

ALTA/NSPS LAND TITLE SURVEY
PROPOSED CHILDCARE FACILITY
831 CHICAGO AVE
EVANSTON, IL 60202

[illegible]

Weaver
Consultants
Group



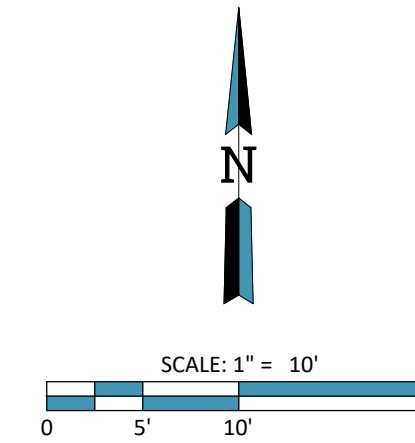
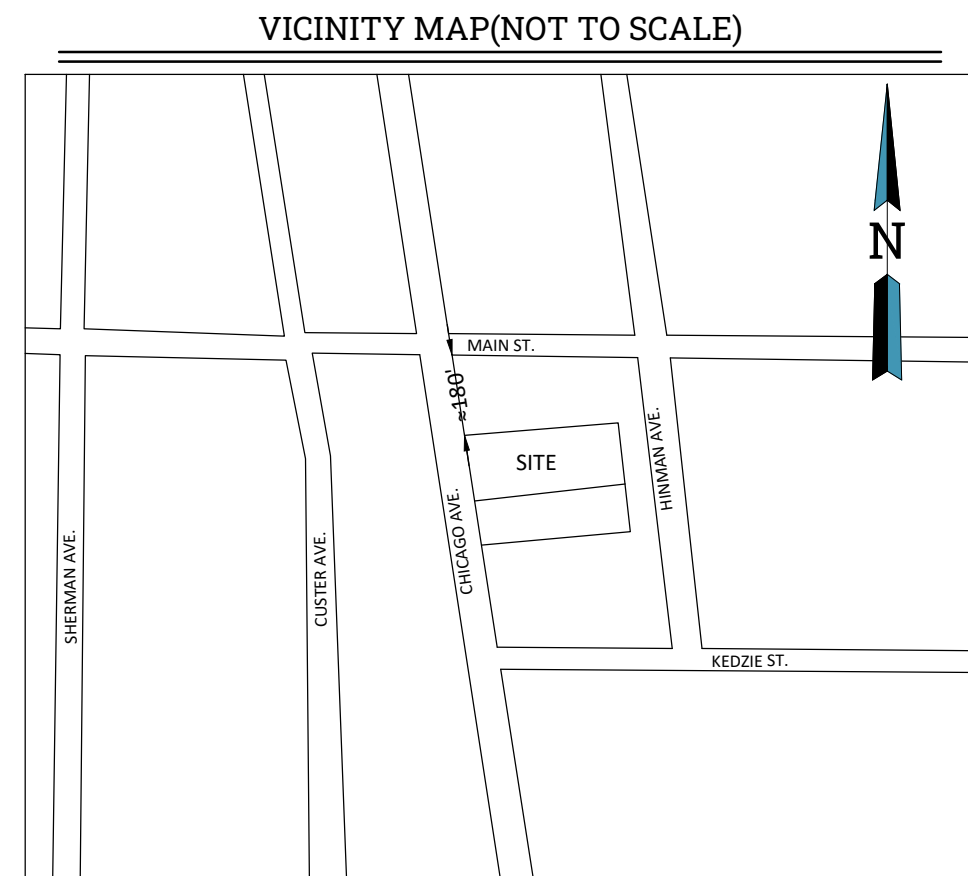
WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848

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REVIEWED BY:	MDB
DATE:	7/14/2028

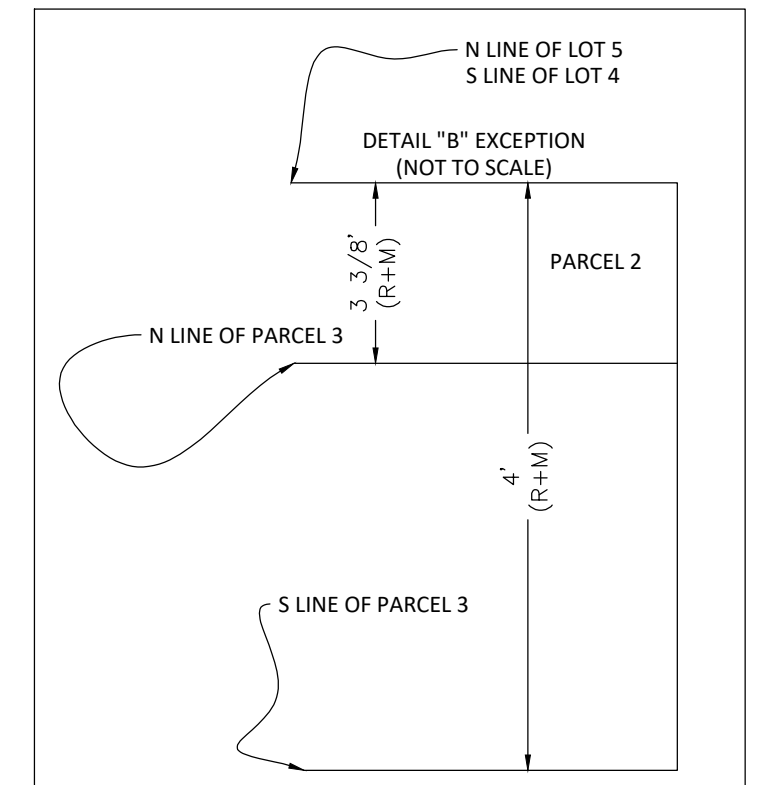
SHEET 1	OF 3
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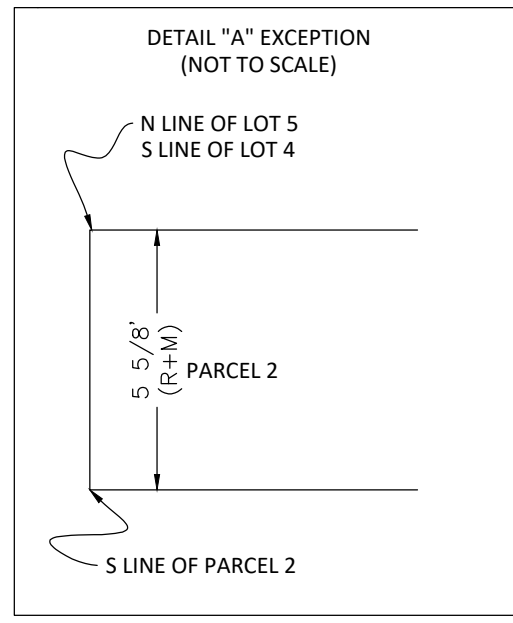
HORIZONTAL AND VERTICAL DATUM

MEASURED BEARINGS SHOWN HEREON ARE ILLINOIS STATE PLANE EAST ZONE, BASED ON GLOBAL NAVIGATION SATELLITE SYSTEM OBSERVATIONS.

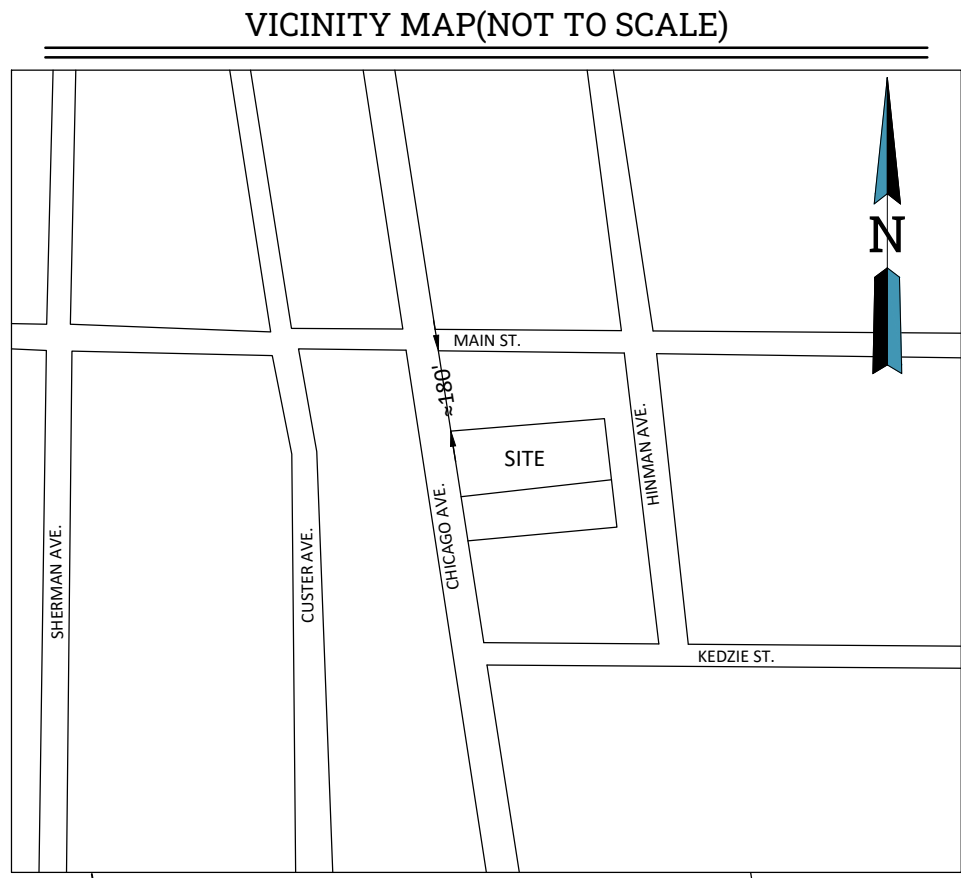
CITY OF EVANSTON VERTICAL DATUM



SEE DETAIL "B"
PARCEL 2 "SLIVER" 3 3/8"(R)
OF THE N LINE OF LOTS

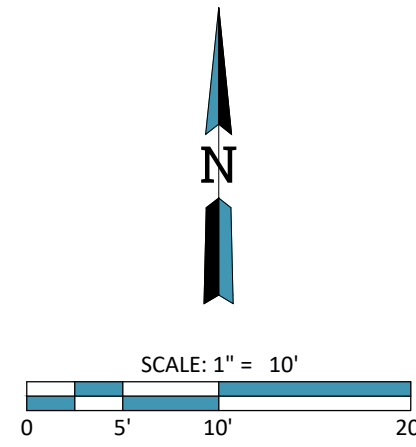


SEE SHEET 2 FOR TOPO



ALTA/NSPS LAND TITLE SURVEY

PART OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 41 NORTH,
RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN



HORIZONTAL AND VERTICAL DATUM

MEASURED BEARINGS SHOWN HEREON ARE ILLINOIS STATE PLANE EAST ZONE, BASED ON GLOBAL NAVIGATION SATELLITE SYSTEM OBSERVATIONS.

CITY OF EVANSTON VERTICAL DATUM

CP 2 SCRS
N: 1955516.91
E: 1162171.83
ELEV: 21.73

CROWS FOOT CARVED IN BLDG

LOT 3
BRICK BUILDING

LOT 4
BUILDING HEIGHT: 55± FT.
TWO-STORY BRICK BUILDING

LOT 5
BUILDING HEIGHT: 49± FT.
ONE-STORY BRICK BUILDING

CP 6 SMAG
N: 1955375.47
E: 1162076.56
ELEV: 22.82

CP 5
N: 1955386.22
E: 1162184.94
ELEV: 21.66

SEE SHEET 1 FOR ALTA

BM 2 EAST RIM OF SANITARY MANHOLE
25.76
ST#503

PREPARED FOR:
EIGHT
1695 1/2 MILE SUITE 100
BERKLEY, MI

ALTA/NSPS LAND TITLE SURVEY
PROPOSED CHILDCARE FACILITY

831 CHICAGO AVE
EVANSTON, IL 60202

REVISION DESCRIPTION

DATE

No.

Weaver
Consultants
Group



WEAVER CONSULTANTS GROUP
1316 BOND STREET SUITE 108
NAPERVILLE, ILLINOIS 60563
(630)-717-4848

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REVIEWED BY: MDB

DATE: 7/14/2026

FILE: 5811-307-09

5811-307-09_EVANSTON.dwg

SHEET 2 OF 3

I:\PROJECTS\5811 - Eight 14'x30' - Childcare - Evanston, IL\2\Drawings\5811-307-32.dwg WCG\1985.mxd 14 July 15, 2025

CHICAGO AVE
66' RIGHT-OF-WAY
PER COMADON REPORT

LOT 3
WHITE'S ADDITION
TO EVANSTON
ANTE-FIRE
OWNER: LANDESBANK HESSEN-THURINGEN GIROZENTRALE
PARCEL PIN: 11-19-401-047-0000

LOT 4
WHITE'S ADDITION
TO EVANSTON
ANTE-FIRE
PARCEL 1
831 CHICAGO AVE
OWNER: EWH PROP LLC
PARCEL PIN: 11-19-401-021
BUILDING HEIGHT: 55± FT.
9526 SQ. FT.

LOT 5
WHITE'S ADDITION
TO EVANSTON
ANTE-FIRE
BUILDING HEIGHT: 49± FT.
ONE-STORY BRICK BUILDING
827 CHICAGO AVE
OWNER: ACADEMY BK NA
PARCEL PIN: 11-19-401-022
8743 SQ. FT.

