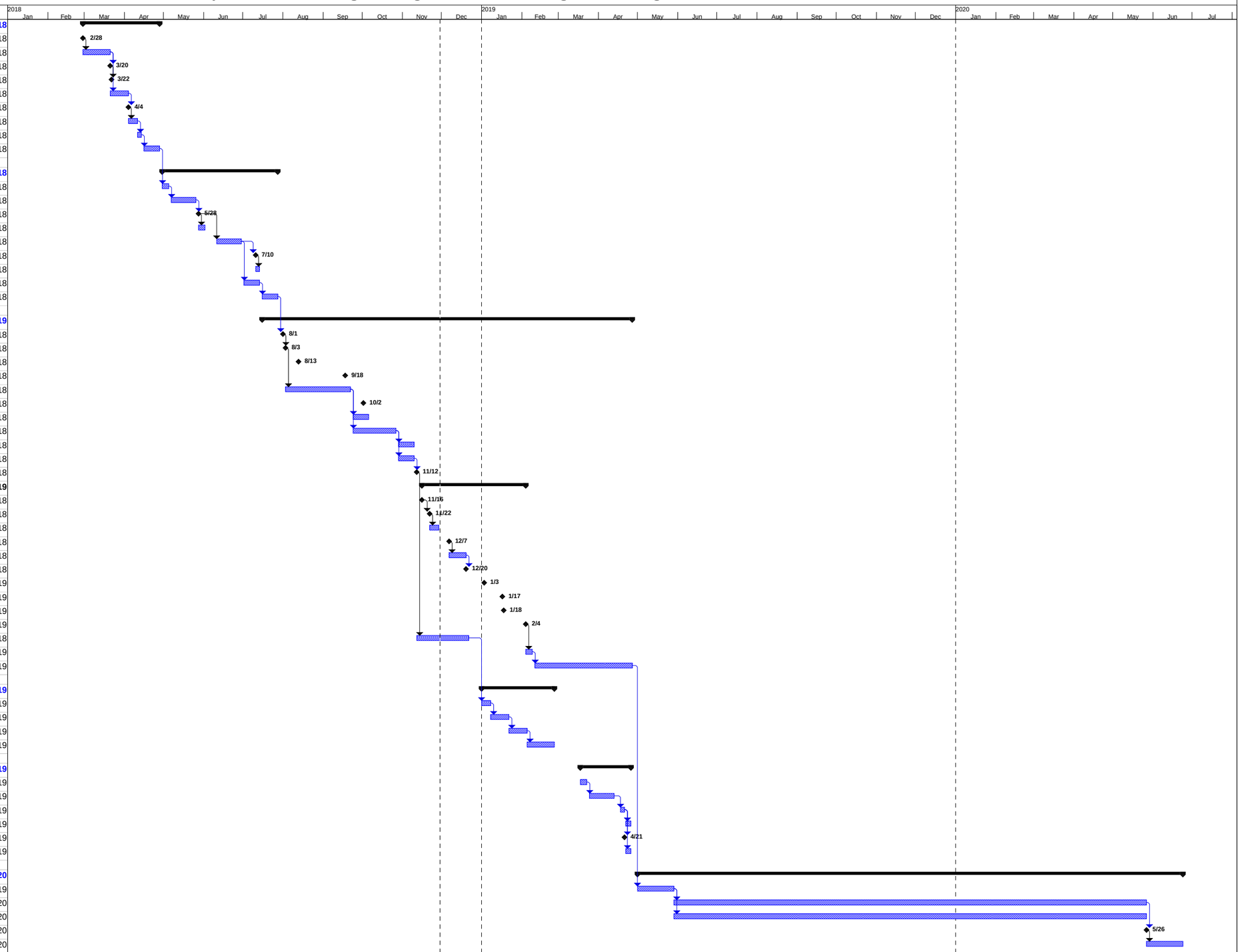
DRAWING NO.: EX-818

Fenwick High School
Planned Development Submittal-Parking Garage
Item #8 k. – Construction Logistics Plan

Not Available Yet

Project Schedule - Design Through Construction - Single Bid Package

Task Name	Duration	Start	Finish
SCHEMATIC DESIGN PHASE	**43 days**	**Wed 2/28/18**	**Fri 4/27/18**
Project Orientation/Kick Off Meeting	0 days	Wed 2/28/18	Wed 2/28/18
Issue 50% SD Documents	15 days	Wed 2/28/18	Tue 3/20/18
Subcommittee - Design Team Meeting	0 days	Tue 3/20/18	Tue 3/20/18
Subcommittee Review & Input	0 days	Thu 3/22/18	Thu 3/22/18
Issue 90% SD Documents	10 days	Wed 3/21/18	Tue 4/3/18
Subcommittee - Design Team Meeting	0 days	Wed 4/4/18	Wed 4/4/18
Subcommittee Review & Input	5 days	Wed 4/4/18	Tue 4/10/18
Issue 100% SD Documents	3 days	Wed 4/11/18	Fri 4/13/18
Develop SD Opinion of Cost	10 days	Mon 4/16/18	Fri 4/27/18
DESIGN DEVELOPMENT PHASE	**65 days**	**Mon 4/30/18**	**Fri 7/27/18**
Approval to Proceed w/DD	5 days	Mon 4/30/18	Fri 5/4/18
Issue 50% DD Documents	15 days	Mon 5/7/18	Fri 5/25/18
Subcommittee - Design Team Meeting	0 days	Mon 5/28/18	Mon 5/28/18
Subcommittee Review & Input	5 days	Mon 5/28/18	Fri 6/1/18
Issue 90% DD Documents	15 days	Mon 6/11/18	Fri 6/29/18
Subcommittee - Design Team Meeting	0 days	Tue 7/10/18	Tue 7/10/18
Subcommittee Review & Input	3 days	Wed 7/11/18	Fri 7/13/18
Issue 100% DD Documents	10 days	Mon 7/2/18	Fri 7/13/18
Develop DD Opinion of Cost	10 days	Mon 7/16/18	Fri 7/27/18
CONSTRUCTION DOCUMENT PHASE	**207 days**	**Mon 7/16/18**	**Fri 4/26/19**
Subcommittee - Design Team Meeting	0 days	Wed 8/1/18	Wed 8/1/18
Approval to Proceed w/CD's	0 days	Fri 8/3/18	Fri 8/3/18
Village Pre-PRT Meeting	0 days	Mon 8/13/18	Mon 8/13/18
Subcommittee - Design Team Call	0 days	Tue 9/18/18	Tue 9/18/18
Issue 60% CD Documents	36 days	Fri 8/3/18	Fri 9/21/18
Subcommittee - Design Team Call	0 days	Tue 10/2/18	Tue 10/2/18
Subcommittee Review & Input	10 days	Mon 9/24/18	Fri 10/5/18
Issue 95% CD Documents	25 days	Mon 9/24/18	Fri 10/26/18
Develop 95% CD Opinion of Cost	10 days	Mon 10/29/18	Fri 11/9/18
Subcommittee Review & Input	10 days	Mon 10/29/18	Fri 11/9/18
Subcommittee - Design Team Meeting	0 days	Mon 11/12/18	Mon 11/12/18
Planned Development Process	**56 days**	**Fri 11/16/18**	**Mon 2/4/19**
Issue PD Preliminary Electronic App.	0 days	Fri 11/16/18	Fri 11/16/18
Village Internal Staff PRT Meeting	0 days	Thu 11/22/18	Thu 11/22/18
PRT Response Letter From Village	5 days	Thu 11/22/18	Wed 11/28/18
Issue PD Final Electronic App.	0 days	Fri 12/7/18	Fri 12/7/18
Notice to Newspapers/Post Sign	9 days	Fri 12/7/18	Wed 12/19/18
Issue Paper Binders for Plan Commision	0 days	Thu 12/20/18	Thu 12/20/18
Public Hearing - Plan Commission Mtg 1	0 days	Thu 1/3/19	Thu 1/3/19
Public Hearing - Plan Commission Mtg 2	0 days	Thu 1/17/19	Thu 1/17/19
Send Info to Village Manager	0 days	Fri 1/18/19	Fri 1/18/19
Board of Trustees Meeting	0 days	Mon 2/4/19	Mon 2/4/19
100% Bid Document Submittal	30 days	Mon 11/12/18	Fri 12/21/18
Permit Document Submittal	5 days	Mon 2/4/19	Fri 2/8/19
Permit Review, Revisions and Approval	57 days	Mon 2/11/19	Fri 4/26/19
BIDDING AND AWARD PHASE	**40 days**	**Tue 1/1/19**	**Mon 2/25/19**
Print, Advertise and Issue Bid Docs	5 days	Tue 1/1/19	Mon 1/7/19
Pre-bid Conference	10 days	Tue 1/8/19	Mon 1/21/19
Issue Addenda	10 days	Tue 1/22/19	Mon 2/4/19
Bid Opening & Award	15 days	Tue 2/5/19	Mon 2/25/19
UTILITY RELOCATION PHASE	**31 days**	**Mon 3/18/19**	**Thu 4/25/19**
Demo Compactor/Generator Enclosure	5 days	Mon 3/18/19	Fri 3/22/19
Install New Utility Ductbank	15 days	Mon 3/25/19	Fri 4/12/19
ComEd Switch to Underground Service	3 days	Thu 4/18/19	Sat 4/20/19
AT&T/Comcast Underground Switch ??	4 days	Mon 4/22/19	Thu 4/25/19
Generator Commisioning/Removal	0 days	Sun 4/21/19	Sun 4/21/19
Nicor Gas Relocation (If Required)	4 days	Mon 4/22/19	Thu 4/25/19
CONSTRUCTION PHASE	**300 days**	**Wed 5/1/19**	**Tue 6/23/20**
Mobilization, Site Preparation	20 days	Wed 5/1/19	Tue 5/28/19
Building Construction	260 days	Wed 5/29/19	Tue 5/26/20
Shop Drawings and On-Site Reviews	260 days	Wed 5/29/19	Tue 5/26/20
Substantial Completion	0 days	Tue 5/26/20	Tue 5/26/20
Final Completion	20 days	Wed 5/27/20	Tue 6/23/20



DESMAN | ***Fenwick High School Parking Deck, Oak Park, IL*** | **November 30, 2019**

Tab #9

Model – Not Required

Tab #10

Responsibility to Record

Fenwick High School
Planned Development Submittal-Parking Garage
Item #10 – Responsibility to Record

Fenwick High School acknowledges it responsibility to record a certified copy of the ordinance granting the planned development with the Cook County Recorder of Deeds and to provide evidence of said recording to the Village within 30 days of passage.

Tab #11

Property Owner Notices

Affidavit of Notice

The undersigned Applicant, on oath states that the undersigned provided the Village of Oak Park, in writing, the list of owners of all property within 300 feet, excluding rights-of-way, in each direction of the property to which the petition relates; that documentation is from a reputable title company (or other approved agency) indicating the identity of all such owners required to receive notice has been submitted; that such list was prepared in sufficient time for the Applicant to provide notice no less than fifteen (15) days prior and no more than thirty (30) days in advance of such hearing; and that the owners so notified, are those shown on the last available tax records of the county. (*Please attach a list of the notified property owners*)

Richard A. Peddicord, O.P.

(Printed Name of Applicant)

Richard A. Peddicord, O.P.

(Signature of Applicant)

SUBSCRIBED AND SWORN TO BEFORE ME THIS

29th DAY OF November, 2018

(Notary Public)

OFFICIAL SEAL
GERI L GUSHURST
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:07/18/22

txtPropertyPIN	txtPropertyAddress	apt	txtPropertyCity	txtPropertyZipCode	txtTaxpayerName	txtTaxpayerAddress	txtTaxpayerCity	St	txtTaxpayerZipCode	txtPropertyClass
16-07-421-001-0000	505 WASHINGTON BLVD		OAK PARK	603024005	FENWICK HIGH SCHOOL	505 WASHINGTON BLVD	OAK PARK	IL	60302	0-00
16-07-421-016-0000	500 MADISON ST		OAK PARK	603024407	AG INVESTMENTS	542 GUNDERSON	OAK PARK	IL	60304	3-18
16-07-421-019-1001	506 MADISON ST	B	OAK PARK	603024469	AXAR CORPORATION	404 S WARWICK AVE	WESTMONT	IL	60559	2-99
16-07-421-019-1002	506 MADISON ST	1S	OAK PARK	603024469	S M COLLINS	506 MADISON ST 1S	OAK PARK	IL	60302	2-99
16-07-421-019-1003	506 MADISON ST	1N	OAK PARK	603024469	JOSHUA M SUSZEK	506 MADISON ST APT 1N	OAK PARK	IL	60302	2-99
16-07-421-019-1004	506 MADISON ST	2S	OAK PARK	603024469	BRIAN K HYATT	506 MADISON ST 2S	OAK PARK	IL	60302	2-99
16-07-421-019-1005	506 MADISON ST	2N	OAK PARK	603024469	VIVIAN M PAREJA	506 MADISON ST APT 2N	OAK PARK	IL	60302	2-99
16-07-421-019-1006	506 MADISON ST	3S	OAK PARK	603024469	TAXPAYER OF	506 W MADISON #506-3S	OAK PARK	IL	60302	2-99
16-07-421-019-1007	506 MADISON ST	3N	OAK PARK	603024469	ANN E FARRELL	506 MADISON 3N	OAK PARK	IL	60302	2-99
16-07-421-019-1008	508 MADISON ST	B	OAK PARK	603024426	CRONUS PROJECTS LLC	PO BOX 417	HINSDALE	IL	60522	2-99
16-07-421-019-1009	508 MADISON ST	1S	OAK PARK	603024426	TERRY TENNES	508 MADISON #1S	OAK PARK	IL	60302	2-99
16-07-421-019-1010	508 MADISON ST	1N	OAK PARK	603024426	DEBORAH CORTEZ	508 MADISON 1N	OAK PARK	IL	60302	2-99
16-07-421-019-1011	508 MADISON ST	2S	OAK PARK	603024426	BRENDAN KELLY	508 MADISON 2S	OAK PARK	IL	60302	2-99
16-07-421-019-1012	508 MADISON ST	2N	OAK PARK	603024426	JOHN PONTIKIS	1241 CEDARWOOD LN	GLENVIEW	IL	60025	2-99
16-07-421-019-1013	508 MADISON ST	3S	OAK PARK	603024426	ANDREW EBERLE	508 MADISON ST APT 3S	OAK PARK	IL	60302	2-99
16-07-421-019-1014	508 MADISON ST	3N	OAK PARK	603024426	JOHN DAMBROGIO	508 MADISON ST APT 3N	OAK PARK	IL	60302	2-99
16-07-421-019-1015	510 MADISON ST	1S	OAK PARK	603024427	JOHN LAWSON	510 MADISON #1S	OAK PARK	IL	60302	2-99
16-07-421-019-1016	510 MADISON ST	1N	OAK PARK	603024427	ANYA STEVENS	510 MADISON ST 1N	OAK PARK	IL	60302	2-99
16-07-421-019-1017	510 MADISON ST	2S	OAK PARK	603024427	SHARON A DONNELLY	510 MADISON ST 2S	OAK PARK	IL	60302	2-99
16-07-421-019-1018	510 MADISON ST	2N	OAK PARK	603024427	JUAN ALMAZAN	510 MADISON ST APT 2N	OAK PARK	IL	60302	2-99
16-07-421-019-1019	510 MADISON ST	3S	OAK PARK	603024427	TATIANA M BONUMA	901 N WOOD ST UNIT 1	CHICAGO	IL	60622	2-99
16-07-421-019-1020	510 MADISON ST	3N	OAK PARK	603024427	RICHARD PROKUP	510 MADISON ST APT 3N	OAK PARK	IL	60302	2-99
16-07-421-019-1021	512 MADISON ST	B	OAK PARK	603024461	JOHN LONGINOTTI	409 LATHROP AVE 1D	RIVER FOREST	IL	60305	2-99
16-07-421-019-1022	512 MADISON ST	1S	OAK PARK	603024461	SADIE DAUGHTREY	512 MADISON	OAK PARK	IL	60302	2-99
16-07-421-019-1023	512 MADISON ST	1N	OAK PARK	603024461	BRYAN BOLDEN	512 MADISON 1N	OAK PARK	IL	60302	2-99
16-07-421-019-1024	512 MADISON ST	2S	OAK PARK	603024461	MARGARITA TORRES	512 W MADISON 2S	OAK PARK	IL	60302	2-99
16-07-421-019-1025	512 MADISON ST	2N	OAK PARK	603024461	LINDA SIMON PRICE	512 MADISON ST #2N	OAK PARK	IL	60302	2-99
16-07-421-019-1026	512 MADISON ST	3S	OAK PARK	603024461	JOY BUNTON	512 MADISON ST 3S	OAK PARK	IL	60302	2-99
16-07-421-019-1027	512 MADISON ST	3N	OAK PARK	603024461	RANI ASSOCIATES LLC	2463 WEST BRANCH	NAPERVILLE	IL	60565	2-99
16-07-422-003-0000	455 WASHINGTON BLVD		OAK PARK	603024030	GREGORY BUSCH	455 WASHINGTON BLVD	OAK PARK	IL	60302	2-11
16-07-422-004-0000	451 WASHINGTON BLVD		OAK PARK	603024030	MARYELLEN WALSH	453 WASHINGTON BLVD	OAK PARK	IL	60302	2-11
16-07-422-005-0000	447 WASHINGTON BLVD		OAK PARK	603024030	GERALD L CLAY	447 WASHINGTON BLVD	OAK PARK	IL	60302	2-06
16-07-422-010-0000	422 S SCOVILLE AVE	2	OAK PARK	603024002	SEYMOUR C AXELRODO	422 S SCOVILLE AV	OAK PARK	IL	60302	2-11
16-07-422-011-0000	428 S SCOVILLE AVE		OAK PARK	603024000	428 SCOVILLE APARTMENT	2034 N CLARK ST	CHICAGO	IL	60614	3-14
16-07-422-012-0000	430 S SCOVILLE AVE		OAK PARK	603024002	NEW ALBERTSONS LLC	PO BOX 990	MINNEAPOLIS	MN	55440	5-90
16-07-422-013-0000	415 S ELMWOOD AVE		OAK PARK	603024087	ANTHONY C BELL	415 S ELMWOOD AVE	OAK PARK	IL	60302	2-11
16-07-422-018-0000	431 S ELMWOOD AVE		OAK PARK	603024007	J DENIS GATHMAN	431 S ELMWOOD AVE	OAK PARK	IL	60302	2-11
16-07-422-025-0000	438 MADISON ST		OAK PARK	603024012	NEW ALBERTSONS LLC	PO BOX 990	MINNEAPOLIS	MN	55440	5-30
16-07-422-027-0000	421 S ELMWOOD AVE		OAK PARK	603024064	PATRICK OBRIEN	100 CENTRAL AV #E911	SARASOTA	FL	34236	3-14
16-07-422-029-1001	414 S SCOVILLE AVE	1A	OAK PARK	603024065	PAMELA J ANDREWS	3031 INDIANWOOD ROAD	WILMETTE	IL	60091	2-99
16-07-422-029-1002	414 S SCOVILLE AVE	A2	OAK PARK	603024065	C SUNNER	414 S SCOVILLE	OAK PARK	IL	60302	2-99
16-07-422-029-1003	414 S SCOVILLE AVE	A4	OAK PARK	603024065	MIA YOUNG	414 S SCOVILLE A3	OAK PARK	IL	60302	2-99
16-07-422-029-1004	414 S SCOVILLE AVE	A4	OAK PARK	603024065	TASHA UNDERWOOD	414 S SCOVILLE A4	OAK PARK	IL	60302	2-99
16-07-422-029-1005	414 S SCOVILLE AVE	A5	OAK PARK	603024065	HEIDI J BELEC	414 S SCOVILLE AVE#6	OAK PARK	IL	60302	2-99
16-07-422-029-1006	414 S SCOVILLE AVE	A6	OAK PARK	603024065	SUFANG CHEN	414 S SCOVILLE AVE#7	OAK PARK	IL	60302	2-99
16-07-422-029-1007	414 S SCOVILLE AVE	A7	OAK PARK	603024065	ORLANDO ROUTEN	5625 MURRAY DR	BERKELEY	IL	60163	2-99
16-07-422-029-1008	414 S SCOVILLE AVE	B1	OAK PARK	603024065	CLOTIEL R MITCHELL	414 S SCOVILLE	OAK PARK	IL	60302	2-99
16-07-422-029-1009	414 S SCOVILLE AVE	B2	OAK PARK	603024065	VERONICA LONGSTREET	414 S SCOVILLE #2	OAK PARK	IL	60302	2-99
16-07-422-029-1010	414 S SCOVILLE AVE	B3	OAK PARK	603024065	CHARISSE STEWART	1205 MARIPOSA AVE #224	CORAL GABLES	FL	33146	2-99
16-07-422-029-1011	414 S SCOVILLE AVE	B4	OAK PARK	603024065	MALGORZATA BATKO	414 S SCOVILLE 14	OAK PARK	IL	60302	2-99
16-07-422-029-1012	414 S SCOVILLE AVE	B5	OAK PARK	603024065	SHEILA TOWNSEND	414 S SCOVILLE	OAK PARK	IL	60302	2-99
16-07-422-029-1013	414 S SCOVILLE AVE	B6	OAK PARK	603024065	MARGARET MINER	710 SENECA PLACE	MADISON	WI	53711	2-99