LOT 6
WHITE'S ADDITION
TO EVANSTON
ANTE-FIRE
OWNER: COMMON
CULTURE BREWING CO
PARCEL PIN: 11-19-401-019

OWNER: LEFFINGWELL
BUILDING LLC
PARCEL PIN: 11-19-401-020

PROPOSED
PLAYGROUND AREA
SEE ARCHITECTURAL
PLANS FOR MORE
DETAIL
(±2,885 S.F.)

EXISTING TRASH
ENCLOSURES TO
REMAIN AT 831
CHICAGO AVE

S82°10'28"W 182.47' (M)

S08°38'09"E 3.65' (M)

N82°10'28"E 87.01' (M)

S08°38'09"E 46.00' (M)

N82°07'50"E 95.68' (M)

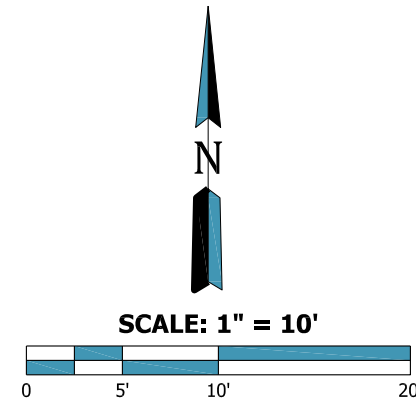
N08°53'04"W 49.58' (M)

SITE DATA:

SITE AREA = 18,269 S.F.
BUILDING AREA = 9,437 S.F.
PROPOSED PARKING STALLS = N/A
PROPOSED BIKE PARKING = N/A

SITE NOTES:

1. THE BASELINE FOR GEOMETRIC LAYOUT IS THE EAST BUILDING FACE OF LOT 5 AND SOUTH BUILDING FACE OF LOT 4.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB, OUTSIDE FACE OF BUILDING, AND EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL PARKING LOT STRIPING SHALL BE 4" WIDE YELLOW PAINT UNLESS OTHERWISE NOTED ON THE PLANS.



814 SERVICES, LLC
1695 TWELVE MILE SUITE 100
BERKLEY, MI 48072

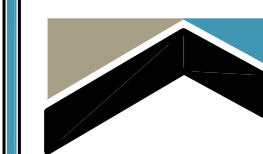
EIGHT

CHILDCARE - EVANSTON
831 CHICAGO AVE
EVANSTON, IL 60602

SITE PLAN

NO.	DATE	REVISION DESCRIPTION	BY
1	04/20/2026	PER ZONING ANALYSIS COMMENTS	MHB
2	07/15/2026	PER CLIENT REQUEST	MCS
DESIGNED BY: MHB			
REVIEWED BY: NCL			
DATE: 01/09/2026			
PRIP: 5811-307-32			

Weaver
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OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
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MARIETTA, ILLINOIS 60558
(630) 717-4848
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SHEET #:
1 OF 1

Client:
814 Services,
LLC

Project:
N Family Club -
Evanston, IL

Issued:

12.9.25	Test Fit 1
12.9.25	Test Fit 2 (no addition)
12.19.25	Test Fit 3
5.7.25	Test Fit 3 - with play area
5.15.25	Test Fit 4
5.27.26	Test Fit 5
6.3.26	Test Fit 6
7.10.26	Occupant Load Plan

Seal:

Note:
Do not scale drawings. Use
calculated dimensions only.
Verify existing conditions in field.

North Arrow:

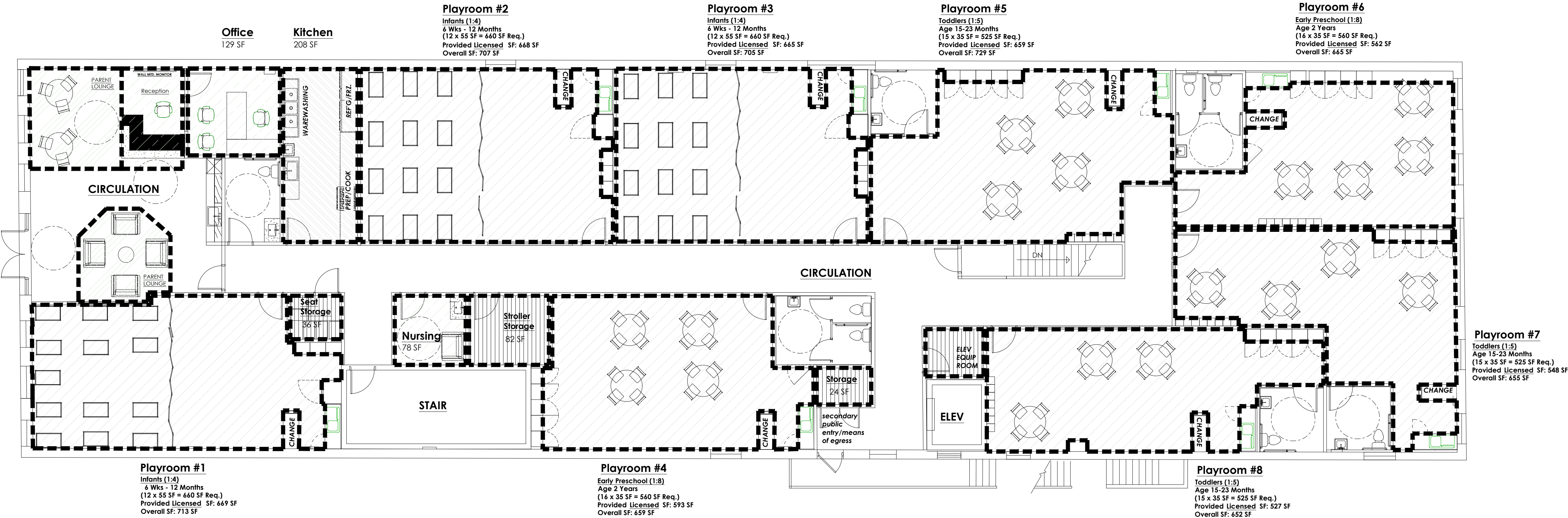
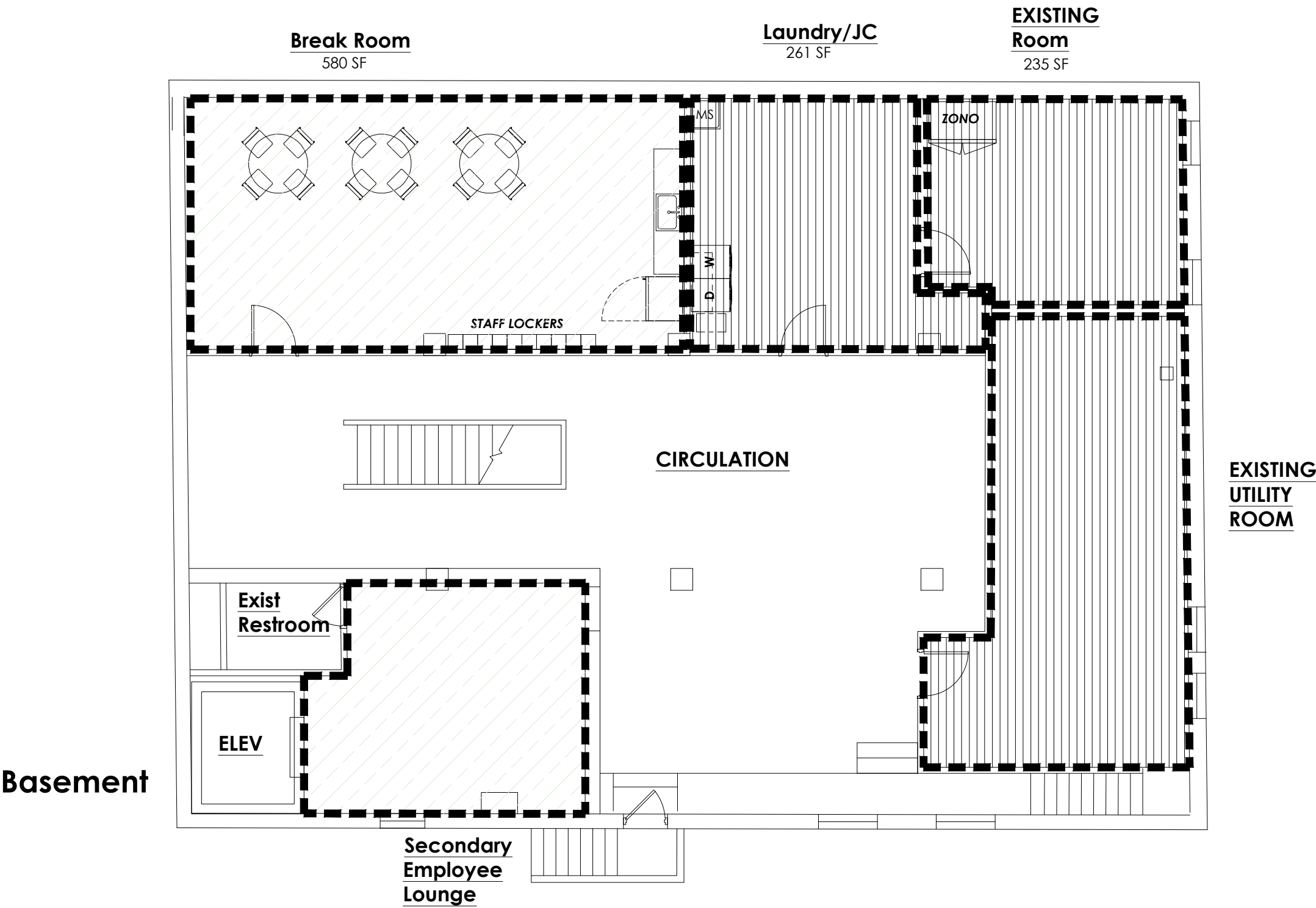
Sheet Title:

Scale:
1/8"=1'-0"

Project Number:
16-xxx

Sheet Number:
1st Floor

Occupant Load		
AREA TYPE	SQ. FT	OCCUP.
CLASSROOM/ DAYCARE 35 sq ft/occup	8732	249
EXERCISE 50 sq ft/occup	300	6
BUSINESS 150 sq ft/occup	1153	8
STORAGE/ UTILITY 300 sq ft/occup	1330	4
ASSEMBLY (UNCONCENTRATED) 15 sq ft/occup	271	18
KITCHEN 200 sq ft/occup	208	2
		287 occup



Ground Floor

Preliminary - Not For Construction

Krieger
Klatt
Architects

400 East Lincoln Ave., Suite A Royal Oak, MI 48067
Phone: 248.414.9270 Fax: 248.414.9275 Web: kriegerklatt.com

Client:

814 Services,
LLC

Project:

N Family Club -
Evanston, IL

Issued:

12.9.25	Test Fit 1
12.9.25	Test Fit 2 (no addition)
12.19.25	Test Fit 3
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5.27.26	Test Fit 5
6.3.26	Test Fit 6
7.10.26	Occupant Load Plan

Seal:

Note:

Do not scale drawings. Use
calculated dimensions only.
Verify existing conditions in field.

North Arrow:

Sheet Title:

Scale:

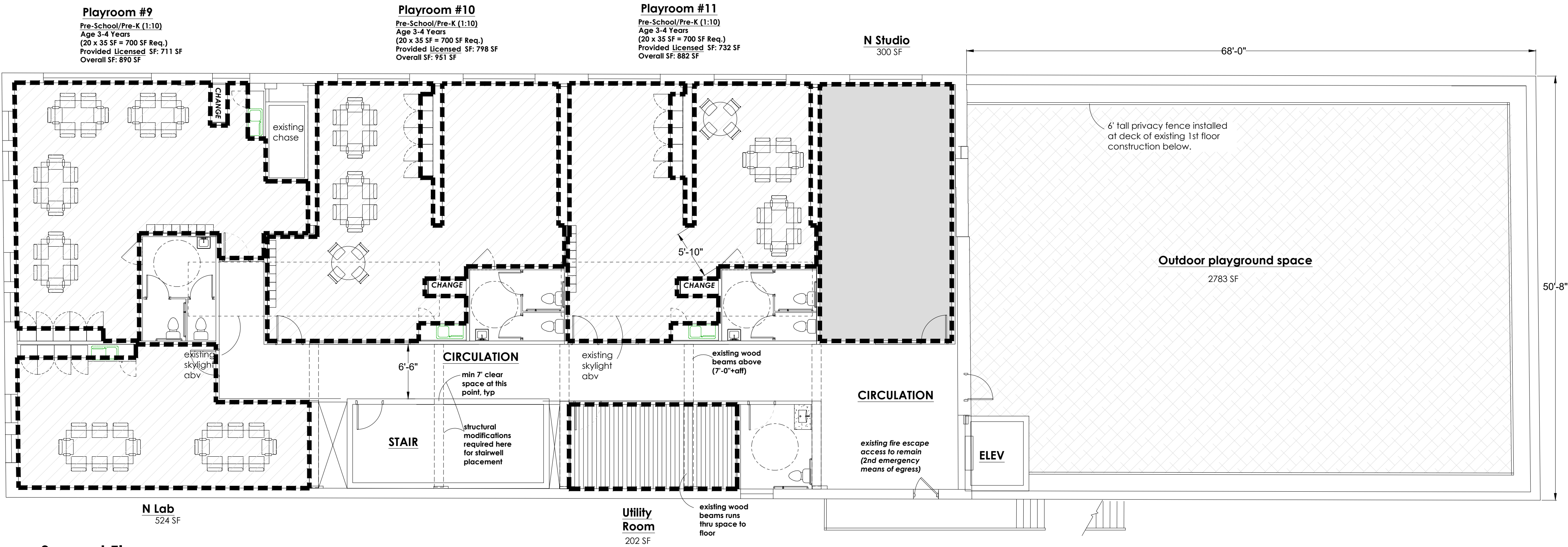
1/8"=1'-0"

Project Number:

16-xxx

Sheet Number:

1st Floor



Second Floor

Client: 814 Services, LLC
1695 Twelve Mile Rd., Suite 100
Berkley, MI 48072

[illegible]

Note:

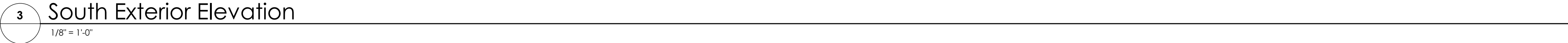
Do not scale drawings. Use
calculated dimensions only.
Verify existing conditions in field.