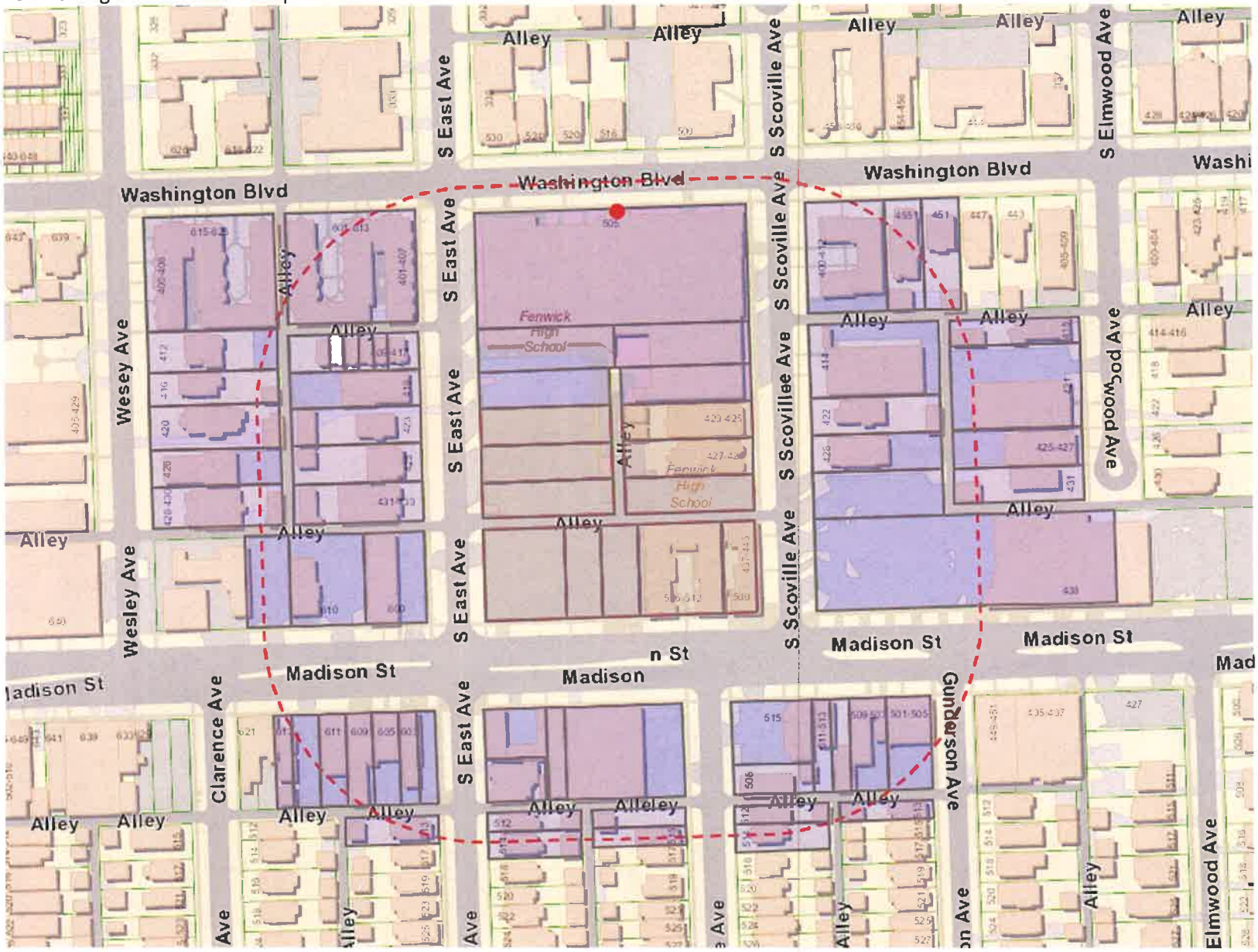
16-07-422-029-1014	414 S SCOVILLE AVE	B7	OAK PARK	603024065	MARLENE GALVEZ	414 S SCOVILLE #B7	OAK PARK	IL	60302	2-99
16-07-422-029-1015	414 S SCOVILLE AVE	B8	OAK PARK	603024065	MARIA C DELGADO	414 S SCOVILLE #18	OAK PARK	IL	60302	2-99
16-07-422-029-1016	414 S SCOVILLE AVE	C1	OAK PARK	603024065	MARIBEL TEJEDA	414 S SCOVILLE AVE #21	OAK PARK	IL	60302	2-99
16-07-422-029-1017	414 S SCOVILLE AVE	C2	OAK PARK	603024065	RENNIE FELLS OLUDU	414 S SCOVILLE 22	OAK PARK	IL	60302	2-99
16-07-422-029-1018	414 S SCOVILLE AVE	C3	OAK PARK	603024065	MARTINS A ADEOYE	414 S SCOVILLE	OAK PARK	IL	60302	2-99
16-07-422-029-1019	414 S SCOVILLE AVE	C4	OAK PARK	603024065	KAREN WEED	1209 N EAST	OAK PARK	IL	60302	2-99
16-07-422-029-1020	414 S SCOVILLE AVE	C5	OAK PARK	603024065	GEORGE ALVARDO JR	414 S SCOVILLE AVE 25	OAK PARK	IL	60302	2-99
16-07-422-029-1021	414 S SCOVILLE AVE	C6	OAK PARK	603024065	VYGANAS CIULADA	414 S SCOVILLE AVE C6	OAK PARK	IL	60302	2-99
16-07-422-029-1022	414 S SCOVILLE AVE	C7	OAK PARK	603024065	KATHERINE SCOTT	414 S SCOVILLE 27	OAK PARK	IL	60302	2-99
16-07-422-029-1023	414 S SCOVILLE AVE	28	OAK PARK	603024065	JOHN L GUNARTT	414 S SCOVILLE AV	OAK PARK	IL	60302	2-99
16-07-422-031-0000	400 S SCOVILLE AVE		OAK PARK	603024039	JAAFAR HUSSEIN	722 68TH ST	WILLOWBROOK	IL	60527	3-15
16-07-422-032-1001	425 S ELMWOOD AVE	1	OAK PARK	603024015	SEAN TURNER	425 S ELMWOOD AVE#1	OAK PARK	IL	60302	2-99
16-07-422-032-1002	425 S ELMWOOD AVE	3	OAK PARK	603024015	ARSHAD ZAMAN SHAHID	425 S ELMWOOD #3	OAK PARK	IL	60302	2-99
16-07-422-032-1003	425 S ELMWOOD AVE	4	OAK PARK	603024015	LUCILLE SUGGS	425 S ELMWOOD AVE	OAK PARK	IL	60302	2-99
16-07-422-032-1004	425 S ELMWOOD AVE	5	OAK PARK	603024015	STEVEN R SCHULD	425 S ELMWOOD AVE#5	OAK PARK	IL	60302	2-99
16-07-422-032-1005	425 S ELMWOOD AVE	6	OAK PARK	603024015	SUSAN CASTELLANOS	425 S ELMWOOD AVE#6	OAK PARK	IL	60302	2-99
16-07-422-032-1006	425 S ELMWOOD AVE	1	OAK PARK	603024015	ANIS BSISO	427 S ELMWOOD #1	OAK PARK	IL	60302	2-99
16-07-422-032-1007	425 S ELMWOOD AVE	2	OAK PARK	603024015	LAWANDA WHEAT	427 S ELMWOOD AVE #2	OAK PARK	IL	60302	2-99
16-07-422-032-1008	425 S ELMWOOD AVE	3	OAK PARK	603024015	TAXPAYER OF	425 S ELMWOOD AVE	OAK PARK	IL	60302	2-99
16-07-422-032-1009	425 S ELMWOOD AVE	4	OAK PARK	603024015	DOUGLAS D DAVIDSON	1023 HUNTINGTON DR	AURORA	IL	60506	2-99
16-07-422-032-1010	425 S ELMWOOD AVE	6	OAK PARK	603024015	ROSITA RODRIGUEZ	427 S ELMWOOD #6	OAK PARK	IL	60302	2-99
16-07-420-001-0000	627 WASHINGTON BLVD		OAK PARK	603023978	QUINTON EDWARDS	400-G S WESLEY	OAK PARK	IL	60302	3-15
16-07-420-002-0000	412 S WESLEY AVE		OAK PARK	603023908	EXEMPT				00000	0-00
16-07-420-003-0000	416 WESLEY AVE		OAK PARK	603023908	RICHARD E JANCY	416 S WESLEY AV	OAK PARK	IL	60302	2-05
16-07-420-004-0000	420 WESLEY AVE		OAK PARK	603023908	WILLA SPENCER	420 S WESLEY AVE	OAK PARK	IL	60302	2-11
16-07-420-005-0000	426 WESLEY AVE		OAK PARK	603023965	SKIRITAI WESLEY LLC	1101 W MONROE STE 200	CHICAGO	IL	60607	3-15
16-07-420-006-0000	428 WESLEY AVE		OAK PARK	603023977	FOX PARTNERS	1110 PLEASANT	OAK PARK	IL	60302	2-11
16-07-420-007-0000	601 WASHINGTON BLVD		OAK PARK	603023981	CHATKA RUGGIERO	PO BOX 5061	RIVER FOREST	IL	60305	3-15
16-07-420-010-0000	423 S EAST AVE		OAK PARK	603023991	PAULA MURPHY	423 S EAST AV	OAK PARK	IL	60302	2-06
16-07-420-011-0000	425 S EAST AVE		OAK PARK	603023909	RICK MARROQUIN	425 S EAST AV	OAK PARK	IL	60302	2-06
16-07-420-013-0000	622 MADISON ST		OAK PARK	603024409	SNK OF ILLINOIS LTD	PO BOX 1048	MORRISTOWN	TN	37816	5-23
16-07-420-014-0000	616 MADISON ST		OAK PARK	603024409	HABERKORN COMPANY	6745 W 127TH STREET	PALOS HTS	IL	60463	5-90
16-07-420-015-0000	610 MADISON ST		OAK PARK	603024409	HABERKORN COMPANY	6745 W 127TH STREET	PALOS HTS	IL	60463	5-17
16-07-420-016-0000	600 MADISON ST		OAK PARK	603024409	CHOON H LEE	600 MADISON ST	OAK PARK	IL	60302	5-17
16-07-420-017-1001	431 S EAST AVE	1N	OAK PARK	603023909	DANIEL C BERGSTROM	431 S EAST AV 1N	OAK PARK	IL	60302	2-99
16-07-420-017-1002	431 S EAST AVE	2N	OAK PARK	603023909	CHARLENE F GAGE	431 S EAST AV	OAK PARK	IL	60302	2-99
16-07-420-017-1003	433 S EAST AVE	1S	OAK PARK	603023909	MARY RITA EARLE	433 S EAST AV 1S	OAK PARK	IL	60302	2-99
16-07-420-017-1004	433 S EAST AVE	2S	OAK PARK	603023909	DIANA DISTEFANO	433 S EAST AV 2S	OAK PARK	IL	60302	2-99
16-07-420-018-1001	419 S EAST AVE	1A	OAK PARK	603023969	JB REAL ESTE FUND LLC	111 S WACKER STE 4730	CHICAGO	IL	60606	2-99
16-07-420-018-1002	419 S EAST AVE	1B	OAK PARK	603023969	PATEL	391 RAYMOND RD	BUFFALO GRV	IL	60089	2-99
16-07-420-018-1003	419 S EAST AVE	1C	OAK PARK	603023969	IRMA BARNES	419 S EAST AV 1C	OAK PARK	IL	60302	2-99
16-07-420-018-1004	419 S EAST AVE	2A	OAK PARK	603023969	CLINTON LEWIS JR	419 S EAST AV UNIT 2A	OAK PARK	IL	60302	2-99
16-07-420-018-1005	419 S EAST AVE	2B	OAK PARK	603023969	B CUELLAR	419 S EAST AVE 2B	OAK PARK	IL	60302	2-99
16-07-420-018-1006	419 S EAST AVE	2C	OAK PARK	603023969	SUNNY B PATEL	419 S EAST AVE #2C	OAK PARK	IL	60302	2-99
16-07-420-018-1007	419 S EAST AVE	2D	OAK PARK	603023969	RAJEEV KUMAR	419 S EAST AVE APT 3B	OAK PARK	IL	60302	2-99
16-07-420-018-1008	419 S EAST AVE	3A	OAK PARK	603023969	HARTMAN & HAUGHT	419 S EAST AV 3A	OAK PARK	IL	60302	2-99
16-07-420-018-1009	419 S EAST AVE	3B	OAK PARK	603023969	RAJEEV KUMAR	6610 NATASHA CT	COUNTRYSIDE	IL	60525	2-99
16-07-420-018-1010	419 S EAST AVE	3C	OAK PARK	603023969	PATRICIA COLE	419 S EAST AV #3C	OAK PARK	IL	60302	2-99
16-07-420-019-0000	409 S EAST AVE		OAK PARK	603023909	GROTE & LEWIS	409 S EAST AV	OAK PARK	IL	60302	2-95
16-07-420-020-0000	411 S EAST AVE		OAK PARK	603023909	AISHA KUNG	411 S E AVE	OAK PARK	IL	60302	2-95
16-07-420-021-0000	413 S EAST AVE		OAK PARK	603023909	MARSHA L VETTER	413 S EAST AVE	OAK PARK	IL	60302	2-95
16-07-420-022-0000	415 S EAST AVE		OAK PARK	603023909	J TYSZKO	415 S EAST	OAK PARK	IL	60302	2-95
16-07-420-023-0000	417 S EAST AVE		OAK PARK	603023909	REBECCA J EBY	417 S EAST AVE	OAK PARK	IL	60302	2-95

16-07-420-024-0000	417 S EAST AVE		OAK PARK	603023909	DONNA KAYTON	417 1/2 S EAST AV	OAK PARK	IL	60302	2-95
16-07-420-025-1001	401 S EAST AVE	G	OAK PARK	603023909	MIROSLAW ROJ	401-GARDEN S EAST AVE	Oak Park	IL	60302	2-99
16-07-420-025-1002	403 S EAST AVE	1	OAK PARK	603023988	Y SANG	114 BISHOP QUARTER LN	OAK PARK	IL	60302	2-99
16-07-420-025-1003	403 S EAST AVE	2	OAK PARK	603023988	LISA PIERONI	403 S EAST AVE #2	Oak Park	IL	60302	2-99
16-07-420-025-1004	403 S EAST AVE	3	OAK PARK	603023988	L A BLACKBURN	403 S EAST AVE 3	Oak Park	IL	60302	2-99
16-07-420-025-1005	405 S EAST AVE	1	OAK PARK	603023989	LISA WILK	405 S EAST AVE #1	Oak Park	IL	60302	2-99
16-07-420-025-1006	405 S EAST AVE	2	OAK PARK	603023989	BOYLE	405 SOUTH EAST AVE	Oak Park	IL	60302	2-99
16-07-420-025-1007	405 S EAST AVE	3	OAK PARK	603023989	NORTH SHORE HOLDINGS	6859 W BELMONT	CHICAGO	IL	60634	2-99
16-07-420-025-1008	407 S EAST AVE	1	OAK PARK	603023990	CARRIE CARPENTER	407 S EAST AVE #1	Oak Park	IL	60302	2-99
16-07-420-025-1009	407 S EAST AVE	2	OAK PARK	603023990	KATHLEEN M CETERA	407 S EAST AVE APT 2	OAK PARK	IL	60302	2-99
16-07-420-025-1010	407 S EAST AVE	3	OAK PARK	603023990	CHINZORIG DAVAATSEREN	407 S EAST AVE 3	OAK PARK	IL	60302	2-99
16-07-420-025-1011	601 WASHINGTON BLVD	1	OAK PARK	603023981	MICHAEL SEDLACEK	601 WASHINGTON 1	OAK PARK	IL	60302	2-99
16-07-420-025-1012	601 WASHINGTON BLVD	2	OAK PARK	603023981	DANIEL & BETH EDMONDS	601 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1013	601 WASHINGTON BLVD	3	OAK PARK	603023981	MICHAEL & COURTNEY	601 WASHINGTON UNIT 3	Oak Park	IL	60302	2-99
16-07-420-025-1014	603 WASHINGTON BLVD	1	OAK PARK	603023980	ADRIANA COUTO SILVA	10318 INSLEY STREET	SILVER SPRG	MD	20902	2-99
16-07-420-025-1015	603 WASHINGTON BLVD	2	OAK PARK	603023980	JOSEFINA GRADILLA	603 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1016	603 WASHINGTON BLVD	3	OAK PARK	603023980	DEEPA MATHEW	345 OSIANDER STREET	FORT COLLINS	CO	80524	2-99
16-07-420-025-1017	605 WASHINGTON BLVD	1S	OAK PARK	603023952	Fox Partners, LP	1110 Pleasant St	Oak Park	IL	60302	2-99
16-07-420-025-1018	605 WASHINGTON BLVD	2S	OAK PARK	603023952	MORRISON & QUIRK	605 N WASHINGTON 2S	OAK PK	IL	60302	2-99
16-07-420-025-1019	605 WASHINGTON BLVD	3S	OAK PARK	603023952	Fox Partners, LP	1110 Pleasant St	Oak Park	IL	60302	2-99
16-07-420-025-1020	605 WASHINGTON BLVD	1N	OAK PARK	603023952	HILARY REIFF	605 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1021	605 WASHINGTON BLVD	2N	OAK PARK	603023952	NICHOLAS MAROS	605 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1022	605 WASHINGTON BLVD	3N	OAK PARK	603023952	PROUTY	605 WASHINGTON 3N	Oak Park	IL	60302	2-99
16-07-420-025-1023	607 WASHINGTON BLVD	G	OAK PARK	603023900	ANTHONY J PARKER	4172 MISSISSIPPI ST 14	SAN DIEGO	CA	92104	2-99
16-07-420-025-1024	607 WASHINGTON BLVD	1N	OAK PARK	603023900	JAMES AULL	607 WASHINGTON #1N	Oak Park	IL	60302	2-99
16-07-420-025-1025	607 WASHINGTON BLVD	2N	OAK PARK	603023900	BRITTANY ZOUFAL	607 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-025-1026	607 WASHINGTON BLVD	3N	OAK PARK	603023900	Fox Partners, LP	1110 Pleasant St	Oak Park	IL	60302	2-99
16-07-420-025-1027	607 WASHINGTON BLVD	1S	OAK PARK	603023900	KRISTIN OTTO	607 WASHINGTON #1S	Oak Park	IL	60302	2-99
16-07-420-025-1028	607 WASHINGTON BLVD	2S	OAK PARK	603023900	LAUREN E POSMER	739 BUCKINGHAM CT	CAROL STREAM	IL	60188	2-99
16-07-420-025-1029	607 WASHINGTON BLVD	3S	OAK PARK	603023900	CHOW & JACKSON	607 WASHINGTON	Oak Park	IL	60302	2-99
16-07-420-025-1030	609 WASHINGTON BLVD	1E	OAK PARK	603023951	JESSICA M JOHN	609 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1031	609 WASHINGTON BLVD	2E	OAK PARK	603023951	CRAIG K SCHOTTENSTEIN	609 WASHINGTON BLV	Oak Park	IL	60302	2-99
16-07-420-025-1032	609 WASHINGTON BLVD	3E	OAK PARK	603023951	KAREN CRUZ	1111 STILLWATER RD	ELGIN	IL	60120	2-99
16-07-420-025-1033	609 WASHINGTON BLVD	1W	OAK PARK	603023951	AL PRETE	609 WASHINGTON #1W	Oak Park	IL	60302	2-99
16-07-420-025-1034	609 WASHINGTON BLVD	2W	OAK PARK	603023951	TIM & JANNA FIESTER	526 S GROVE AVE	Oak Park	IL	60304	2-99
16-07-420-025-1035	609 WASHINGTON BLVD	3W	OAK PARK	603023951	RANI ASSOCIATES LLC	2463 WEST BRANCH	NAPERVILLE	IL	60565	2-99
16-07-420-025-1036	611 WASHINGTON BLVD	1S	OAK PARK	603023950	DAVID PICKARD	611 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1037	611 WASHINGTON BLVD	2S	OAK PARK	603023950	STEVE ERAZMUS	7301 SEMINOLE DR	DARIEN	IL	60561	2-99
16-07-420-025-1038	611 WASHINGTON BLVD	3S	OAK PARK	603023950	SYLVIA CHEN	611 WASHINGTON	Oak Park	IL	60302	2-99
16-07-420-025-1039	611 WASHINGTON BLVD	1N	OAK PARK	603023950	NALINI RAJ	611 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-025-1040	611 WASHINGTON BLVD	2N	OAK PARK	603023950	HOYT AMY E	611 W WASHINGTON #2N	OAK PK	IL	60302	2-99
16-07-420-025-1041	611 WASHINGTON BLVD	3N	OAK PARK	603023950	S & S PARTNERSHIP	738 S SCOVILLE AVE	Oak Park	IL	60304	2-99
16-07-420-025-1042	613 WASHINGTON BLVD	1S	OAK PARK	603023949	AMANDA VANDERHILL	613 W WASHINGTON #1S	Oak Park	IL	60302	2-99
16-07-420-025-1043	613 WASHINGTON BLVD	2S	OAK PARK	603023949	JACQUI MILLER	613 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-025-1044	613 WASHINGTON BLVD	3S	OAK PARK	603023949	LISA WEISMAN	613 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-025-1045	613 WASHINGTON BLVD	1N	OAK PARK	603023949	PETER N LANTERO TRUST	613 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-025-1046	613 WASHINGTON BLVD	2N	OAK PARK	603023949	MAUREEN FINN	613 WASHINGTON #2N	Oak Park	IL	60302	2-99
16-07-420-025-1047	613 WASHINGTON BLVD	3N	OAK PARK	603023949	CHRISTOPHER SANDBERT	613 WASHINGTON BLVD	Oak Park	IL	60302	2-99
16-07-420-026-1001	428 S WESLEY AVE	G	OAK PARK	603023977	CEDRIC L SALONE	428 WESLEY AVE G	OAK PARK	IL	60302	2-99
16-07-420-026-1002	428 S WESLEY AVE	1N	OAK PARK	603023977	ALEXANDRA A	428 WESLEY AVE 1N	OAK PARK	IL	60302	2-99
16-07-420-026-1003	428 S WESLEY AVE	2N	OAK PARK	603023977	JEFFERY SIDDALL	428 S WESLEY #2N	OAK PARK	IL	60302	2-99
16-07-420-026-1004	430 S WESLEY AVE	1S	OAK PARK	603023908	WILLIAM A WALLACE	430 S WESLEY 1S	OAK PK	IL	60302	2-99
16-07-420-026-1005	430 S WESLEY AVE	2S	OAK PARK	603023908	SARAH R CARR	430 WESLEY AVE 2S	OAK PARK	IL	60302	2-99

16-07-420-026-1006	430 S WESLEY AVE	P-1	OAK PARK	603023908	JEFFERY SIDDALL	428 S WESLEY #2N	OAK PARK	IL	60302	2-99
16-07-420-026-1007	430 S WESLEY AVE	P-2	OAK PARK	603023908	ALEXANDRA A	428 WESLEY AVE 1N	OAK PARK	IL	60302	2-99
16-07-420-026-1008	428 S WESLEY AVE	P-3	OAK PARK	603023977	WILLIAM A WALLACE	430 S WESLEY 1S	OAK PK	IL	60302	2-99
16-07-420-027-1001	400 S WESLEY AVE	G	OAK PARK	603023908	QUINTON A EDWARDS	400 S WESLEY AVE #G	OAK PARK	IL	60302	2-99
16-07-420-027-1002	402 S WESLEY AVE	1	OAK PARK	603023987	DONALD M WEIR	402 S WESLEY AV #1	OAK PARK	IL	60302	2-99
16-07-420-027-1003	402 S WESLEY AVE	2	OAK PARK	603023987	HALAJIAN	402-2 S WESLEY	OAK PARK	IL	60302	2-99
16-07-420-027-1004	402 S WESLEY AVE	3	OAK PARK	603023987	MICHAEL HARDESTY	402 S WESLEY #3	OAK PARK	IL	60302	2-99
16-07-420-027-1005	404 S WESLEY AVE	1	OAK PARK	603023986	ALICIA CAPRARO	404 S WESLEY AVE 1	OAK PARK	IL	60302	2-99
16-07-420-027-1006	404 S WESLEY AVE	2	OAK PARK	603023986	PIOTR ADAMOV	404 WESLEY AVE #2	OAK PARK	IL	60302	2-99
16-07-420-027-1007	404 S WESLEY AVE	3	OAK PARK	603023986	DANIEL CHARLES	103 TETON CT	HEBRON	IN	46341	2-99
16-07-420-027-1008	406 S WESLEY AVE	1	OAK PARK	603023985	NICOLE NIECIAK	406 WESLEY AVE #1	OAK PARK	IL	60302	2-99
16-07-420-027-1009	406 S WESLEY AVE	2	OAK PARK	603023985	BRIAN SHIELDS	406 S WESLEY #2	OAK PARK	IL	60302	2-99
16-07-420-027-1010	406 S WESLEY AVE	3	OAK PARK	603023985	RANI ASSOCIATES LLC	2463 W BRANCH COURT	NAPERVILLE	IL	60565	2-99
16-07-420-027-1011	627 W WASHINGTON	1	OAK PARK	603023978	CHRISTOHPER J COLLINS	627 WASHINGTON #1	OAK PARK	IL	60302	2-99
16-07-420-027-1012	627 W WASHINGTON	2	OAK PARK	603023978	A & V SHERWOOD	627-2 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1013	627 W WASHINGTON	3	OAK PARK	603023978	BRIAN HAMMERSEY	616 S TAYLOR	OAK PARK	IL	60304	2-99
16-07-420-027-1014	625 W WASHINGTON	1	OAK PARK	603023979	T KELLER & A SAWITOSKI	625 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1015	625 W WASHINGTON	2	OAK PARK	603023979	DONOHUE KATHRYN A	625-2 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1016	625 W WASHINGTON	3	OAK PARK	603023979	FOX PARTNERS, L. P.	1110 PLEASANT ST	OAK PARK	IL	60302	2-99
16-07-420-027-1017	623 W WASHINGTON	1S	OAK PARK	603023944	HEATHER ANDERSON	1550 KENMORE CT	PALM HARBOR	FL	34684	2-99
16-07-420-027-1018	623 W WASHINGTON	2S	OAK PARK	603023944	RAQUE	623 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1019	623 W WASHINGTON	3S	OAK PARK	603023944	GINA & JOHN LASCODY	900 S KIRK	ELMHURST	IL	60126	2-99
16-07-420-027-1020	623 W WASHINGTON	1N	OAK PARK	603023944	KEVIN MAGINNIS	623 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1021	623 W WASHINGTON	2N	OAK PARK	603023944	MICHELLE KALMAN	623 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1022	623 W WASHINGTON	3N	OAK PARK	603023944	LAURA GOODEY	623 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1023	621 W WASHINGTON	G	OAK PARK	603023945	ALEX R MARTINI	621 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1024	621 W WASHINGTON	1N	OAK PARK	603023945	STEVE SPACCARELLI	621 WASHINGTON BLVD	OAK PK	IL	60302	2-99
16-07-420-027-1025	621 W WASHINGTON	2N	OAK PARK	603023945	JUDSON ALLEN	621 W WASHINGTON 2N	OAK PARK	IL	60302	2-99
16-07-420-027-1026	621 W WASHINGTON	3N	OAK PARK	603023945	FOX PARTNERS, L. P.	1110 PLEASANT ST	OAK PARK	IL	60302	2-99
16-07-420-027-1027	621 W WASHINGTON	1S	OAK PARK	603023945	RICHARD PROKUP	621 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-027-1028	621 W WASHINGTON	2S	OAK PARK	603023945	RICHARD PROKUP TRUST	11841 WILLOW RIDGE DR	WILLOW SPGS	IL	60480	2-99
16-07-420-027-1029	621 W WASHINGTON	3S	OAK PARK	603023945	JEFF & VICTORIA TOBIN	621 WASHINGTON #3S	OAK PARK	IL	60302	2-99
16-07-420-027-1030	619 W WASHINGTON	1E	OAK PARK	603024263	KATHRYN ASHTON	619 WASHINGTON #1E	OAK PARK	IL	60302	2-99
16-07-420-027-1031	619 W WASHINGTON	2E	OAK PARK	603024263	ERIC SWANSON	619 WASHINGTON 2E	OAK PARK	IL	60302	2-99
16-07-420-027-1032	619 W WASHINGTON	3E	OAK PARK	603024263	WILLIAM AARON HUGHES	619 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1033	619 W WASHINGTON	1W	OAK PARK	603024263	MAUREEN HANNON	619 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1034	619 W WASHINGTON	2W	OAK PARK	603024263	M R M	619 WASHINGTON #2W	OAK PARK	IL	60302	2-99
16-07-420-027-1035	619 W WASHINGTON	3W	OAK PARK	603024263	ROBIN POTTRATZ	619 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-027-1036	617 W WASHINGTON	1S	OAK PARK	603023947	ANTHONY LAZZARINI	617 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-027-1037	617 W WASHINGTON	2S	OAK PARK	603023947	J A MARTINEZ & S FLORE	617 WASHINGTON 2S	OAK PARK	IL	60302	2-99
16-07-420-027-1038	617 W WASHINGTON	3S	OAK PARK	603023947	M STROUD	617 WASHINGTON	OAK PARK	IL	60302	2-99
16-07-420-027-1039	617 W WASHINGTON	1N	OAK PARK	603023947	ANTHONY DELEON	617 WASHINGTON UN 1N	OAK PARK	IL	60302	2-99
16-07-420-027-1040	617 W WASHINGTON	2N	OAK PARK	603023947	MEREDITH K LANE	617 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1041	617 W WASHINGTON	3N	OAK PARK	603023947	JOSEPH L WEHMEYER	617 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1042	615 W WASHINGTON	1S	OAK PARK	603023948	CHARLES ANDERSON	1402 CLINTON	RIVER FOREST	IL	60305	2-99
16-07-420-027-1043	615 W WASHINGTON	2S	OAK PARK	603023948	TRACY BURJAN	241 MEADOWBROOK LN	HINSDALE	IL	60521	2-99
16-07-420-027-1044	615 W WASHINGTON	3S	OAK PARK	603023948	OCTAVIO GARCIA	2229 GUNDERSON AVE	BERWYN	IL	60402	2-99
16-07-420-027-1045	615 W WASHINGTON	1N	OAK PARK	603023948	BRIAN ZWOLAK	615 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-07-420-027-1046	615 W WASHINGTON	2N	OAK PARK	603023948	THOMAS & SHERI DAHL	615 WASHINGTON BLV	OAK PARK	IL	60302	2-99
16-07-420-027-1047	615 W WASHINGTON	3N	OAK PARK	603023948	VANESSA N ZAHORA	615 WASHINGTON BLVD	OAK PARK	IL	60302	2-99
16-18-203-001-0000	621 MADISON ST		OAK PARK	603024408	CP FINANCING LLC	735 PROSPECT AVE	ELMHURST	IL	60126	5-17
16-18-203-002-0000	619 MADISON ST		OAK PARK	603024408	CP FINANCING LLC	735 PROSPECT AVE	ELMHURST	IL	60126	5-17
16-18-203-003-0000	617 MADISON ST		OAK PARK	603024408	DELAINE BIRCH	396 FAIR OAKS DR	WILLIAMS BAY	WI	53191	2-11