North Arrow:

Project Number:
Project Number

A.201

PRELIMINARY NOT FOR CONSTRUCTION



Traffic Impact Study Day Care Center

Evanston, Illinois



Prepared For:

EIGHT

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

July 15, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed day care center to be located at 831 Chicago Avenue in Evanston, Illinois.

As proposed, the day care center will occupy an existing building totaling approximately 19,357 square feet. Drop-off/pick-up procedures for the children who will be driven to the facility will occur within the offsite parking lot located in the southwest corner of the intersection of Chicago Avenue with Madison Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed facility. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed facility
- Directional distribution of the facility traffic
- Vehicle trip generation for the facility
- Future traffic conditions including access to the facility
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

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

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2026.
2. Year 2032 No-Build Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes increased to reflect ambient area growth that is not attributable to any particular development and any additional developments within the vicinity of the site.
3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed facility.



Site Location

Figure 1

*Day Care Center
Evanston, Illinois*



Aerial View of Site

Figure 2

*Day Care Center
Evanston, Illinois*

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site is located at 831 Chicago Avenue, on the east side of the roadway, just south of Main Street. The existing building on the site is bordered by The Main mixed-use development on the north, a public north-south alley on the east, Paws and Claws Cat Rescue on the south, and Chicago Avenue on the west. Land uses in the area are primarily commercial along Chicago Avenue and Main Street, with residential uses above the commercial uses or stand-alone properties further away from Chicago Avenue and Main Street. The Chicago CTA Purple Line and Union Pacific – North right-of-way parallel Chicago Avenue on the west side of the roadway. The site is located within the Main-Dempster Mile commercial area. The site is located approximately one mile south of downtown Evanston and 1.25 miles south of Northwestern University.

Existing Roadway System Characteristics

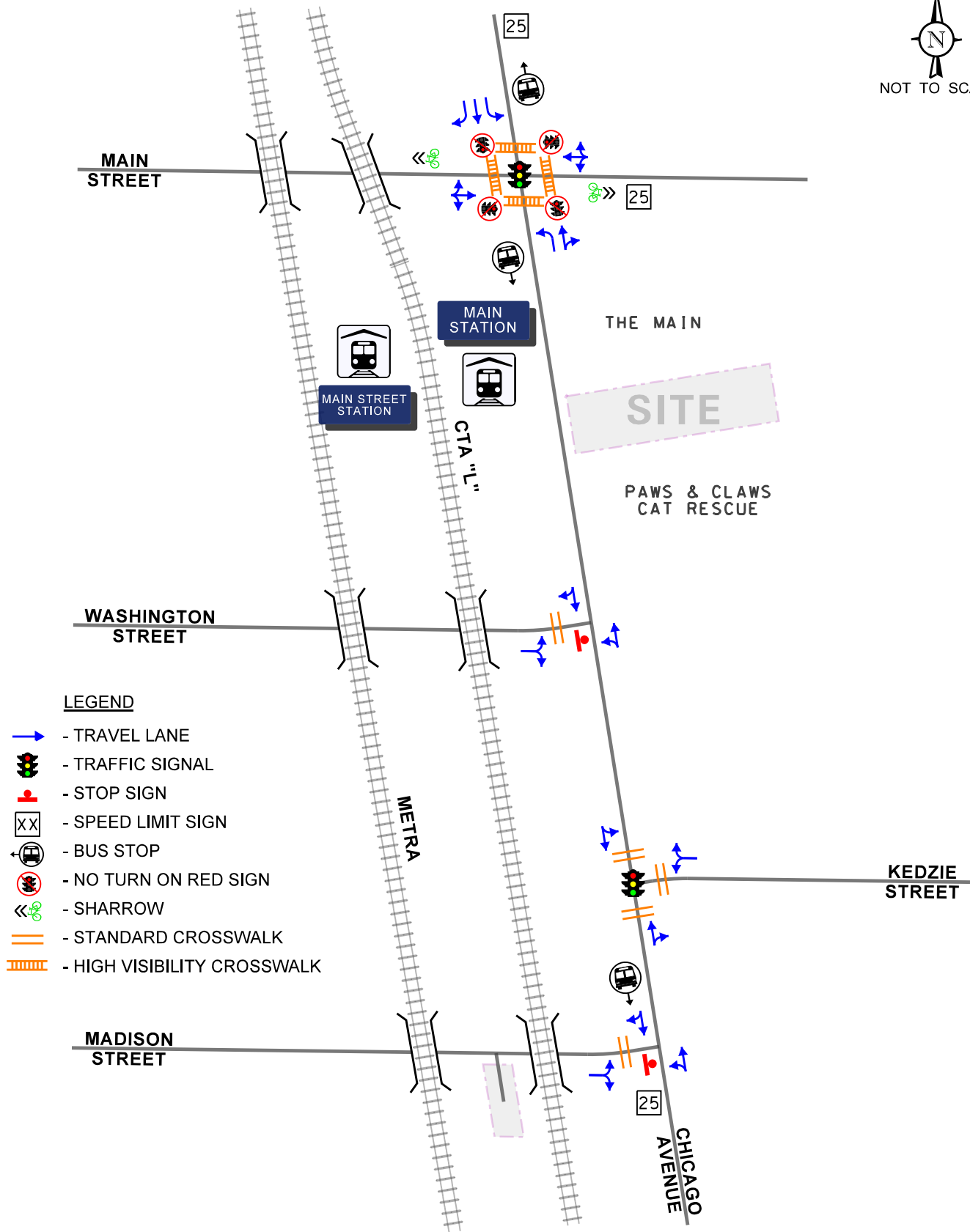
The characteristics of the existing roadways near the site are described below and illustrated in **Figure 3**. All roadways included in the study area are under the jurisdiction of the City of Evanston and have a posted speed limit of 25 miles per hour, unless otherwise specified.

Chicago Avenue is a north-south minor arterial roadway that provides one lane in each direction. Within the study area, separate turn lanes are provided at its intersection with Main Street. Chicago Avenue carries an annual average daily traffic (AADT) volume of 12,400 vehicles (Illinois Department of Transportation [IDOT] 2022). No parking is permitted on Chicago Avenue along the site frontage.

Main Street is an east-west major collector roadway that provides one lane in each direction and does not provide separate turn lanes at its intersection with Chicago Avenue. However, the roadway is wide enough to accommodate two vehicles side-by-side, and so the eastbound and westbound approaches on Main Street do operate as two-lane approaches. Main Street carries an AADT volume of 7,000 vehicles (IDOT 2022).

Kedzie Street is an east-west local roadway extending east from Chicago Avenue that provides one lane in each direction. While Kedzie Street does not provide separate turn lanes at its westbound approach at Chicago Avenue, the approach is wide enough to accommodate two vehicles side-by-side, and so the approach operates as a two-lane approach.

Washington Street is an east-west local roadway that provides one lane in each direction and extends west from Chicago Avenue. Washington Street does not provide separate turn lanes on its eastbound approach at Chicago Avenue which is under stop sign control.



Madison Street is an east-west local roadway that provides one lane in each direction and extends west from Chicago Avenue. Madison Street does not provide separate turn lanes on its eastbound approach at Chicago Avenue that is under stop sign control.

Existing Parking Lot

The proposed parking area to be utilized by the day care center is located in the southwest corner of Chicago Avenue with Madison Street, between the Chicago CTA right-of-way and the Metra right-of-way. Access is provided off the south side of Madison Street. The access drive is wide enough to allow for two-way traffic. This is the only access drive to the parking area and there is no stop sign for its northbound approach at Madison Street.

The parking lot is currently utilized as storage for box trucks. The parking lot is approximately 800 feet (0.15 miles) from the proposed day care center. This distance takes approximately three to five minutes to walk.

Alternative Modes of Transportation

Accessibility to and from the area is enhanced by the various alternative modes of transportation serving the area as summarized below.

Public Transportation. The area is served by the Chicago Transit Authority (CTA), which provides rapid transit service on the Purple Line, with the Main station located opposite the site on Chicago Avenue. The Purple Line provides service seven days a week, from early morning to late night, between Howard and Linden. Purple Line express service between Linden and the Chicago Loop is provided on weekday rush hours.

The area is also served by Metra, which provides commuter train service on the Union Pacific North line between Ogilvie Transportation Center in downtown Chicago and Kenosha. Service is provided seven days a week at scheduled times from early morning to late night.

Additionally, the following bus route serves the immediate area and has stops near the proposed day care center:

- *Pace Route 213 (Green Bay Road)* runs along Chicago Avenue and Green Bay Road between the Howard CTA Station and the Highland Park Metra station. Service is provided on weekdays and Saturdays from early morning to late night.

This bus route connects to other bus routes that extend throughout the City of Evanston, the City of Chicago, and other suburbs.

Pedestrian Facilities. Sidewalks are provided on both sides of the roadways within the study area. At the signalized intersection of Chicago Avenue with Main Street, high-visibility crosswalks are provided. At the other intersections within the study area, standard-style crosswalks are provided. At both signalized intersections of Chicago Avenue with Main Street and Kedzie Avenue, countdown pedestrian signals are provided. Bump-outs/curb extensions are provided throughout the study area. Additionally, the sidewalks provided within the study area along Chicago Avenue.

Bicycle Facilities. Main Street provides marked shared bike facilities (sharrows) on both sides of the street. Chicago Avenue and Main Street are designated as Bike Routes by the City of Evanston.

Divvy Bike Share. The nearest Divvy bike share station to the site is located in the southwest corner of Chicago Avenue with Washington Street and has a total of 15 docks.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts. The traffic counts were performed on Tuesday, June 23, 2026, during the weekday morning peak period (7:00 A.M. to 9:00 A.M.) and weekday evening peak period (4:00 P.M. to 6:00 P.M.) at the following intersections:

- Chicago Avenue with Main Street
- Chicago Avenue with Kedzie Street
- Chicago Avenue with Washington Street
- Chicago Avenue with Madison Street

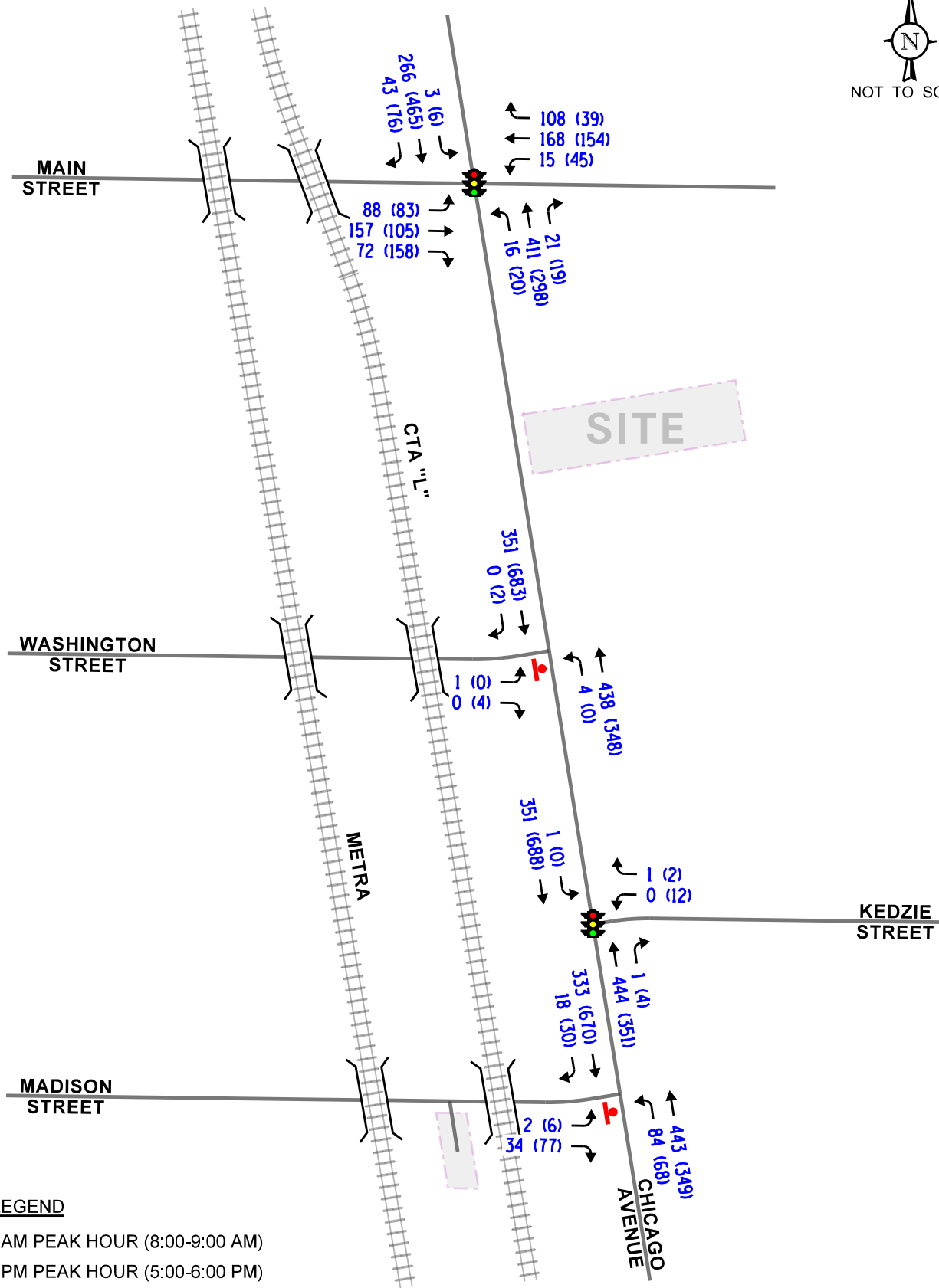
The results of the traffic counts show that the weekday morning peak hour of traffic generally occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic generally occurs from 5:00 P.M. to 4:00 P.M.

The existing traffic volumes are illustrated in **Figure 4**. The existing bicycle/pedestrian volumes are illustrated in **Figure 5**. It should be noted that there were pedestrians present at every crossing during both peak hours.

A copy of the traffic count summary sheets is included in the Appendix.



NOT TO SCALE



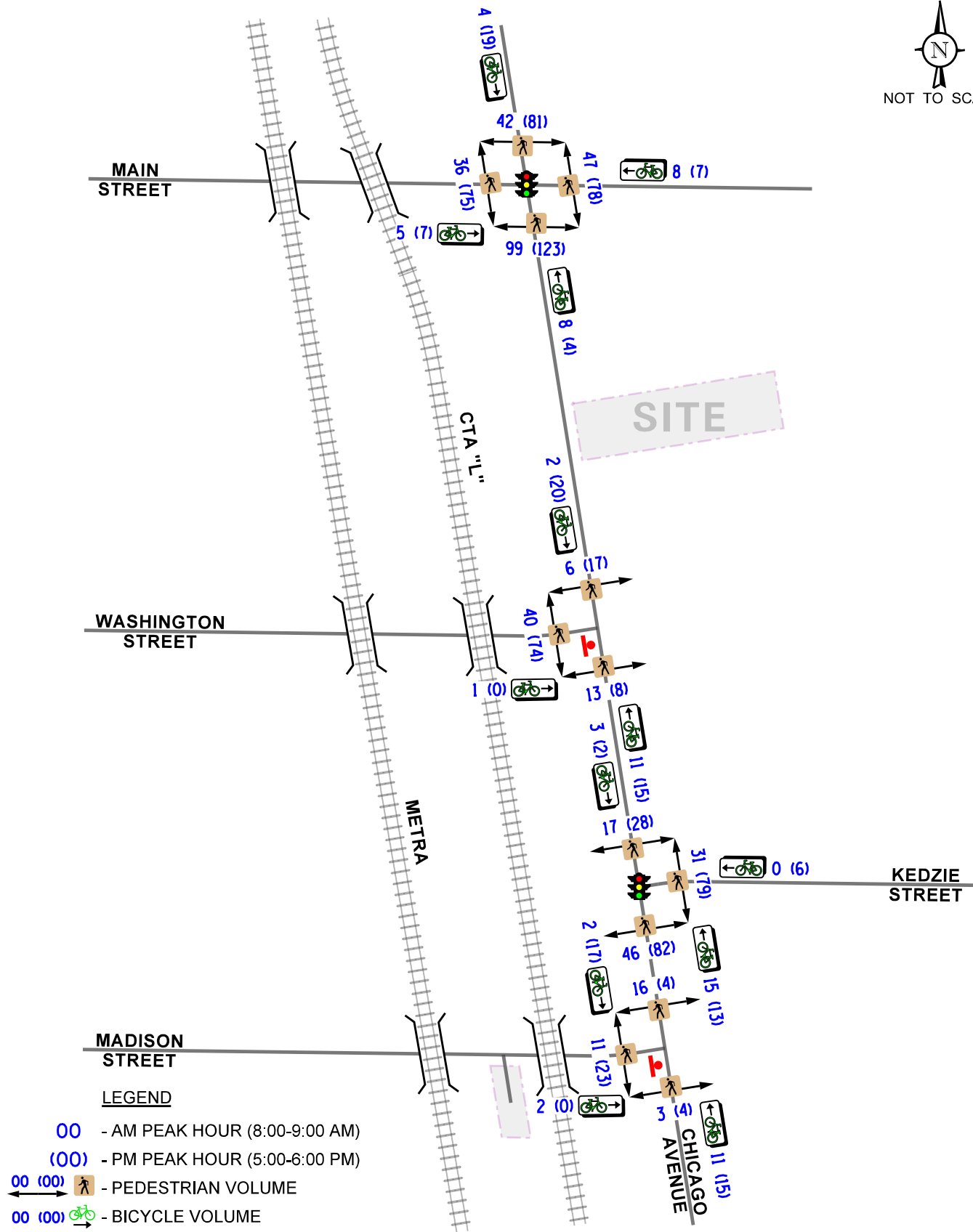
Day Care Center
Evanston, Illinois

Existing Traffic Volumes



Job No: 26-204

Figure: 4



Crash Data Summary

KLOA, Inc. obtained crash data from IDOT.¹ for the most recent available past five years (2020 to 2024) for the roadway intersection of Chicago Avenue with Main Street. The crash data is summarized in **Table 1**. A review of the crash data showed that no fatalities occurred at the intersection during the review period. A review of the data showed that one crash was a pedestrian crash. This crash occurred on January 9, 2024, during the early morning when conditions were clear and the roadway was dry. The crash did not result in any injuries and minimal to no property damage.

Table 1
CHICAGO AVENUE WITH MAIN STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	1	0	1	2	0	0	0	4	4	0	0
2021	0	0	0	0	0	1	0	1	1	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	3	0	1	1	5	5	0	0
2024	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>
Total	1	0	1	6	1	2	2	13	13	0	0
Avg	<1.0	0.0	<1.0	1.2	<1.0	<1.0	<1.0	2.6	2.6	0.0	0.0
A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning PD – Property Damage; I – Injury; F – Fatal											

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Facility

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the existing building at 831 Chicago Avenue will be utilized for a day care center that will occupy the building.

Child drop-off/pick-up procedures for parents who drive will take place offsite. Drop-off/pick-up procedures for the children who will be driven to the facility will occur within the offsite parking lot located in the southwest corner of the intersection of Chicago Avenue with Madison Street.

Proposed Day Care Center Operations

The proposed day care center will be open on weekdays from 7:00 A.M. to 6:00 P.M., providing childcare before working hours until after business hours close. In general, children will be on site during all hours of operation. A number of children may elect to be in day care for half-days only.

Proposed Pick-Up/Drop-Off Operations

As no parking spaces will be provided on-site, the day care center will arrange to have reserved parking spaces at the parking area off Madison Street, as stated previously. Approximately 16 to 20 spaces will need to be reserved for parents to park and then walk their child to/from the day care facility, as will be discussed later in the study.

Parents will enter the parking area and park their vehicle and then proceed to walk to the day care via the south sidewalk of Madison Street. The crosswalks and pedestrian countdown times will allow parents and children to safely cross Madison Street and Chicago Avenue. As mentioned previously, there are pedestrians utilizing every crossing within the study area, so drivers are accustomed to yielding to pedestrians.

The paved sidewalk on the east side of Chicago Avenue the entire length between Kedzie Street and the proposed day care facility with no curb cuts or driveways. The distance between the proposed day care facility and the parking area is approximately 800 feet (0.15 miles) and takes approximately three to five minutes to walk.

It is recommended that parents be directed to utilize the reserved parking spaces within the parking area upon the enrollment of their children. Periodic reminders should be issued to ensure that the parents are following the proper procedures.

Directional Distribution

The directional distribution of how traffic will approach and depart the proposed day care center was based on existing travel patterns, the existing roadway characteristics, and the traffic controls surrounding the site. **Figure 6** illustrates the estimated directional distribution for the proposed day care center traffic.

Peak Hour Traffic Volumes

The estimate of traffic to be generated by the proposed day care center was based on trip generation information published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition. Land-Use Code 565 (Day Care Center) was utilized to determine the number of trips.

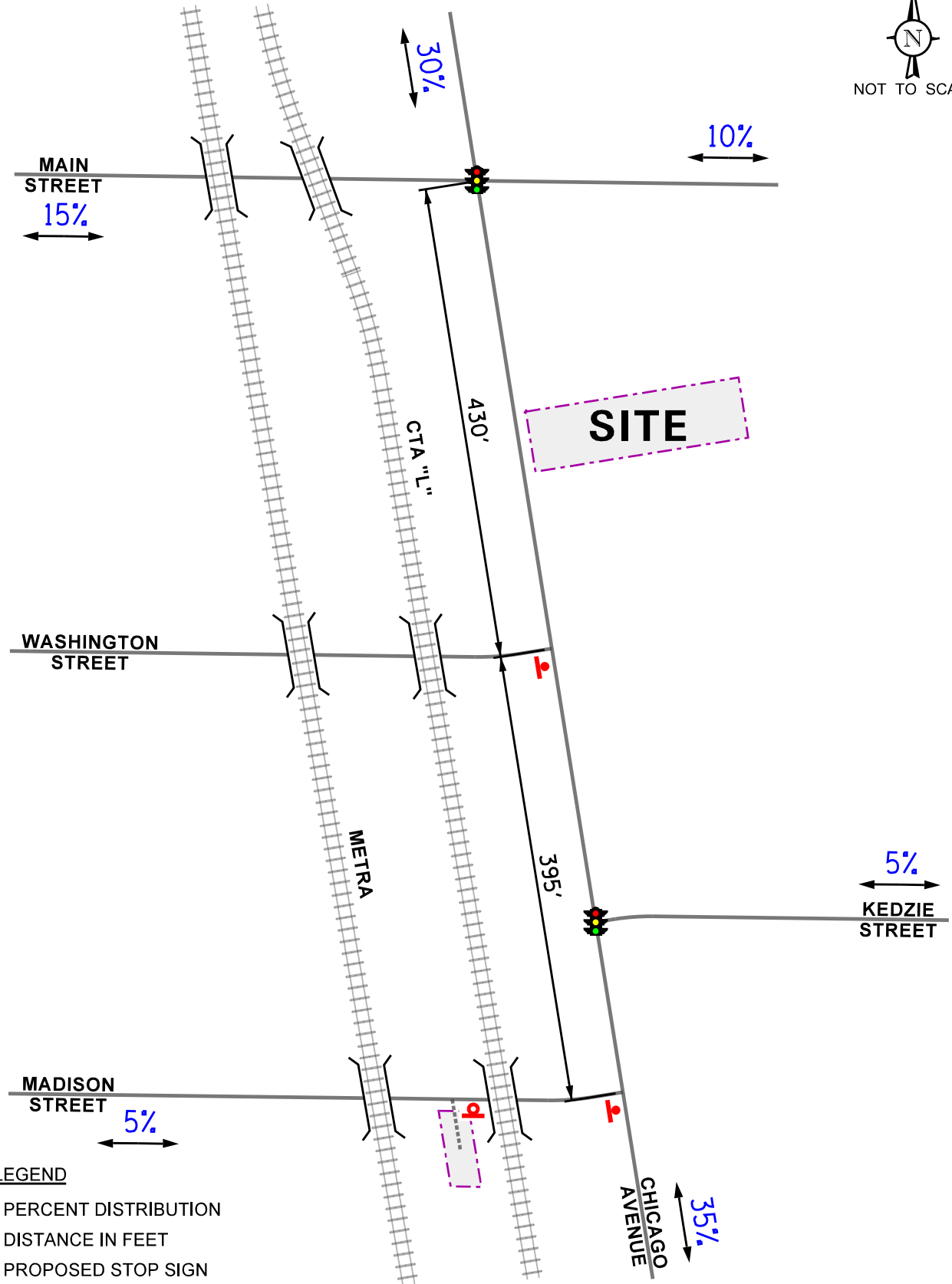
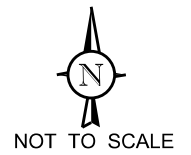
Due to Evanston having robust alternative means of transportation, it is estimated that a number of trips generated by the day care will be taken via transit, walking, or bicycling. The reduction in the number of vehicle trips is made according to census data for the study area where the day care center will be located. The percentage of each trip type was determined by omitting the work from home values from the data.

Table 2 summarizes the estimated peak hour trip generation for the day care center. Copies of the ITE trip generation sheets and the census data are provided in the Appendix.

Table 2

ESTIMATED PEAK HOUR AND DAILY TRIP GENERATION

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
565	Day Care Center (19,357 S.F.)	112	99	211	98	110	208
	<i>Passenger Vehicle – 70%</i>	<i>78</i>	<i>70</i>	<i>148</i>	<i>69</i>	<i>77</i>	<i>146</i>
	<i>Public Transportation – 25%</i>	28	25	53	25	27	52
	<i>Walk – 2.5%</i>	3	2	5	2	3	5
	<i>Bicycle – 2.5%</i>	3	2	5	2	3	5
	<i>Other – 0%</i>	0	0	0	0	0	0



Day Care Center
Evanston, Illinois

Directional Distribution

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject facility.

Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed day care center were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 7** illustrates the assignment of the traffic volumes estimated to be generated by the proposed facility.