16-18-203-008-0000	603 MADISON ST		OAK PARK	603024437	DENNIS MARANI	PO BOX 1040	OAK PARK	IL	60304	2-12
16-18-203-009-0000	601 MADISON ST		OAK PARK	603024408	MARANI	P O BOX 1040	OAK PARK	IL	60304	5-90
16-18-203-010-0000	512 CLARENCE AVE		OAK PARK	603041302	HOWARD LARKIN	512 S CLARENCE AV	OAK PARK	IL	60304	2-05
16-18-203-011-0000	514 CLARENCE AVE		OAK PARK	603041302	PEPPER & WALTNER	514 CLARENCE	OAK PARK	IL	60304	2-05
16-18-203-022-0000	513 S EAST AVE		OAK PARK	603041321	THOMAS & K SULLIVAN	513 S EAST AV	OAK PARK	IL	60304	2-05
16-18-203-032-0000	613 MADISON ST		OAK PARK	603024408	MIKE LACOCO	1501 ROYAL OAK DR	DARIEN	IL	60561	5-90
16-18-203-033-0000	611 MADISON ST		OAK PARK	603024408	MIKE LACOCO	1501 ROYAL OAK DR	DARIEN	IL	60561	5-17
16-18-203-034-0000	609 MADISON ST		OAK PARK	603024408	JOHNNY JAMISON	841 N LOMBARD	OAK PARK	IL	60302	5-17
16-18-203-035-0000	605 MADISON ST		OAK PARK	603024408	DENNIS MARANI	P O BOX 1040	OAK PARK	IL	60304	5-17
16-18-204-003-0000	543 MADISON ST		OAK PARK	603024421	KATHRYN A CUTKOMP	5621 RIDGEWOOD DR	WESTERN SPGS	IL	60558	5-17
16-18-204-006-0000	512 S EAST AVE		OAK PARK	603041322	KELLI A JONES	512 S EAST AVE	OAK PARK	IL	60304	2-05
16-18-204-007-0000	514 S EAST AVE		OAK PARK	603041322	SCOTT AIRATO	514 S EAST AVE	OAK PARK	IL	60304	2-05
16-18-204-009-0000	520 S EAST AVE		OAK PARK	603041322	JAMES LUNSFORD	520 S EAST AV	OAK PARK	IL	60304	2-03
16-18-204-020-0000	513 S SCOVILLE AVE		OAK PARK	603041403	CARY SHINSAKO	206 S CLINTON	OAK PARK	IL	60302	2-01
16-18-204-021-0000	515 S SCOVILLE AVE		OAK PARK	603041403	CARY SHINSAKO	206 S CLINTON	OAK PARK	IL	60302	2-05
16-18-204-039-0000	549 MADISON ST		OAK PARK	603024421	MAGRE LLC	7400 N CALDWELL AVE	NILES	IL	60714	5-92
16-18-204-040-0000	508 S EAST AVE		OAK PARK	603041322	FRANCES PICONE	508 S EAST AV	OAK PARK	IL	60304	2-11
16-18-204-041-0000	541 MADISON ST		OAK PARK	603024421	EXEMPT				00000	0-00
16-18-205-006-0000	513 MADISON ST		OAK PARK	603024406	DAVID GILCHRIST	1112 FAIR OAKS AVE	OAK PARK	IL	60302	2-12
16-18-205-007-0000	511 MADISON ST		OAK PARK	603024406	DAVID GILCHRIST	1112 FAIR OAKS AVE	OAK PARK	IL	60302	2-01
16-18-205-008-0000	507 MADISON ST		OAK PARK	603024406	MADISON ENTERPRISE	509 MADISON ST	OAK PARK	IL	60302	5-17
16-18-205-009-0000	501 MADISON ST		OAK PARK	603024406	JOE ARDOVITCH	8416 CREEKSIDE LANE	DARIEN	IL	60561	2-12
16-18-205-010-0000	512 S SCOVILLE AVE		OAK PARK	603041404	GERALD C FRANTZEN	512 S SCOVILLE AVE	OAK PK	IL	60304	2-05
16-18-205-011-0000	514 S SCOVILLE AVE		OAK PARK	603041404	THIRATH CHAU & T KAWAI	514 S SCOVILLE AVE	OAK PARK	IL	60304	2-05
16-18-205-022-0000	513 GUNDERSON AVE		OAK PARK	603041419	DIMITRI FAYARD	513 GUNDERSON AVE	OAK PARK	IL	60304	2-05
16-18-205-023-0000	515 GUNDERSON AVE		OAK PARK	603041419	EDWARD J KLINGER	515 S GUNDERSON	OAK PARK	IL	60304	2-05
16-18-205-038-0000	500 S SCOVILLE AVE		OAK PARK	603041404	MRM FAMILY TRUST	16060 VENTURA BL #345	ENCINO	CA	91436	5-17
16-18-205-039-0000	508 S SCOVILLE AVE	1	OAK PARK	603041469	MARIA FERMI	150 N OAK PARK AV	OAK PARK	IL	60301	2-11

Fenwick High School Notice Map.



Note: 502-512 Madison St. is not Fenwick High School property. Letters regarding the public hearing have been sent to these property owners.

NOTICE OF NEIGHBORHOOD MEETING

Date:	Tuesday, November 13, 2018
Time:	6:30 PM
Location:	Fenwick High School 505 Washington Blvd Oak Park, IL 60302
Subject Property Address:	505 Washington Blvd
Proposed Development:	Parking Garage
Purpose of Meeting:	Pre-Planned Development Submittal Discussion
Contacts:	Jerry Ruffino 708-386-0127 jruffino@fenwickfriars.com

LANDSCAPING

PAINTING & DECORATING

TILE

WINDOWS

PLUMBING

PUBLIC NOTICES

Oak Park

NOTICE OF PUBLIC HEARING ON THE FISCAL YEAR 2019 TENTATIVE ANNUAL BUDGET OF THE VILLAGE OF OAK PARK, COOK COUNTY, ILLINOIS

A public hearing of the President and Board of Trustees ("Board") of the Village of Oak Park, Cook County, Illinois, will take place on Monday, November 5, 2018 at 7:30 p.m. in the Council Chambers of Village Hall, 123 Madison Street, Oak Park, Illinois, regarding the Village of Oak Park tentative annual budget for the fiscal year beginning January 1, 2019 and ending December 31, 2019, at which time interested persons will be heard. The tentative annual budget is available for public inspection prior to the public hearing at the Office of the Village Clerk, Village Hall, 123 Madison Street, Oak Park, Illinois, during regular business hours from 8:30 a.m. to 5:00 p.m. The hearing may be continued by the Board to another date at the public hearing by public announcement at the hearing setting forth the time and place thereof. The tentative annual budget may be revised and adopted by the Board without further notice or hearing.

Published in Wednesday Journal 10/24/2018

PUBLIC NOTICES

PUBLIC NOTICE

Notice is hereby given, pursuant to "An Act In relation to the use of an Assumed Business Name in the conduct or transaction of Business in the State," as amended, that a certification was registered by the undersigned with the County Clerk of Cook County. Registration Number: D18155605 on October 4, 2018. Under the Assumed Business Name of HAM PUBLISHING with the business located at: 620 W SURF ST APT 204, CHICAGO, IL 60657. The true and real full name(s) and residence address of the owner(s)/partner(s) is: ANDREW DILLINGHAM 620 W SURF ST APT 204 CHICAGO, IL 60657.

Published in Wednesday Journal 10/17, 10/24, 10/31/2018

PUBLIC NOTICE

Notice is hereby given, pursuant to "An Act In relation to the use of an Assumed Business Name in the conduct or transaction of Business in the State," as amended, that a certification was registered by the undersigned with the County Clerk of Cook County. Registration Number: D18155716 on October 18, 2018. Under the Assumed Business Name of WOMANSPIRIT CIRCLE with the business located at: 137 N OAK PARK AVENUE SUITE 400, OAK PARK, IL 60301. The true and real full name(s) and residence address of the owner(s)/partner(s) is: ELENA VASSALLO CROSSMAN 622 FOREST AVE OAK PARK, IL 60302.

Published in Wednesday Journal 10/24, 10/31, 11/7/2018

NOTICE TO BIDDERS AND INVITATION FOR BIDS

VILLAGE OF BROOKFIELD ROOF REPLACEMENT - BROOKFIELD VILLAGE HALL

RECEIPT OF BIDS: The Village of Brookfield, Illinois will receive sealed proposals for the removal and replacement of the asphalt shingle roof on the Brookfield Village Hall until 3:00 P.M. Central Daylight Savings Time, November 5, 2018, at the Office of the Village Manager, 8820 Brookfield Avenue, Brookfield, Illinois 60513, immediately after which time bids will be opened and publicly read aloud.

CONTRACT DOCUMENTS: Specifications and bid forms may be obtained from the Office of the Village Manager, at 8820 Brookfield Avenue, Brookfield, Illinois 60513; Telephone (708) 485-7344. No bidding documents will be issued after 4:30 P.M. on October 26, 2018. Bid proposals must be submitted on the forms provided. Submission of a bid shall be conclusive assurance and warranty that the bidder has examined the plans, the site of the work and the local conditions affecting the contract and understands all of the requirements for performance of the work. The bidder will be responsible for all errors in its proposal resulting from failure or neglect to conduct an in-depth examination. The Village of Brookfield will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder. The bidder shall not take advantage of any error or omission in the plans or proposal. Sealed envelopes or packages containing bids shall be addressed to the Village Manager and plainly marked "BID PROPOSAL FOR THE ROOF REPLACEMENT - BROOKFIELD VILLAGE HALL" on the outside of the envelope.