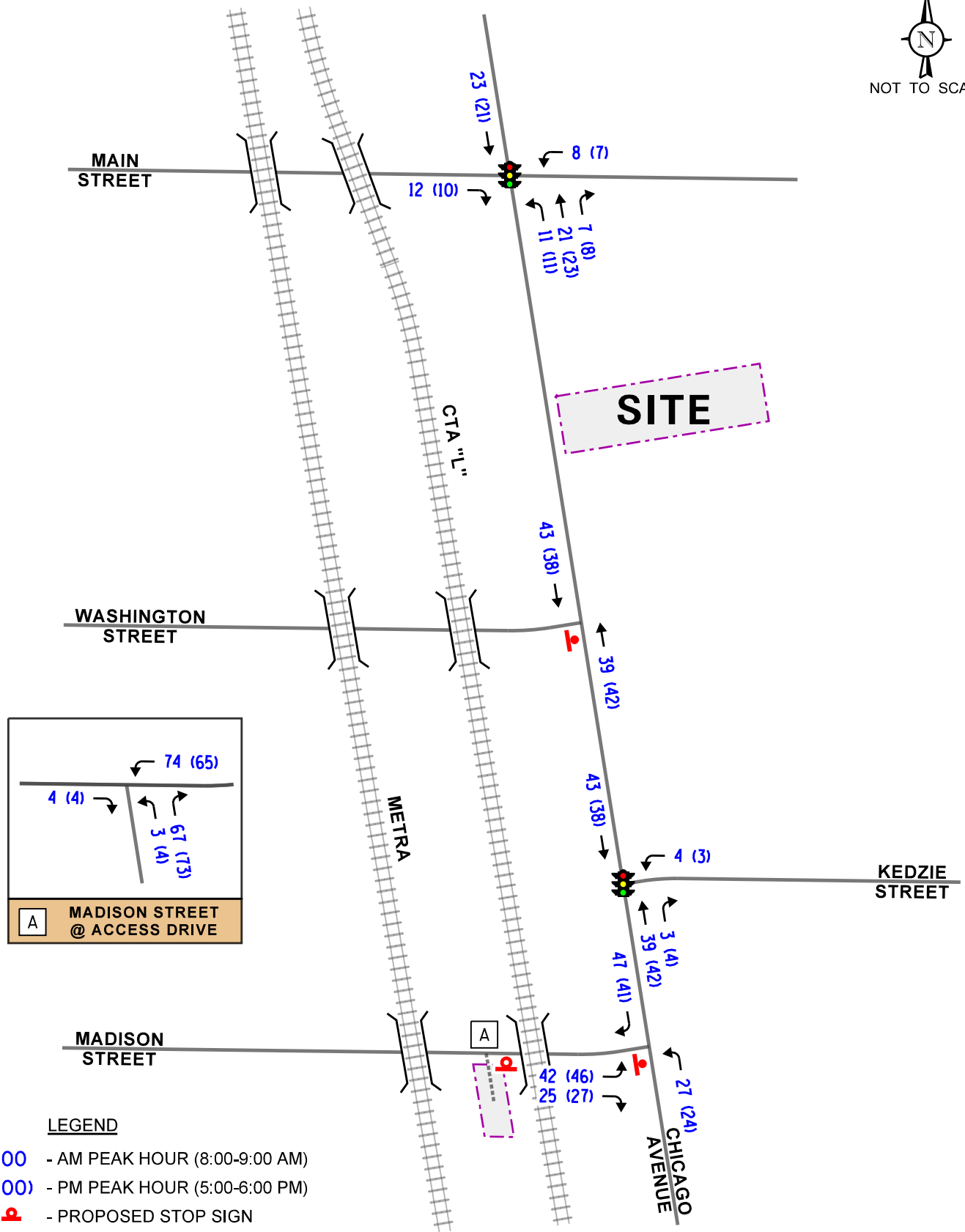
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated July 1, 2026, the existing traffic volumes were increased by an annually compounded growth rate of 0.12 percent for six years (one-year buildout plus five years) totaling approximately one percent to represent Year 2032 background (no-build) conditions. To account for pedestrian/bicycle growth, the existing volumes were increased by 10.0 percent.

The Year 2032 no-build traffic volumes are illustrated in **Figure 8**. A copy of the CMAP 2050 projections letter is included in the Appendix.

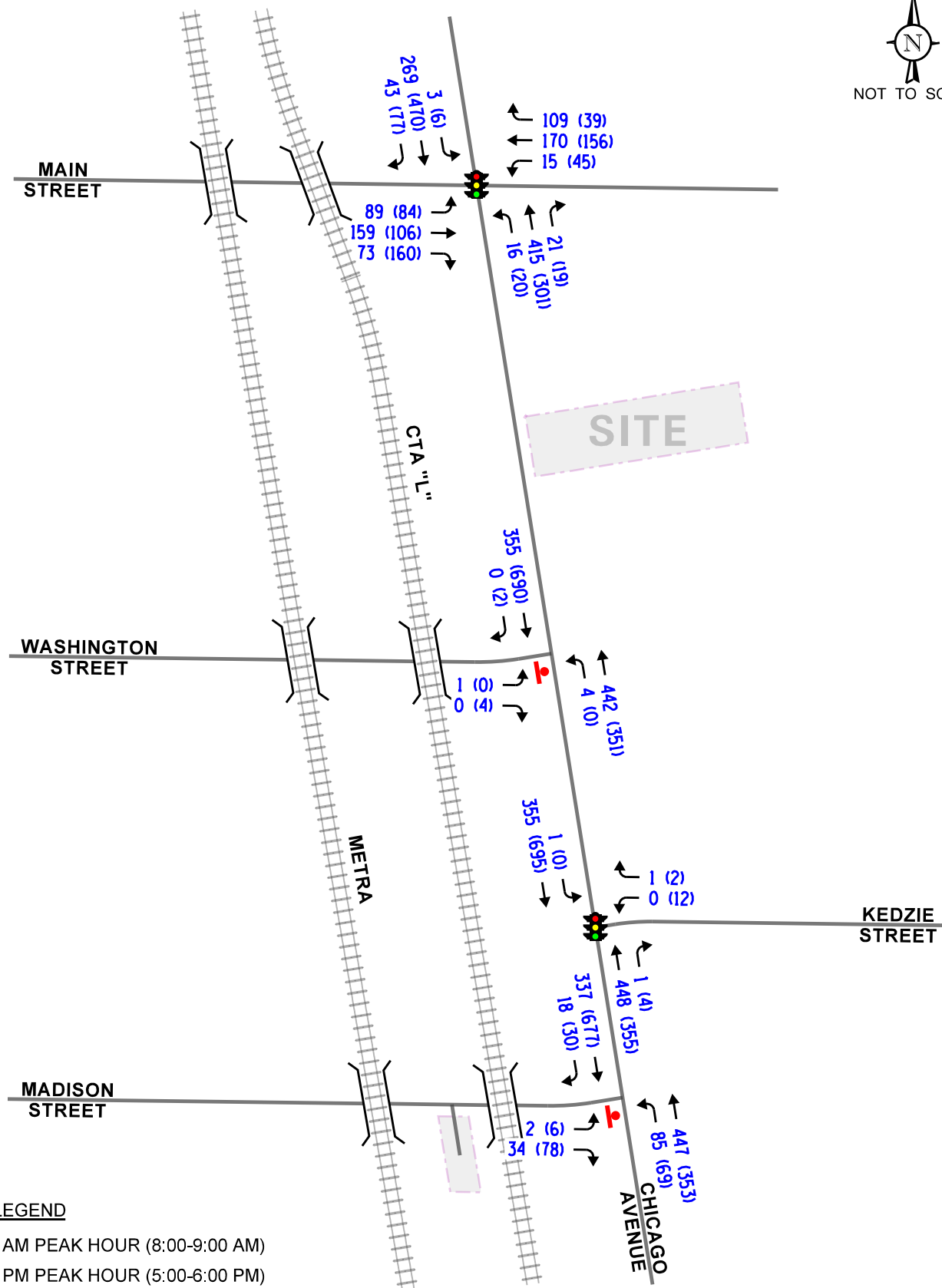
Year 2032 Total Projected Traffic Volumes

The Year 2032 total projected traffic volumes include the no-build traffic volumes (Figure 8) and the traffic estimated to be generated by the day care center (Figure 7). The Year 2032 total projected traffic volumes are illustrated in **Figure 9**.





NOT TO SCALE



Day Care Center
Evanston, Illinois

Year 2032 No-Build Traffic Volumes

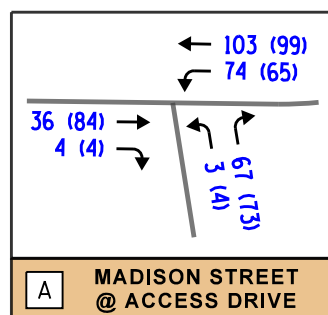


Job No: 26-204

Figure: 8

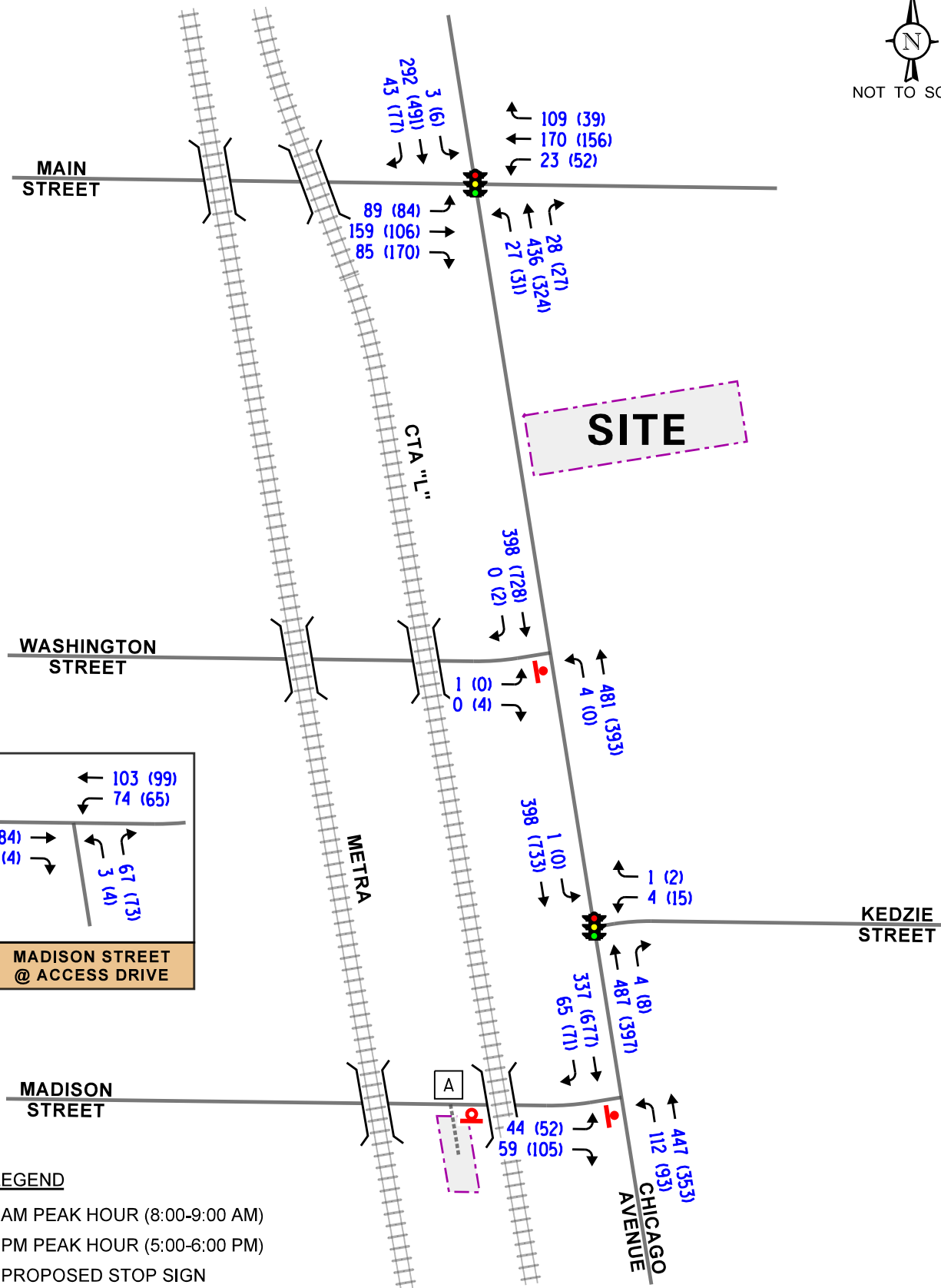


NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (5:00-6:00 PM)
-  - PROPOSED STOP SIGN



Day Care Center
Evanston, Illinois

Year 2032 Total Traffic Volumes



Job No: 26-204

Figure: 9

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2032 no-build, and Year 2032 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analyses for the traffic signal-controlled intersection was performed using field measured cycle lengths, phasings, and offsets to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 3** through **7**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
SIGNALIZED – CHICAGO AVENUE WITH MAIN STREET

Existing Conditions	Peak Hour	Eastbound	Westbound	Northbound			Southbound			Overall	
		L/T/R	L/T/R	L	T	R	L	T	R		
	Weekday Morning	B – 15.0	B – 14.2	A 9.1	C 27.3	B 16.0	A 9.0	C 21.1	B 16.6	B 19.7	
				C – 26.1			C – 20.4				
	Weekday Evening	B – 15.8	B – 13.9	A 9.5	C 22.0	B 15.9	A 8.8	C 32.6	B 17.8	C 22.1	
				C – 20.9			C – 30.3				
	Year 2032 No-Build Conditions	Weekday Morning	B – 15.1	B – 14.3	A 9.1	C 27.6	B 16.0	A 9.0	C 21.2	B 16.6	B 19.9
					C – 26.4			C – 20.5			
		Weekday Evening	B – 15.9	B – 14.0	A 9.5	C 22.1	B 16.0	A 8.8	C 33.1	B 17.9	C 22.3
					C – 21.0			C – 30.8			
Year 2032 Projected Conditions	Weekday Morning	B – 15.3	B – 14.4	A 9.3	C 29.1	B 16.1	A 9.0	C 21.8	B 16.6	C 20.4	
				C – 27.2			C – 21.1				
	Weekday Evening	B – 16.1	B – 14.1	A 9.8	C 23.0	B 16.3	A 8.8	D 36.0	B 17.8	C 23.4	
				C – 21.5			C – 33.3				
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through	R – Right Turn								

Table 4

SIGNALIZED – CHICAGO AVENUE WITH KEDZIE STREET

Existing Conditions	Peak Hour	Westbound		Northbound		Southbound		Overall	
		L	R	T	R	L	T		
	Weekday Morning	--	A 0.0	B 10.1	A 5.0	A 7.0	A 9.3	A 9.7	
		A – 0.0		B – 10.1		A – 9.2			
	Weekday Evening	C 23.6	B 17.0	A 9.0	A 4.5	--	B 13.3	B 12.0	
		C – 22.6		A – 8.9		B – 13.3			
	Year 2032 No-Build Conditions	Weekday Morning	--	A 0.0	B 10.2	A 5.0	A 7.0	A 9.3	A 9.8
			A – 0.0		B – 10.1		A – 9.3		
		Weekday Evening	C 23.6	B 17.0	A 9.0	A 4.5	--	B 13.5	B 12.1
			C – 22.6		A – 9.0		B – 13.5		
Year 2032 Projected Conditions	Weekday Morning	C 23.3	B 18.0	B 10.5	A 5.0	A 7.0	A 9.7	B 10.2	
		C – 22.2		B – 10.5		A – 9.7			
	Weekday Evening	C 23.7	B 17.0	A 9.4	A 3.9	--	B 14.3	B 12.6	
		C – 22.9		A – 9.3		B – 14.3			
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn T – Through		R – Right Turn					

Table 5

UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Chicago Avenue with Washington Street¹				
• Eastbound Approach	C	22.3	B	14.7
• Northbound Left Turn	A	8.2	A	0.0
Chicago Avenue with Madison Street¹				
• Eastbound Approach	B	11.0	C	16.0
• Northbound Left Turn	A	8.3	B	10.1
LOS = Level of Service Delay is measured in seconds.				
1 – Two-way stop control				

Table 6

UNSIGNALIZED – YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Chicago Avenue with Washington Street¹				
• Eastbound Approach	C	22.7	B	14.9
• Northbound Left Turn	A	8.3	A	0.0
Chicago Avenue with Madison Street¹				
• Eastbound Approach	B	11.1	C	16.3
• Northbound Left Turn	A	8.3	B	10.2
LOS = Level of Service Delay is measured in seconds.				
1 – Two-way stop control				

Table 7

UNSIGNALIZED – YEAR 2032 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Chicago Avenue with Washington Street¹				
• Eastbound Approach	D	25.3	C	15.8
• Northbound Left Turn	A	8.4	A	0.0
Chicago Avenue with Madison Street¹				
• Eastbound Approach	C	20.1	D	34.0
• Northbound Left Turn	A	8.6	B	10.7
Madison Street with Parking Area¹				
• Northbound Approach	A	8.8	A	9.0
• Westbound Left Turn	A	7.4	A	7.5
LOS = Level of Service Delay is measured in seconds.				
1 – Two-way stop control				

Discussion and Recommendations

The following summarizes how the intersection is projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the facility-generated traffic.

Chicago Avenue with Main Street

The results of the capacity analysis indicate that the intersection currently operates overall at Level of Service (LOS) B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. All approaches currently operate at LOS C or better during the peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The intersection is projected to operate overall at LOS C during both peak hours, with an increase in delay of approximately two seconds or less over the existing conditions.
- All approaches are projected to continue to operate at LOS C or better during the peak hours, consistent with existing conditions.

As such, this intersection is not expected to be significantly impacted by the proposed day care center, and no roadway or traffic signal modifications will be required in conjunction with the development.

Chicago Avenue with Kedzie Street

The results of the capacity analysis indicate that the intersection currently operates overall at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. All approaches currently operate at LOS C or better during the peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The intersection is projected to operate overall at LOS B during the peak hours, with increases in delay of approximately one second or less over the existing conditions.
- The approaches are projected to continue to operate at LOS C or better during the peak hours, consistent with the existing conditions.

As such, this intersection is not expected to be significantly impacted by the proposed day care center and no roadway or traffic signal modifications will be required.

Chicago Avenue with Washington Street

The results of the capacity analysis indicate that the eastbound approach from Washington Street currently operates at LOS C during the weekday morning peak hour and at LOS B during the weekday evening peak hour. The northbound left-turn movement operates at LOS A during the peak hours. Under Year 2032 no-build and total projected conditions, the intersection is projected to operate as follows:

- The eastbound approach is projected to operate at LOS D or better during the peak hours, with increases in delay of only approximately three seconds or less over the existing conditions.
- The northbound left-turn movement is projected to continue to operate at LOS A during the peak hours.

As such, this intersection is not expected to be significantly impacted by the proposed day care center and no roadway or traffic control modifications will be required.

Chicago Avenue with Madison Street

The results of the capacity analysis indicate that the eastbound approach from Madison Avenue currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. The northbound left-turn movement currently operates at LOS B or better during the peak hours. Under Year 2032 no-build conditions, the critical approaches and movements are projected to continue to operate at the current levels of service during the peak hours.

Under Year 2032 total projected conditions, the intersection is projected to operate as follows:

- The eastbound approach is projected to operate at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour.
 - The 95th percentile queues are projected to be approximately only three vehicles or less (75 feet or less) during the peak hours, which will not extend to the parking area access drive, located approximately 115 feet east of Chicago Avenue.
- The northbound left-turn movement is projected to operate at LOS B or better during the peak hours.

As such, this intersection has adequate capacity to accommodate the traffic estimated to be generated by the proposed day care center, and no roadway or traffic control modifications are required in conjunction with the proposed development.

Main Street with Parking Lot Access Drive

As proposed, approximately 16 to 20 parking spaces within this parking area between the Purple Line right-of-way and Metra right-of-way will be reserved for parent drop-off/pick-up activities for the day care center. Under Year 2032 total projected conditions, this drive is projected to operate as follows:

- The northbound approach from the parking area is projected to operate at LOS A during the peak hours.
- The westbound left-turn movement is projected to operate at LOS A during the peak hours.

As there is no stop sign currently on the northbound approach from the access drive, it is recommended that one be installed. With this improvement, this drive is projected to provide efficient access to the parking area and will adequately accommodate the traffic estimated to be generated by the proposed day care center.

Pick-Up and Drop-Off Operations Evaluation

As previously indicated, parents who drive will park in the parking area off Madison Street in reserved spaces and walk to the building to drop-off/pick-up their children.

Based on the previously described drop-off/pick-up procedures and the traffic analyses, the projected drop-off/pick-up operations will provide a safe and efficient way for parents and children to travel to the day care facility based on the following:

- The parking spaces for parents will be reserved specifically for dropping-off and picking-up their children within the parking area.
- There are numerous pedestrian accommodations within the study area along the available routes to the day care center from the parking area.
- Pedestrian crashes, per the crash data, are minimal within the study area, and as such, walking to the day care from the parking area will be a safe and efficient way for parents to drop-off and pick up their children.
- The addition of a stop sign at the parking lot access drive will improve safety at the access drive for pedestrians by having vehicles pause before leaving the parking lot.
- Parents will be reminded periodically about utilization of the reserved parking spaces within the lot.
- The estimated number of trips to the facility will equate to approximately one to two vehicles per minute during the peak hour.
 - Based on other day care facilities, it takes approximately five to seven minutes to complete drop-off/pick-up procedures.
 - Given the additional walking time from the parking area to and from the proposed facility, it is estimated that drop-off/pick-up procedures for this facility would take approximately ten minutes to complete.
 - As such, it is estimated that each parking space reserved will be able to accommodate approximately six vehicles per hour during the peak hours.
- As approximately 78 vehicle trips are estimated to be generated by the proposed day care center, and a parking space can accommodate approximately six vehicles per hour during the peak hour, approximately 16 to 20 reserved parking spaces will be required to accommodate the parking needs of the drop-off/pick-up operations.

- A number of parents are expected to utilize alternative means of transportation to access the facility given the variety of means within the immediate area of the facility, reducing the number of vehicle trips to the facility.

As such, the proposed operations of the facility and approximately 16 to 20 reserved parking spaces will adequately accommodate drop-off and pick-up activities.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing building at 831 Chicago Avenue will be utilized for a proposed day care facility totaling approximately 19,357 square feet.
- Parking for the parents to drop off/pick up their children by vehicle will be provided off-site at the parking lot located in the southwest corner of the intersection of Main Street with Madison Street.
- The existing roadway will be able to accommodate the increase in traffic generated by the day care center.
- The proposed parking area will provide adequate facilities to accommodate the child drop-off/pick-up procedures.
- The existing pedestrian infrastructure will provide for a safe and efficient drop-off/pick-up system for children and parents based on:
 - Multiple marked crosswalks and pedestrian countdown times at signalized intersections.
 - Paved sidewalks within the study area between the day care center and the parking lot.
 - Presence of other pedestrians within the study area.
 - Adequate number of reserved parking spaces to accommodate drop-off/pick-up activities.

Appendix

Traffic Count Summary Sheets

Census Data

ITE Trip Generation Sheets

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Main Street
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	Main St Eastbound						main st Westbound						Chicago Ave Northbound						Chicago Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	7	16	10	3	33	0	1	28	12	0	41	0	5	57	2	12	64	0	1	49	0	7	50	188
7:15 AM	0	8	20	16	8	44	0	2	39	12	11	53	0	5	76	1	30	82	0	1	57	4	10	62	241
7:30 AM	0	19	25	18	7	62	0	1	36	16	6	53	0	4	81	3	19	88	0	1	64	5	9	70	273
7:45 AM	0	21	34	32	7	87	0	2	37	19	7	58	0	12	82	5	33	99	0	4	60	10	8	74	318
Hourly Total	0	55	95	76	25	226	0	6	140	59	24	205	0	26	296	11	94	333	0	7	230	19	34	256	1020
8:00 AM	0	18	48	22	6	88	0	4	32	27	9	63	0	10	114	4	21	128	0	0	71	11	10	82	361
8:15 AM	0	23	40	17	13	80	0	4	46	31	7	81	0	4	88	5	32	97	0	0	56	10	16	66	324
8:30 AM	0	29	39	13	7	81	0	3	43	27	9	73	0	0	120	7	16	127	0	2	59	16	9	77	358
8:45 AM	0	20	33	20	10	73	0	4	52	26	22	82	0	2	97	5	30	104	0	1	82	8	7	91	350
Hourly Total	0	90	160	72	36	322	0	15	173	111	47	299	0	16	419	21	99	456	0	3	268	45	42	316	1393
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	31	24	15	72	0	3	51	18	23	72	0	9	72	2	18	83	0	2	103	23	24	128	355
4:15 PM	0	12	33	35	10	80	0	4	33	6	21	43	0	2	74	3	22	79	0	1	135	18	24	154	356
4:30 PM	0	24	42	36	23	102	0	4	33	9	19	46	0	4	83	6	24	93	0	2	124	17	28	143	384
4:45 PM	0	23	27	46	19	96	0	5	29	16	18	50	0	5	78	6	25	89	0	2	133	19	25	154	389
Hourly Total	0	76	133	141	67	350	0	16	146	49	81	211	0	20	307	17	89	344	0	7	495	77	101	579	1484
5:00 PM	0	16	19	34	24	69	0	12	42	10	14	64	0	4	70	2	31	76	0	1	124	17	22	142	351
5:15 PM	0	16	28	46	27	90	0	9	53	11	12	73	0	5	71	7	25	83	0	1	125	20	23	146	392
5:30 PM	0	21	35	33	12	89	0	10	37	10	31	57	0	4	76	5	34	85	0	3	111	19	14	133	364
5:45 PM	0	31	29	45	12	105	0	14	27	10	21	51	0	7	85	5	33	97	0	1	122	22	22	145	398
Hourly Total	0	84	111	158	75	353	0	45	159	41	78	245	0	20	302	19	123	341	0	6	482	78	81	566	1505
Grand Total	0	305	499	447	203	1251	0	82	618	260	230	960	0	82	1324	68	405	1474	0	23	1475	219	258	1717	5402
Approach %	0.0	24.4	39.9	35.7	-	-	0.0	8.5	64.4	27.1	-	-	0.0	5.6	89.8	4.6	-	-	0.0	1.3	85.9	12.8	-	-	-
Total %	0.0	5.6	9.2	8.3	-	23.2	0.0	1.5	11.4	4.8	-	17.8	0.0	1.5	24.5	1.3	-	27.3	0.0	0.4	27.3	4.1	-	31.8	-
Lights	0	296	476	440	-	1212	0	81	581	249	-	911	0	81	1248	67	-	1396	0	21	1387	211	-	1619	5138
% Lights	-	97.0	95.4	98.4	-	96.9	-	98.8	94.0	95.8	-	94.9	-	98.8	94.3	98.5	-	94.7	-	91.3	94.0	96.3	-	94.3	95.1
Buses	0	1	2	1	-	4	0	0	14	2	-	16	0	0	29	0	-	29	0	0	32	0	-	32	81
% Buses	-	0.3	0.4	0.2	-	0.3	-	0.0	2.3	0.8	-	1.7	-	0.0	2.2	0.0	-	2.0	-	0.0	2.2	0.0	-	1.9	1.5
Single-Unit Trucks	0	2	6	5	-	13	0	1	5	3	-	9	0	0	20	1	-	21	0	1	17	3	-	21	64
% Single-Unit Trucks	-	0.7	1.2	1.1	-	1.0	-	1.2	0.8	1.2	-	0.9	-	0.0	1.5	1.5	-	1.4	-	4.3	1.2	1.4	-	1.2	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	1	1	-	2	0	0	5	0	-	5	0	0	5	0	-	5	12
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.4	-	0.2	-	0.0	0.4	0.0	-	0.3	-	0.0	0.3	0.0	-	0.3	0.2
Bicycles on Road	0	6	15	1	-	22	0	0	17	5	-	22	0	1	22	0	-	23	0	1	34	5	-	40	107