PRE-BID MEETING: A pre-bid meeting will be held at the Brookfield Village hall located at, 8820 Brookfield Avenue, Brookfield, Illinois on Monday October 22, 2018 at 10:00 a.m. Interested parties may

QUESTIONS, CHANGES, CLARIFICATION: Any questions that arise must be made in writing and shall be directed by electronic mail to Robert Hartnett, Interim Director of Public Works, and to Mike Bretz, at the Village of Brookfield, 4545 Eberly Avenue, Brookfield, Illinois 60513; Telephone (708) 485-2540; Fax (708) 485-6575; Email – rhartnett@brookfieldil.gov, Michael Bretz, Village of Brookfield, 4545 Eberly Avenue, Brookfield, Illinois 60513; Telephone (708) 485-2540; Fax (708) 485-6575; Email – MBretz@brookfieldil.gov. The written questions, along with the Village's responses, shall be circulated to all known potential bidders without identifying the party submitting the questions. The cut-off for receipt of additional questions shall be 3:00 P.M., Central Daylight Savings Time on October 28, 2018, in order to facilitate preparation of any addenda. No inquiry received after that time will be given consideration. Replies and/or addenda will be electronically mailed to all known potential contractors by 4:00 P.M., Central Daylight Savings Time on November 2, 2018. Receipt of any addenda must be acknowledged in writing as part of the Bidder's Proposal. Bidders shall be responsible for ensuring that they have received any and all addenda.

RIGHT TO REJECT BIDS: The Village of Brookfield reserves the right to waive technicalities and to reject any and all proposals for any reason.

AWARD OF CONTRACT: Unless all bids are rejected, the contract award will be made to the lowest responsive responsible bidder that the Village of Brookfield in its sole discretion determines to be in the best interest of the village.

Village of Brookfield, Illinois

PUBLIC NOTICES

PUBLIC NOTICE
Notice of Public Hearing
Park District of Oak Park
November 1, 2018, 7:30 p.m.

2018 Tax Levy

Notice is hereby given that the Board of Commissioners of the Park District of Oak Park will conduct a public hearing concerning the adoption of the Park District's 2018 Property Tax Levy on November 1, 2018, at 7:30 p.m. at the Hedges Administration Center, 218 Madison St, Oak Park, IL during the Board of Commissioners' committee of the whole meeting.

By:Commissioner Kassie Porreca
Secretary, Board of Commissioners
Park District of Oak Park

Published in Wednesday Journal 10/24/2018

PUBLIC NOTICE
FENWICK HIGH SCHOOL
505 Washington Blvd.
Oak Park, IL 60302

Invites Neighbors to Attend an Informational Meeting
To Present our Proposed Onsite Parking Garage

Tuesday November 13th
At 6:30pm
At Fenwick High School

Published in Wednesday Journal 10/24/2018

REAL ESTATE FOR SALE

IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS
COUNTY DEPARTMENT– CHANCERY DIVISION
LENDINGHOME FUNDING CORP
Plaintiff,
-v.-
ECHELON REALTY INVESTMENTS CORP, SERENA OCENAS A/K/A SERENA VICTOR, ZOE PENDERGAST, META HOLDINGS, LLC
Defendants
18 CH 2552
917 S LOMBARD AVE Oak Park, IL 60304
NOTICE OF SALE
PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a Judgment of Foreclosure and Sale entered in the above cause on October 1, 2018, an agent for The Judicial Sales Corporation, will at 10:30 AM on November 13, 2018, at The Judicial Sales Corporation, One South Wacker Drive, CHICAGO, IL, 60606, sell at public auction to the highest bidder, as set forth below, the following described real estate:
Commonly known as 917 S LOMBARD AVE, Oak Park, IL 60304
Property Index No. 16-17-302-035-0000.
The real estate is improved with a single family residence.
The judgment amount was $329,711.25.
Sale terms: 25% down of the highest bid by certified funds at the close of the sale payable to The Judicial Sales Corporation. No third party checks will be accepted. The balance in certified funds/or wire transfer, is due within twenty-four (24) hours. The subject property is subject to general real estate taxes, special assessments, or special taxes levied against said real estate and is offered for sale without any representation as to quality or quantity of title and without recourse to Plaintiff and in "AS IS" condition. The sale is further subject to confirmation by the court.
Upon payment in full of the amount

REAL ESTATE FOR SALE

unit, the purchaser of the unit at the foreclosure sale, other than a mortgagee, shall pay the assessments and the legal fees required by The Condominium Property Act, 765 ILCS 605/9(g)(1) and (g)(4). If this property is a condominium unit which is part of a common interest community, the purchaser of the unit at the foreclosure sale other than a mortgagee shall pay the assessments required by The Condominium Property Act, 765 ILCS 605/ 18.5(g-1).
IF YOU ARE THE MORTGAGOR (HOMEOWNER), YOU HAVE THE RIGHT TO REMAIN IN POSSESSION FOR 30 DAYS AFTER ENTRY OF AN ORDER OF POSSESSION, IN ACCORDANCE WITH SECTION 15-1701(C) OF THE ILLINOIS MORTGAGE FORECLOSURE LAW.
You will need a photo identification issued by a government agency (driver's license, passport, etc.) in order to gain entry into our building and the foreclosure sale room in Cook County and the same identification for sales held at other county venues where The Judicial Sales Corporation conducts foreclosure sales.
For information, contact Plaintiff's attorney: JOHNSON, BLUMBERG & ASSOCIATES, LLC, 230 W. Monroe Street, Suite #1125, Chicago, IL 60606, (312) 541-9710 Please refer to file number 18-0907.
THE JUDICIAL SALES CORPORATION
One South Wacker Drive, 24th Floor, Chicago, IL 60606-4650 (312) 236-SALE
You can also visit The Judicial Sales Corporation at www.tjsc.com for a 7 day status report of pending sales.
JOHNSON, BLUMBERG & ASSOCIATES, LLC
230 W. Monroe Street, Suite #1125
Chicago, IL 60606
(312) 541-9710
E-Mail:
ilpleadings@johnsonblumberg.com
Attorney File No. 18-0907
Attorney Code. 40342
Case Number: 18 CH 2552
TJSC#: 38-8028
NOTE: Pursuant to the Fair Debt Collection Practices Act, you are advised that Plaintiff's attorney is deemed to be a debt collector attempting to collect a debt and any information obtained will be used for that purpose.
I3101295

IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS
COUNTY DEPARTMENT– CHANCERY DIVISION
U.S. ROF III LEGAL TITLE TRUST 2015-1, BY U.S. BANK NATIONAL ASSOCIATION, AS LEGAL TITLE TRUSTEE
Plaintiff,
-v.-
AUDREY L DAVIS A/K/A AUDREY DAVIS, VINCENT J HOWARD, VILLAGE OF OAK PARK
Defendants
18 CH 03081
34 LEMOYNE PARKWAY OAK PARK, IL 60302
NOTICE OF SALE
PUBLIC NOTICE IS HEREBY GIVEN that pursuant to a Judgment of Foreclosure and Sale entered in the above cause on August 29, 2018, an agent for The Judicial Sales Corporation, will at 10:30 AM on November 30, 2018, at The Judicial Sales Corporation, One South Wacker Drive, CHICAGO, IL, 60606, sell at public auction to the highest bidder, as set forth below, the following described real estate:
Commonly known as 34 LEMOYNE PARKWAY, OAK PARK, IL 60302

FENWICK HIGH SCHOOL

Notice of Adjacent Property Owners of a Public Hearing before the Oak Park Plan Commission

December 27, 2018

Dear Neighboring Property Owner:

The Oak Park Zoning Ordinance requires owners of property within 300 feet of the subject be notified of a public hearing by regular mail. The property owner shall be notified of the date, time, and place of the hearing, a description of the application, the name of the applicant, and the address of the subject property where the development is proposed.

A Hearing Notice will appear in the January 2, 2019 edition of the *Wednesday Journal of Oak Park and River Forest*. The hearing will take place at **7:00PM on January 17, 2019** and will be located in the **Council Chambers Room 201** (unless otherwise posted) at Village Hall, 123 Madison Street, Oak Park, IL. The hearing is open to the public and comments from the public on the proposal are invited. Those property owners within the 300 foot notice area and those persons with a special interest beyond that of the general public ("Interested Parties") wishing to cross-examine witnesses must complete and file an appearance with the Village Clerk not later than 5:00PM on the business day preceding the scheduled public hearing. Forms are also available in the Village Clerk's Office or online at www.oak-park.us.

The Applicant, Fenwick High School, 505 Washington Blvd, Oak Park, IL, seeks approval of a Planned Development for a Parking Garage located at 423-431 S. Scoville Ave, Oak Park, IL adjacent to the existing school building.

If you have any questions or concerns regarding this proposal prior to the public hearing, please contact applicant Nancy Bufalino at 708-386-0127 or nbufalino@fenwickfriars.com or the Department of Development Customer Service at 708-358-5420 or send an e-mail to the Village Planner at planning@oak-park.us.

Thank you for your time and consideration.

Respectfully,

Nancy Bufalino
Chief Operating Officer
Fenwick High School

Oak Park

FOR PLAN COMMISSION PUBLIC HEARING

Docket No: PC_____- _____

Name of Planned Development Project: _____

APPEARANCE OF INTERESTED PARTY WITH RIGHT TO CROSS-EXAMINE

I,_____, hereby enter my appearance in the above proceedings with the right to cross-examine witnesses pursuant to the Rules of Procedure of the Oak Park Plan Commission.

I am an Interested Party, which is a person with a special interest beyond that of the general public, for the following reason(s): *

_____

_____

_____

_____

_____.

*The reason(s) must be stated and is subject to review and approval by the Plan Commission.
*Property owners within the 300 foot notice area are considered to be Interested Parties.

_____ _____

Date *Signature*

_____

Name (PRINTED)

_____

Address – Street

_____

Community

PLEASE NOTE: This appearance bearing an *ORIGINAL* signature *must be filed* with the Village Clerk not later than 5:00 P.M. on the business day preceding the commencement of the public hearing.

Tab #12

Alley Vacation Application

APPLICATION FOR
Right-of-Way Vacation

VILLAGE OF OAK PARK, ILLINOIS

Date Filed: _____ Accepted by: _____ Street or Alley

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE APPLICATION.

Applicant / Contact Information: **Nancy Bufalino/Fenwick H.S.** (Name) **505 Washington Blvd, Oak Park, IL 60302** (Address)

708-948-0325 (Phone no.) **Nbufalino@fenwickfriars.com** (E-mail)

Street Name or Location of Alley in Question: Scoville Ave to East Ave, just north of Madison St.

Name of Adjacent Property Owner(s), Adjacent Property Addresses and (PIN):

Name	Address	Property Identification Number
Fenwick High School	**505 Washington Blvd**	**16-07-421-001-000**
506-512 Madison St.		**See Attached**
443-441, 437-439 Scoville Ave (Possibly 500 Madison St)		**See Attached**

Briefly Describe Request: See Attached

Is the property in question presently subject to a Special Use or Planned Development? ____Yes __X__ No

If Yes, how? _____

Is the subject property located within any Historic District? __X___ Yes _____ No

Have the effected (abutting) property owners been contacted by the Applicant? _____ Yes __X__ No

If Yes, when? _____

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law. **Applicant's signature must be notarized.**

Nancy Galens
(Signature) Applicant

12-4-2018
Date

SUBSCRIBED AND SWORN TO BEFORE ME THIS

4th DAY OF December, 2018

Geri L Gushurst
(Notary Public)

OFFICIAL SEAL
GERI L GUSHURST
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:07/18/22

THE FOLLOWING SHALL BE SUBMITTED AS PART OF THIS APPLICATION:

1. Current Plat of Survey of all abutting properties to vacated right-of-way. (1 copy)
2. Photographs of subject right-of-way (1 set)
3. Written description of request and proposed use.
4. Written authorization from abutting property owners.
5. Drawing (s) of proposed modifications to right-of-way.

---

1. Traffic Analysis (If applicable); **after** Village Board referral
2. Vacation Plat: twelve (12) folded paper copies must be submitted **after** Village Board referral, and then one (1) original signed Mylar or velum and one (1) 11X17 reduced paper copy or an electronic version must be submitted **after** Plan Commission approval.

505 Washington Blvd

This is for viewing purpose only
16074210010000
16074210020000
16074210030000
16074210040000
16074210050000
16074210060000
16074210070000
16074210080000
16074210110000

Search Results

Search Again

For future inquiries on the Portal or other Cook County property tax websites, please keep a copy of your PIN available for reference.