% Bicycles on Road	-	2.0	3.0	0.2	-	1.8	-	0.0	2.8	1.9	-	2.3	-	1.2	1.7	0.0	-	1.6	-	4.3	2.3	2.3	-	2.3	2.0
Pedestrians	-	-	-	-	203	-	-	-	-	-	230	-	-	-	-	-	405	-	-	-	-	-	258	-	-
% 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 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Main Street
Site Code:
Start Date: 06/23/2026
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Main St Eastbound						main st Westbound						Chicago Ave Northbound						Chicago Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	18	48	22	6	88	0	4	32	27	9	63	0	10	114	4	21	128	0	0	71	11	10	82	361
8:15 AM	0	23	40	17	13	80	0	4	46	31	7	81	0	4	88	5	32	97	0	0	56	10	16	66	324
8:30 AM	0	29	39	13	7	81	0	3	43	27	9	73	0	0	120	7	16	127	0	2	59	16	9	77	358
8:45 AM	0	20	33	20	10	73	0	4	52	26	22	82	0	2	97	5	30	104	0	1	82	8	7	91	350
Total	0	90	160	72	36	322	0	15	173	111	47	299	0	16	419	21	99	456	0	3	268	45	42	316	1393
Approach %	0.0	28.0	49.7	22.4	-	-	0.0	5.0	57.9	37.1	-	-	0.0	3.5	91.9	4.6	-	-	0.0	0.9	84.8	14.2	-	-	-
Total %	0.0	6.5	11.5	5.2	-	23.1	0.0	1.1	12.4	8.0	-	21.5	0.0	1.1	30.1	1.5	-	32.7	0.0	0.2	19.2	3.2	-	22.7	-
PHF	0.000	0.776	0.833	0.818	-	0.915	0.000	0.938	0.832	0.895	-	0.912	0.000	0.400	0.873	0.750	-	0.891	0.000	0.375	0.817	0.703	-	0.868	0.965
Lights	0	87	151	71	-	309	0	15	156	104	-	275	0	16	396	21	-	433	0	2	248	42	-	292	1309
% Lights	-	96.7	94.4	98.6	-	96.0	-	100.0	90.2	93.7	-	92.0	-	100.0	94.5	100.0	-	95.0	-	66.7	92.5	93.3	-	92.4	94.0
Buses	0	1	2	1	-	4	0	0	10	2	-	12	0	0	7	0	-	7	0	0	6	0	-	6	29
% Buses	-	1.1	1.3	1.4	-	1.2	-	0.0	5.8	1.8	-	4.0	-	0.0	1.7	0.0	-	1.5	-	0.0	2.2	0.0	-	1.9	2.1
Single-Unit Trucks	0	0	4	0	-	4	0	0	1	1	-	2	0	0	7	0	-	7	0	1	8	1	-	10	23
% Single-Unit Trucks	-	0.0	2.5	0.0	-	1.2	-	0.0	0.6	0.9	-	0.7	-	0.0	1.7	0.0	-	1.5	-	33.3	3.0	2.2	-	3.2	1.7
Articulated Trucks	0	0	0	0	-	0	0	0	1	1	-	2	0	0	1	0	-	1	0	0	4	0	-	4	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.9	-	0.7	-	0.0	0.2	0.0	-	0.2	-	0.0	1.5	0.0	-	1.3	0.5
Bicycles on Road	0	2	3	0	-	5	0	0	5	3	-	8	0	0	8	0	-	8	0	0	2	2	-	4	25
% Bicycles on Road	-	2.2	1.9	0.0	-	1.6	-	0.0	2.9	2.7	-	2.7	-	0.0	1.9	0.0	-	1.8	-	0.0	0.7	4.4	-	1.3	1.8
Pedestrians	-	-	-	-	36	-	-	-	-	-	47	-	-	-	-	-	99	-	-	-	-	-	42	-	-
% 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 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Main Street
Site Code:
Start Date: 06/23/2026
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Main St Eastbound						main st Westbound						Chicago Ave Northbound						Chicago Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	16	19	34	24	69	0	12	42	10	14	64	0	4	70	2	31	76	0	1	124	17	22	142	351
5:15 PM	0	16	28	46	27	90	0	9	53	11	12	73	0	5	71	7	25	83	0	1	125	20	23	146	392
5:30 PM	0	21	35	33	12	89	0	10	37	10	31	57	0	4	76	5	34	85	0	3	111	19	14	133	364
5:45 PM	0	31	29	45	12	105	0	14	27	10	21	51	0	7	85	5	33	97	0	1	122	22	22	145	398
Total	0	84	111	158	75	353	0	45	159	41	78	245	0	20	302	19	123	341	0	6	482	78	81	566	1505
Approach %	0.0	23.8	31.4	44.8	-	-	0.0	18.4	64.9	16.7	-	-	0.0	5.9	88.6	5.6	-	-	0.0	1.1	85.2	13.8	-	-	-
Total %	0.0	5.6	7.4	10.5	-	23.5	0.0	3.0	10.6	2.7	-	16.3	0.0	1.3	20.1	1.3	-	22.7	0.0	0.4	32.0	5.2	-	37.6	-
PHF	0.000	0.677	0.793	0.859	-	0.840	0.000	0.804	0.750	0.932	-	0.839	0.000	0.714	0.888	0.679	-	0.879	0.000	0.500	0.964	0.886	-	0.969	0.945
Lights	0	83	105	158	-	346	0	44	152	39	-	235	0	20	286	19	-	325	0	6	456	76	-	538	1444
% Lights	-	98.8	94.6	100.0	-	98.0	-	97.8	95.6	95.1	-	95.9	-	100.0	94.7	100.0	-	95.3	-	100.0	94.6	97.4	-	95.1	95.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	7	0	-	7	0	0	8	0	-	8	15
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	0.0	-	2.1	-	0.0	1.7	0.0	-	1.4	1.0
Single-Unit Trucks	0	0	0	0	-	0	0	1	2	0	-	3	0	0	4	0	-	4	0	0	1	0	-	1	8
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	2.2	1.3	0.0	-	1.2	-	0.0	1.3	0.0	-	1.2	-	0.0	0.2	0.0	-	0.2	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	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	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	6	0	-	7	0	0	5	2	-	7	0	0	4	0	-	4	0	0	17	2	-	19	37
% Bicycles on Road	-	1.2	5.4	0.0	-	2.0	-	0.0	3.1	4.9	-	2.9	-	0.0	1.3	0.0	-	1.2	-	0.0	3.5	2.6	-	3.4	2.5
Pedestrians	-	-	-	-	75	-	-	-	-	-	78	-	-	-	-	-	123	-	-	-	-	-	81	-	-
% 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 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Kedzie
Street
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	Kedzie Ave Westbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
6:30 AM	0	0	0	2	0	0	55	1	4	56	0	2	43	1	45	101
6:45 AM	0	2	0	5	2	0	66	2	12	68	0	0	49	13	49	119
Hourly Total	0	2	0	7	2	0	121	3	16	124	0	2	92	14	94	220
7:00 AM	0	1	0	5	1	0	64	1	6	65	0	0	61	3	61	127
7:15 AM	0	0	0	2	0	0	89	0	5	89	0	0	69	16	69	158
7:30 AM	0	1	0	9	1	0	85	0	3	85	0	0	84	2	84	170
7:45 AM	0	0	2	12	2	0	110	2	17	112	0	0	94	10	94	208
Hourly Total	0	2	2	28	4	0	348	3	31	351	0	0	308	31	308	663
8:00 AM	0	0	0	4	0	0	115	0	15	115	0	0	97	4	97	212
8:15 AM	0	0	1	6	1	0	111	3	9	114	0	0	78	7	78	193
8:30 AM	0	0	0	4	0	0	114	0	16	114	0	1	73	0	74	188
8:45 AM	0	0	0	17	0	0	111	5	6	116	0	1	105	6	106	222
Hourly Total	0	0	1	31	1	0	451	8	46	459	0	2	353	17	355	815
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	0	15	1	0	79	1	9	80	0	1	124	8	125	206
4:15 PM	0	0	0	20	0	0	83	1	13	84	0	0	154	7	154	238
4:30 PM	0	5	3	14	8	0	97	1	11	98	0	0	156	6	156	262
4:45 PM	0	2	3	21	5	0	73	3	11	76	0	0	162	7	162	243
Hourly Total	0	8	6	70	14	0	332	6	44	338	0	1	596	28	597	949
5:00 PM	0	6	0	19	6	0	92	0	17	92	0	0	181	7	181	279
5:15 PM	0	6	0	20	6	0	83	2	18	85	0	0	185	4	185	276
5:30 PM	0	2	1	13	3	0	84	2	28	86	0	0	158	11	158	247
5:45 PM	0	4	1	27	5	0	105	0	19	105	0	0	166	6	166	276
Hourly Total	0	18	2	79	20	0	364	4	82	368	0	0	690	28	690	1078
6:00 PM	0	5	4	24	9	0	97	1	31	98	0	0	179	8	179	286
6:15 PM	0	1	1	34	2	0	73	6	16	79	0	1	164	8	165	246
Grand Total	0	36	16	273	52	0	1786	31	266	1817	0	6	2382	134	2388	4257
Approach %	0.0	69.2	30.8	-	-	0.0	98.3	1.7	-	-	0.0	0.3	99.7	-	-	-
Total %	0.0	0.8	0.4	-	1.2	0.0	42.0	0.7	-	42.7	0.0	0.1	56.0	-	56.1	-
Lights	0	22	14	-	36	0	1685	19	-	1704	0	4	2292	-	2296	4036
% Lights	-	61.1	87.5	-	69.2	-	94.3	61.3	-	93.8	-	66.7	96.2	-	96.1	94.8
Buses	0	0	0	-	0	0	33	0	-	33	0	0	35	-	35	68
% Buses	-	0.0	0.0	-	0.0	-	1.8	0.0	-	1.8	-	0.0	1.5	-	1.5	1.6
Single-Unit Trucks	0	1	2	-	3	0	23	2	-	25	0	0	24	-	24	52
% Single-Unit Trucks	-	2.8	12.5	-	5.8	-	1.3	6.5	-	1.4	-	0.0	1.0	-	1.0	1.2
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	0	7	-	7	12

% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	-	0.0	0.3	-	0.3	0.3
Bicycles on Road	0	13	0	-	13	0	40	10	-	50	0	2	24	-	26	89
% Bicycles on Road	-	36.1	0.0	-	25.0	-	2.2	32.3	-	2.8	-	33.3	1.0	-	1.1	2.1
Pedestrians	-	-	-	273	-	-	-	-	266	-	-	-	-	134	-	-
% 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 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Kedzie
Street
Site Code:
Start Date: 06/23/2026
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Kedzie Ave Westbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
8:00 AM	0	0	0	4	0	0	115	0	15	115	0	0	97	4	97	212
8:15 AM	0	0	1	6	1	0	111	3	9	114	0	0	78	7	78	193
8:30 AM	0	0	0	4	0	0	114	0	16	114	0	1	73	0	74	188
8:45 AM	0	0	0	17	0	0	111	5	6	116	0	1	105	6	106	222
Total	0	0	1	31	1	0	451	8	46	459	0	2	353	17	355	815
Approach %	0.0	0.0	100.0	-	-	0.0	98.3	1.7	-	-	0.0	0.6	99.4	-	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	55.3	1.0	-	56.3	0.0	0.2	43.3	-	43.6	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.980	0.400	-	0.989	0.000	0.500	0.840	-	0.837	0.918
Lights	0	0	1	-	1	0	426	0	-	426	0	1	331	-	332	759
% Lights	-	-	100.0	-	100.0	-	94.5	0.0	-	92.8	-	50.0	93.8	-	93.5	93.1
Buses	0	0	0	-	0	0	8	0	-	8	0	0	7	-	7	15
% Buses	-	-	0.0	-	0.0	-	1.8	0.0	-	1.7	-	0.0	2.0	-	2.0	1.8
Single-Unit Trucks	0	0	0	-	0	0	7	1	-	8	0	0	9	-	9	17
% Single-Unit Trucks	-	-	0.0	-	0.0	-	1.6	12.5	-	1.7	-	0.0	2.5	-	2.5	2.1
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	4	-	4	6
% Articulated Trucks	-	-	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	1.1	-	1.1	0.7
Bicycles on Road	0	0	0	-	0	0	8	7	-	15	0	1	2	-	3	18
% Bicycles on Road	-	-	0.0	-	0.0	-	1.8	87.5	-	3.3	-	50.0	0.6	-	0.8	2.2
Pedestrians	-	-	-	31	-	-	-	-	46	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Kedzie
Street
Site Code:
Start Date: 06/23/2026
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Kedzie Ave Westbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
5:00 PM	0	6	0	19	6	0	92	0	17	92	0	0	181	7	181	279
5:15 PM	0	6	0	20	6	0	83	2	18	85	0	0	185	4	185	276
5:30 PM	0	2	1	13	3	0	84	2	28	86	0	0	158	11	158	247
5:45 PM	0	4	1	27	5	0	105	0	19	105	0	0	166	6	166	276
Total	0	18	2	79	20	0	364	4	82	368	0	0	690	28	690	1078
Approach %	0.0	90.0	10.0	-	-	0.0	98.9	1.1	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	1.7	0.2	-	1.9	0.0	33.8	0.4	-	34.1	0.0	0.0	64.0	-	64.0	-
PHF	0.000	0.750	0.500	-	0.833	0.000	0.867	0.500	-	0.876	0.000	0.000	0.932	-	0.932	0.966
Lights	0	12	2	-	14	0	341	4	-	345	0	0	677	-	677	1036
% Lights	-	66.7	100.0	-	70.0	-	93.7	100.0	-	93.8	-	-	98.1	-	98.1	96.1
Buses	0	0	0	-	0	0	7	0	-	7	0	0	8	-	8	15
% Buses	-	0.0	0.0	-	0.0	-	1.9	0.0	-	1.9	-	-	1.2	-	1.2	1.4
Single-Unit Trucks	0	0	0	-	0	0	3	0	-	3	0	0	2	-	2	5
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.8	-	-	0.3	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.1	-	0.1	0.1
Bicycles on Road	0	6	0	-	6	0	13	0	-	13	0	0	2	-	2	21
% Bicycles on Road	-	33.3	0.0	-	30.0	-	3.6	0.0	-	3.5	-	-	0.3	-	0.3	1.9
Pedestrians	-	-	-	79	-	-	-	-	82	-	-	-	-	28	-	-
% 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 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Washington
Street
Site Code:
Start Date: 06/23/2026
Page No: 1