506 MADISON ST Unit 1N (OAK PARK, 60302)
PIN: 16-07-421-019-1003

506 MADISON ST Unit 1S (OAK PARK, 60302)
PIN: 16-07-421-019-1002

506 MADISON ST Unit 2N (OAK PARK, 60302)
PIN: 16-07-421-019-1005

506 MADISON ST Unit 2S (OAK PARK, 60302)
PIN: 16-07-421-019-1004

506 MADISON ST Unit 3N (OAK PARK, 60302)
PIN: 16-07-421-019-1007

506 MADISON ST Unit 3S (OAK PARK, 60302)
PIN: 16-07-421-019-1006

506 MADISON ST Unit B (OAK PARK, 60302)
PIN: 16-07-421-019-1001

Search Results

Search Again

For future inquiries on the Portal or other Cook County property tax websites, please keep a copy of your PIN available for reference.

508 MADISON ST Unit 1N (OAK PARK, 60302)
PIN: 16-07-421-019-1010

508 MADISON ST Unit 1S (OAK PARK, 60302)
PIN: 16-07-421-019-1009

508 MADISON ST Unit 2N (OAK PARK, 60302)
PIN: 16-07-421-019-1012

508 MADISON ST Unit 2S (OAK PARK, 60302)
PIN: 16-07-421-019-1011

508 MADISON ST Unit 3N (OAK PARK, 60302)
PIN: 16-07-421-019-1014

508 MADISON ST Unit 3S (OAK PARK, 60302)
PIN: 16-07-421-019-1013

508 MADISON ST Unit B (OAK PARK, 60302)
PIN: 16-07-421-019-1008

Search Results

Search Again

For future inquiries on the Portal or other Cook County property tax websites, please keep a copy of your PIN available for reference.

510 MADISON ST Unit 1N (OAK PARK, 60302)
PIN: 16-07-421-019-1016

510 MADISON ST Unit 1S (OAK PARK, 60302)
PIN: 16-07-421-019-1015

510 MADISON ST Unit 2N (OAK PARK, 60302)
PIN: 16-07-421-019-1018

510 MADISON ST Unit 2S (OAK PARK, 60302)
PIN: 16-07-421-019-1017

510 MADISON ST Unit 3N (OAK PARK, 60302)
PIN: 16-07-421-019-1020

510 MADISON ST Unit 3S (OAK PARK, 60302)
PIN: 16-07-421-019-1019

Search Results

Search Again

For future inquiries on the Portal or other Cook County property tax websites, please keep a copy of your PIN available for reference.

512 MADISON ST Unit 1N (OAK PARK, 60302)
PIN: 16-07-421-019-1023

512 MADISON ST Unit 1S (OAK PARK, 60302)
PIN: 16-07-421-019-1022

512 MADISON ST Unit 2N (OAK PARK, 60302)
PIN: 16-07-421-019-1025

512 MADISON ST Unit 2S (OAK PARK, 60302)
PIN: 16-07-421-019-1024

512 MADISON ST Unit 3N (OAK PARK, 60302)
PIN: 16-07-421-019-1027

512 MADISON ST Unit 3S (OAK PARK, 60302)
PIN: 16-07-421-019-1026

512 MADISON ST Unit B (OAK PARK, 60302)
PIN: 16-07-421-019-1021

Search Results

Search Again

For future inquiries on the Portal or other Cook County property tax websites, please keep a copy of your PIN available for reference.

500 MADISON ST (OAK PARK, 60302)
PIN: 16-18-104-001-0000

500 MADISON ST (OAK PARK, 60302)
PIN: 16-18-105-001-0000

500 MADISON ST (OAK PARK, 60302)
PIN: 16-07-421-016-0000

Application for Right-of-Way Vacation

Description of Request

Fenwick High School, Inc. ("Fenwick") is requesting that the alley located from Scoville Ave. to East Ave., just north of Madison St. be vacated. Fenwick currently owns all properties on either side of the alleys with the exception of 506-512 Madison St. and 437-439, 444-441 Scoville Ave. We are currently in the process of completing a Planned Development application to build a multi-story parking structure on the site at 423-431 Scoville. Once that structure is built, the alley in question will continue to be used as a roadway and will be used as an ingress and egress for the parking structure. The alley entrance on East avenue has long been an ingress for Fenwick. We understand that since a portion of the alley is used for waste pick-up for the properties on Madison and Scoville that we will need to provide an easement for that and other utilities.

• BOUNDARY • TOPOGRAPHICAL • SUBDIVISIONS • ALTA/ACSM • CONDOMINIUMS • SITE PLANS • CONSTRUCTION • FEMA CERTIFICATES •

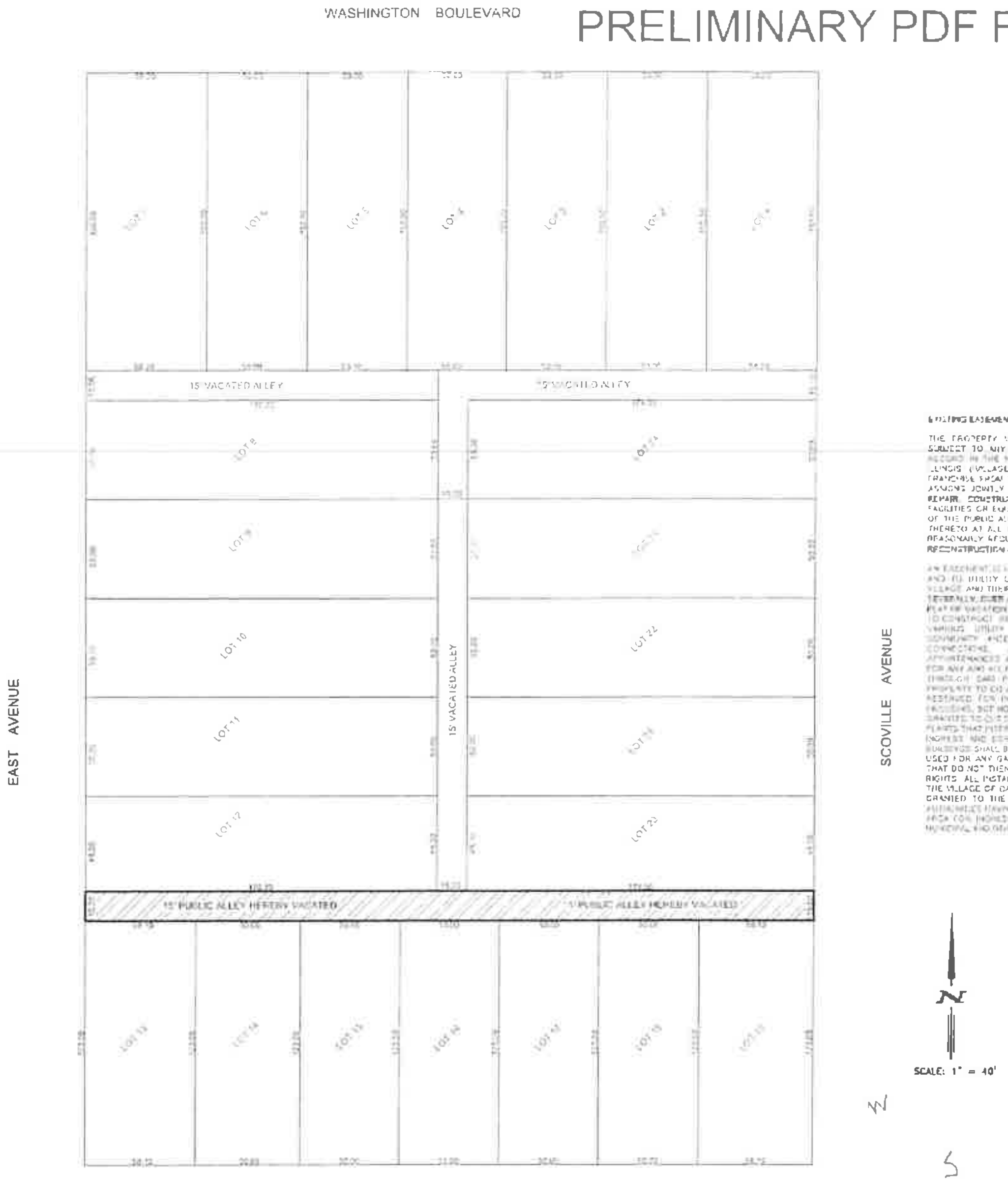
SCHOMIG LAND SURVEYORS, LTD.

RUSSELL W. SCHOMIG, PLS
WILLIAM K. SCHOMIG

909 EAST 31st STREET
LA GRANGE PARK, ILLINOIS 60526
E-MAIL: SCHOMIG-SURVEY@SBCGLOBAL.NET
WEB: WWW.LAND-SURVEY-NOW.COM
PHONE 708-352-1452
FAX: 708-352-1454

ALL OF THE 15' PUBLIC ALLEY LYING BETWEEN AND ADJOINING LOTS 13 TO 19 AND LOT 12 AND LOT 20 AND VACATED 15' PUBLIC ALLEY IN BLOCK 4 IN EAST AVENUE ADDITION TO OAK PARK, A SUBDIVISION OF BLOCKS 52 TO 54 AND 59 TO 61 IN VILLAGE OF RIDGELAND, A SUBDIVISION OF THE EAST 1/2 OF THE EAST 1/2 OF SECTION 7 AND THE NORTHWEST 1/4 AND THE WEST 1/2 OF THE WEST 1/2 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 39 NORTH, RANGE 13, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PRELIMINARY PDF FOR REVIEW



EXISTING EASEMENTS OR RIGHTS OF WAY AND RESERVATION OF EASEMENT

THE PROPERTY VACATED PURSUANT TO THIS PLAT OF VACATION IS SUBJECT TO ANY EXISTING EASEMENTS OR RIGHTS-OF-WAY OF PUBLIC RECORD IN THE NAME OF THE VILLAGE OF OAK PARK, COOK COUNTY, ILLINOIS ("VILLAGE") AND TO UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, GRANTING THE RIGHT TO MAINTAIN, REPAIR, CONSTRUCT, RECONSTRUCT AND RELOCATE ANY RESPECTIVE FACILITIES OR EQUIPMENT IN, UNDER, ACROSS AND ALONG THOSE PARTS OF THE PUBLIC ALLEY AS HEREIN VACATED WITH THE RIGHT OF ACCESS THERETO AT ALL TIMES FOR ANY AND ALL SUCH PURPOSES AS MAY BE REASONABLY REQUIRED FOR THE MAINTENANCE, REPAIR, CONSTRUCTION, RECONSTRUCTION AND RELOCATION OF SAID FACILITIES OR EQUIPMENT.

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE AND TO UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, OVER AND UNDER THE PROPERTY VACATED PURSUANT TO THIS PLAT OF VACATION FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND COMMUNITY ANTENNA TELEVISION SYSTEMS AND ALL NECESSARY CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE AND FOR ANY AND ALL MUNICIPAL PURPOSES, OVER, UPON, ALONG, UNDER AND THROUGH SAID PROPERTY, TOGETHER WITH RIGHT OF ACCESS THE PROPERTY TO DO ANY OF THE ABOVE WORK. SAID EASEMENT IS FURTHER RESERVED FOR INGRESS AND EGRESS OVER AND ON THE PROPERTY INCLUDING, BUT NOT LIMITED TO USE BY PEDESTRIANS. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS OR OTHER PLANTS THAT INTERFERE WITH THE OPERATION OF THE UTILITIES OR PUBLIC INGRESS AND EGRESS OVER AND ON THE PROPERTY. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID PROPERTY, NOR SHALL THE SAME BE USED FOR ANY GARDENS, SHRUBS, LANDSCAPING, OR OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES AND RIGHTS. ALL INSTALLATIONS SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF OAK PARK. AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF OAK PARK AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF ANY AND ALL MUNICIPAL AND OTHER GOVERNMENTAL SERVICES.

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) ss

APPROVED BY THE PRESIDENT AND VILLAGE BOARD OF THE VILLAGE OF OAK PARK, ILLINOIS AT A MEETING HELD

ON THE ________________ DAY

OF ________________ 2018

BY: ________________
PRESIDENT

BY: ________________
PLEASE PRINT NAME

BY: ________________
VILLAGE CLERK

BY: ________________
PLEASE PRINT NAME

COOK COUNTY CLERKS CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) ss

I, THE UNDERSIGNED, AS COOK COUNTY CLERK, COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT TAXES, NO UNPAID OR FORFEITED TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND DEPICTED HEREON. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT DEPICTED HEREON. GIVEN UNDER MY HAND AND SEAL OF THE COOK COUNTY CLERK AT CHICAGO, ILLINOIS

THIS ________________ DAY

OF ________________ 2018

BY: ________________
CLERK

BY: ________________
PLEASE PRINT NAME

COOK COUNTY RECORDER OF DEEDS CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) ss

I, THE UNDERSIGNED, AS RECORDER OF DEEDS FOR COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT INSTRUMENT NO ________________ WAS RECORDED BY THE COOK COUNTY RECORDER OF DEEDS, COOK COUNTY, ILLINOIS, ON

THE ________________ DAY

OF ________________ 2018

BY ________________
COOK COUNTY RECORDER OF DEEDS

BY ________________
PLEASE PRINT NAME

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) ss

I, RUSSELL W. SCHOMIG, AN ILLINOIS LICENSED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND PREPARED THIS PLAT OF VACATION FROM OFFICIAL RECORDERS AND THIS PLAT IS A TRUE AND CORRECT PRESENTATION OF THE SAME

FURTHERMORE, I DESIGNATE THE VILLAGE OF OAK PARK, TO ACT AS MY AGENT FOR THE PURPOSES OF RECORDING THIS DOCUMENT

SURVEYED: JUNE 14TH, 2017
PLAT OF VACATION: MAY 25TH, 2018

ORDERED BY: FENWICK HIGH SCHOOL

PRELIMINARY PDF FOR REVIEW

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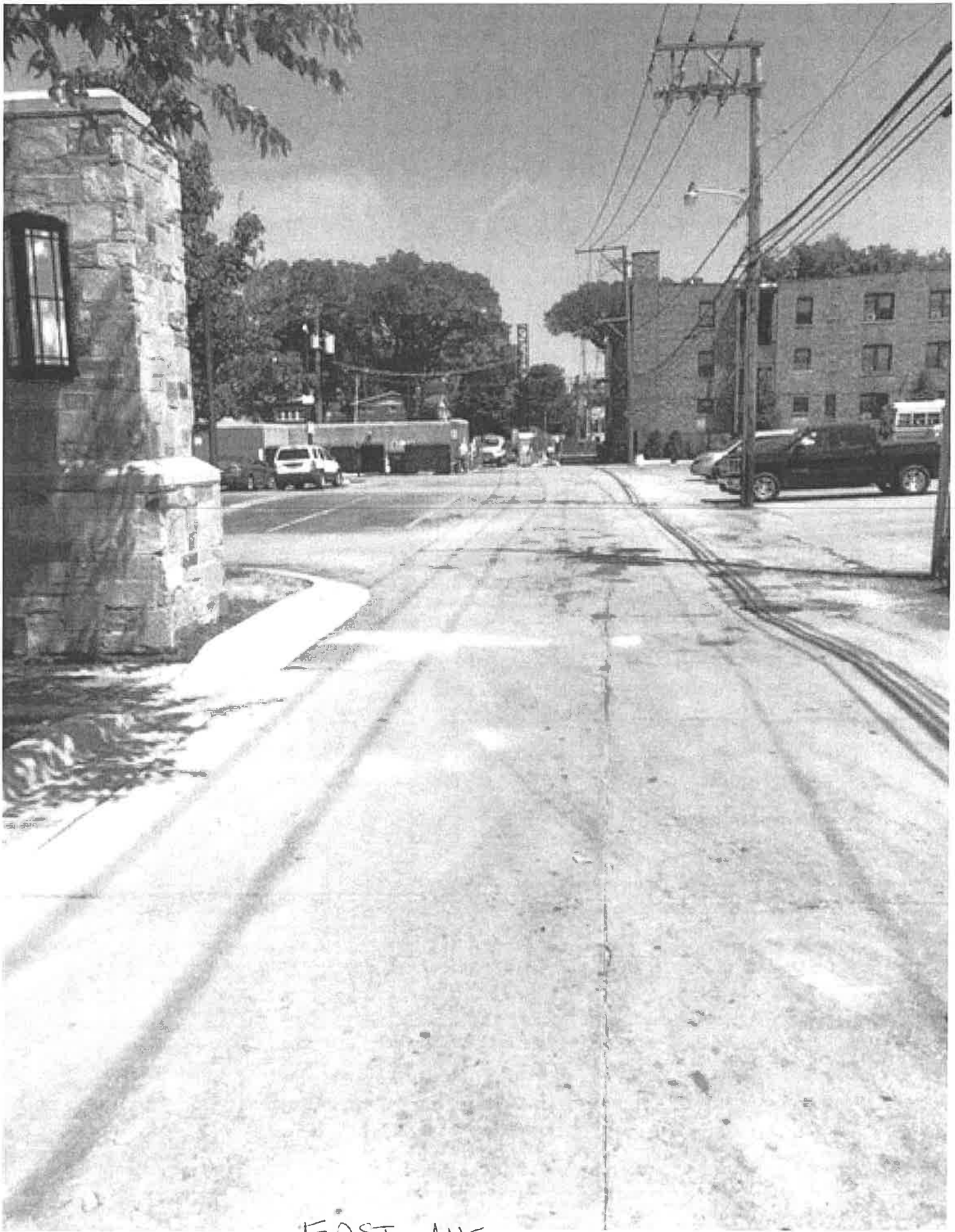
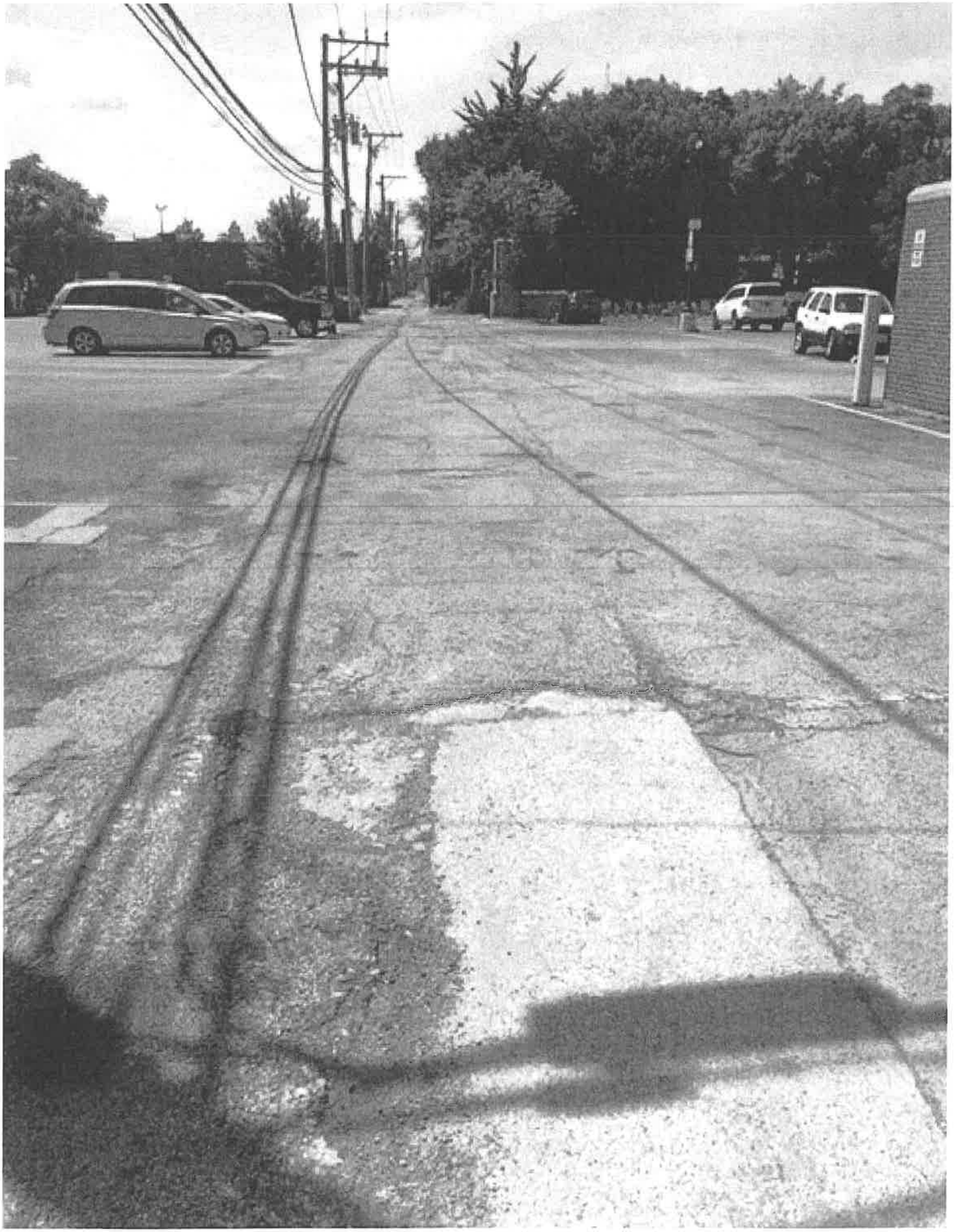
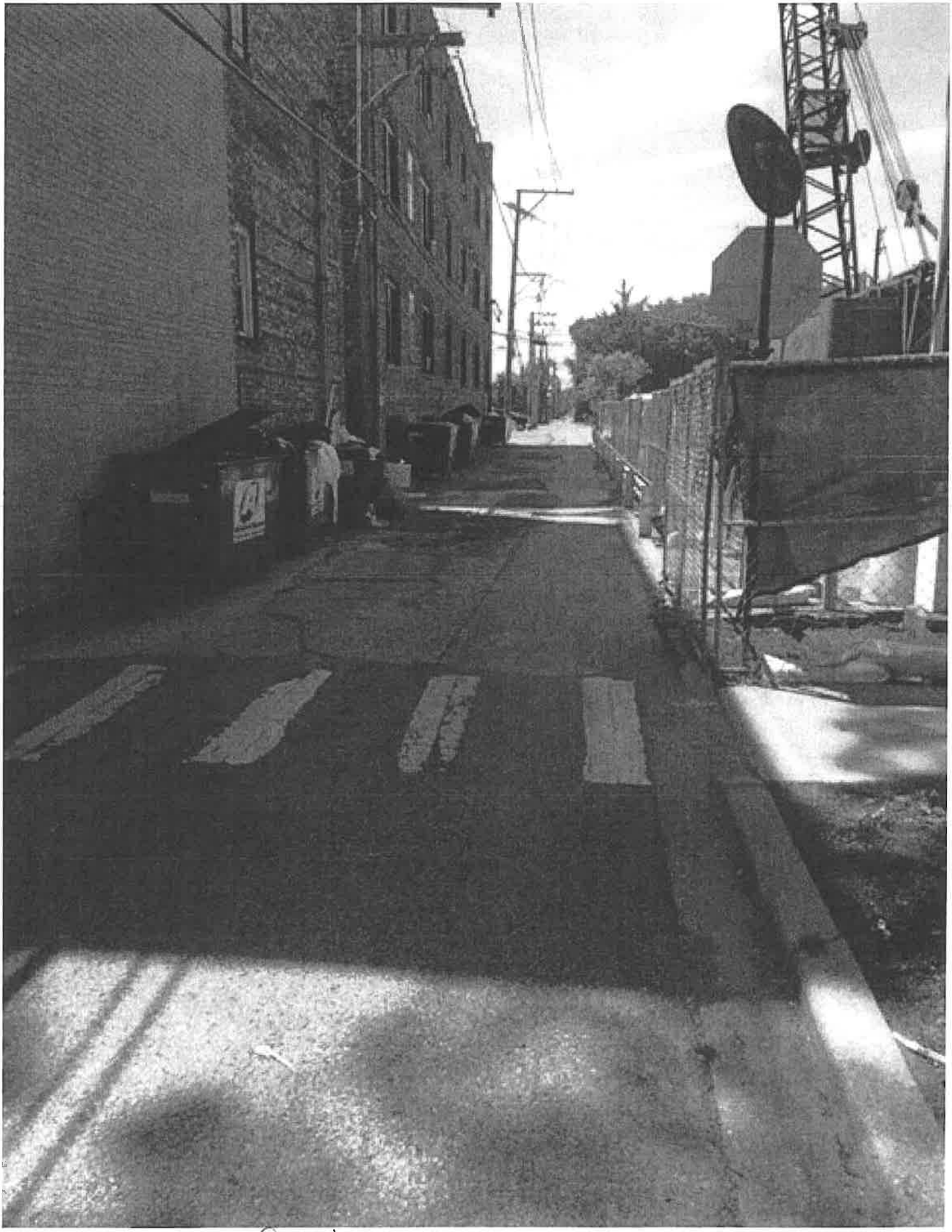
RUSSELL W. SCHOMIG, PROFESSIONAL ILLINOIS LAND SURVEYOR LICENSE # 035-002446

PLAT NUMBER: 170664-V-1   ROLL: 108-107   FC: 2656



EAST AVE.





SCOVILLE. AVE