Turning Movement Data

Start Time	Washington St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	1	11	1	0	0	64	3	64	0	63	1	0	64	129
7:15 AM	0	0	1	22	1	0	0	90	6	90	0	69	0	2	69	160
7:30 AM	0	0	0	6	0	1	0	84	1	85	0	82	1	0	83	168
7:45 AM	0	0	0	6	0	0	1	112	3	113	0	101	0	0	101	214
Hourly Total	0	0	2	45	2	1	1	350	13	352	0	315	2	2	317	671
8:00 AM	0	1	0	12	1	1	1	112	4	114	0	94	0	4	94	209
8:15 AM	0	0	0	11	0	0	0	114	2	114	0	79	0	1	79	193
8:30 AM	0	0	1	4	1	0	2	113	3	115	0	80	0	0	80	196
8:45 AM	0	0	0	13	0	0	0	110	4	110	0	100	0	1	100	210
Hourly Total	0	1	1	40	2	1	3	449	13	453	0	353	0	6	353	808
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	14	1	0	0	79	3	79	0	142	0	0	142	222
4:15 PM	0	0	0	16	0	0	0	83	5	83	0	162	0	4	162	245
4:30 PM	0	0	0	12	0	0	0	99	2	99	0	160	0	1	160	259
4:45 PM	0	0	0	15	0	0	0	79	1	79	0	168	0	4	168	247
Hourly Total	0	0	1	57	1	0	0	340	11	340	0	632	0	9	632	973
5:00 PM	0	0	0	17	0	0	0	89	3	89	0	174	1	7	175	264
5:15 PM	0	0	4	12	4	0	0	84	1	84	0	193	3	1	196	284
5:30 PM	0	0	0	19	0	0	0	86	2	86	0	158	0	3	158	244
5:45 PM	0	0	0	26	0	0	0	104	2	104	0	176	0	6	176	280
Hourly Total	0	0	4	74	4	0	0	363	8	363	0	701	4	17	705	1072
Grand Total	0	1	8	216	9	2	4	1502	45	1508	0	2001	6	34	2007	3524
Approach %	0.0	11.1	88.9	-	-	0.1	0.3	99.6	-	-	0.0	99.7	0.3	-	-	-
Total %	0.0	0.0	0.2	-	0.3	0.1	0.1	42.6	-	42.8	0.0	56.8	0.2	-	57.0	-
Lights	0	0	4	-	4	2	3	1406	-	1411	0	1902	3	-	1905	3320
% Lights	-	0.0	50.0	-	44.4	100.0	75.0	93.6	-	93.6	-	95.1	50.0	-	94.9	94.2
Buses	0	0	0	-	0	0	0	29	-	29	0	31	0	-	31	60
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.9	-	1.9	-	1.5	0.0	-	1.5	1.7
Single-Unit Trucks	0	1	1	-	2	0	1	19	-	20	0	25	1	-	26	48
% Single-Unit Trucks	-	100.0	12.5	-	22.2	0.0	25.0	1.3	-	1.3	-	1.2	16.7	-	1.3	1.4
Articulated Trucks	0	0	0	-	0	0	0	5	-	5	0	6	0	-	6	11
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.3	-	0.3	0.0	-	0.3	0.3
Bicycles on Road	0	0	3	-	3	0	0	43	-	43	0	37	2	-	39	85
% Bicycles on Road	-	0.0	37.5	-	33.3	0.0	0.0	2.9	-	2.9	-	1.8	33.3	-	1.9	2.4
Pedestrians	-	-	-	216	-	-	-	-	45	-	-	-	-	34	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Site Code:
Start Date: 06/23/2026
Page No: 2

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Washington St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
8:00 AM	0	1	0	12	1	1	1	112	4	114	0	94	0	4	94	209
8:15 AM	0	0	0	11	0	0	0	114	2	114	0	79	0	1	79	193
8:30 AM	0	0	1	4	1	0	2	113	3	115	0	80	0	0	80	196
8:45 AM	0	0	0	13	0	0	0	110	4	110	0	100	0	1	100	210
Total	0	1	1	40	2	1	3	449	13	453	0	353	0	6	353	808
Approach %	0.0	50.0	50.0	-	-	0.2	0.7	99.1	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.1	0.1	-	0.2	0.1	0.4	55.6	-	56.1	0.0	43.7	0.0	-	43.7	-
PHF	0.000	0.250	0.250	-	0.500	0.250	0.375	0.985	-	0.985	0.000	0.883	0.000	-	0.883	0.962
Lights	0	0	0	-	0	1	3	422	-	426	0	333	0	-	333	759
% Lights	-	0.0	0.0	-	0.0	100.0	100.0	94.0	-	94.0	-	94.3	-	-	94.3	93.9
Buses	0	0	0	-	0	0	0	8	-	8	0	7	0	-	7	15
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.8	-	1.8	-	2.0	-	-	2.0	1.9
Single-Unit Trucks	0	1	0	-	1	0	0	6	-	6	0	7	0	-	7	14
% Single-Unit Trucks	-	100.0	0.0	-	50.0	0.0	0.0	1.3	-	1.3	-	2.0	-	-	2.0	1.7
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	4	0	-	4	6
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.4	-	0.4	-	1.1	-	-	1.1	0.7
Bicycles on Road	0	0	1	-	1	0	0	11	-	11	0	2	0	-	2	14
% Bicycles on Road	-	0.0	100.0	-	50.0	0.0	0.0	2.4	-	2.4	-	0.6	-	-	0.6	1.7
Pedestrians	-	-	-	40	-	-	-	-	13	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Washington
Street
Site Code:
Start Date: 06/23/2026
Page No: 3

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Washington St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
5:00 PM	0	0	0	17	0	0	0	89	3	89	0	174	1	7	175	264
5:15 PM	0	0	4	12	4	0	0	84	1	84	0	193	3	1	196	284
5:30 PM	0	0	0	19	0	0	0	86	2	86	0	158	0	3	158	244
5:45 PM	0	0	0	26	0	0	0	104	2	104	0	176	0	6	176	280
Total	0	0	4	74	4	0	0	363	8	363	0	701	4	17	705	1072
Approach %	0.0	0.0	100.0	-	-	0.0	0.0	100.0	-	-	0.0	99.4	0.6	-	-	-
Total %	0.0	0.0	0.4	-	0.4	0.0	0.0	33.9	-	33.9	0.0	65.4	0.4	-	65.8	-
PHF	0.000	0.000	0.250	-	0.250	0.000	0.000	0.873	-	0.873	0.000	0.908	0.333	-	0.899	0.944
Lights	0	0	4	-	4	0	0	339	-	339	0	672	2	-	674	1017
% Lights	-	-	100.0	-	100.0	-	-	93.4	-	93.4	-	95.9	50.0	-	95.6	94.9
Buses	0	0	0	-	0	0	0	7	-	7	0	8	0	-	8	15
% Buses	-	-	0.0	-	0.0	-	-	1.9	-	1.9	-	1.1	0.0	-	1.1	1.4
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	3	0	-	3	5
% Single-Unit Trucks	-	-	0.0	-	0.0	-	-	0.6	-	0.6	-	0.4	0.0	-	0.4	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	15	-	15	0	18	2	-	20	35
% Bicycles on Road	-	-	0.0	-	0.0	-	-	4.1	-	4.1	-	2.6	50.0	-	2.8	3.3
Pedestrians	-	-	-	74	-	-	-	-	8	-	-	-	-	17	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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(847)518-9990 kpachowicz@kloainc.com

Count Name: Chicago Avenue with Madison
Street
Site Code:
Start Date: 06/23/2026
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Turning Movement Data

Start Time	Madison St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	4	2	0	6	0	12	62	0	74	0	54	6	2	60	140
7:15 AM	0	1	6	1	7	1	19	79	3	99	0	71	2	2	73	179
7:30 AM	0	2	10	2	12	0	19	90	0	109	0	70	5	1	75	196
7:45 AM	0	1	2	1	3	0	32	105	0	137	0	93	6	2	99	239
Hourly Total	0	8	20	4	28	1	82	336	3	419	0	288	19	7	307	754
8:00 AM	0	1	12	3	13	0	18	119	0	137	0	87	5	3	92	242
8:15 AM	0	1	3	5	4	1	22	105	1	128	0	72	5	3	77	209
8:30 AM	0	1	7	0	8	0	21	121	1	142	0	74	4	3	78	228
8:45 AM	0	1	12	3	13	0	22	109	1	131	0	88	5	7	93	237
Hourly Total	0	4	34	11	38	1	83	454	3	538	0	321	19	16	340	916
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	15	4	18	0	19	83	2	102	0	125	9	6	134	254
4:15 PM	0	3	17	7	20	0	24	81	0	105	0	158	10	1	168	293
4:30 PM	0	3	18	1	21	0	16	95	0	111	0	155	7	1	162	294
4:45 PM	0	2	15	3	17	0	22	81	2	103	0	173	12	1	185	305
Hourly Total	0	11	65	15	76	0	81	340	4	421	0	611	38	9	649	1146
5:00 PM	0	1	20	8	21	0	20	81	0	101	0	166	4	0	170	292
5:15 PM	0	1	12	2	13	0	17	86	0	103	0	186	9	0	195	311
5:30 PM	0	2	24	5	26	0	15	85	2	100	0	157	12	1	169	295
5:45 PM	0	2	21	8	23	0	17	99	2	116	0	164	8	3	172	311
Hourly Total	0	6	77	23	83	0	69	351	4	420	0	673	33	4	706	1209
Grand Total	0	29	196	53	225	2	315	1481	14	1798	0	1893	109	36	2002	4025
Approach %	0.0	12.9	87.1	-	-	0.1	17.5	82.4	-	-	0.0	94.6	5.4	-	-	-
Total %	0.0	0.7	4.9	-	5.6	0.0	7.8	36.8	-	44.7	0.0	47.0	2.7	-	49.7	-
Lights	0	20	185	-	205	2	304	1391	-	1697	0	1806	94	-	1900	3802
% Lights	-	69.0	94.4	-	91.1	100.0	96.5	93.9	-	94.4	-	95.4	86.2	-	94.9	94.5
Buses	0	0	0	-	0	0	3	29	-	32	0	29	0	-	29	61
% Buses	-	0.0	0.0	-	0.0	0.0	1.0	2.0	-	1.8	-	1.5	0.0	-	1.4	1.5
Single-Unit Trucks	0	5	3	-	8	0	5	15	-	20	0	22	1	-	23	51
% Single-Unit Trucks	-	17.2	1.5	-	3.6	0.0	1.6	1.0	-	1.1	-	1.2	0.9	-	1.1	1.3
Articulated Trucks	0	0	1	-	1	0	0	4	-	4	0	3	0	-	3	8
% Articulated Trucks	-	0.0	0.5	-	0.4	0.0	0.0	0.3	-	0.2	-	0.2	0.0	-	0.1	0.2
Bicycles on Road	0	4	7	-	11	0	3	42	-	45	0	33	14	-	47	103
% Bicycles on Road	-	13.8	3.6	-	4.9	0.0	1.0	2.8	-	2.5	-	1.7	12.8	-	2.3	2.6
Pedestrians	-	-	-	53	-	-	-	-	14	-	-	-	-	36	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Street
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Page No: 2

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Madison St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
8:00 AM	0	1	12	3	13	0	18	119	0	137	0	87	5	3	92	242
8:15 AM	0	1	3	5	4	1	22	105	1	128	0	72	5	3	77	209
8:30 AM	0	1	7	0	8	0	21	121	1	142	0	74	4	3	78	228
8:45 AM	0	1	12	3	13	0	22	109	1	131	0	88	5	7	93	237
Total	0	4	34	11	38	1	83	454	3	538	0	321	19	16	340	916
Approach %	0.0	10.5	89.5	-	-	0.2	15.4	84.4	-	-	0.0	94.4	5.6	-	-	-
Total %	0.0	0.4	3.7	-	4.1	0.1	9.1	49.6	-	58.7	0.0	35.0	2.1	-	37.1	-
PHF	0.000	1.000	0.708	-	0.731	0.250	0.943	0.938	-	0.947	0.000	0.912	0.950	-	0.914	0.946
Lights	0	1	34	-	35	1	81	428	-	510	0	303	18	-	321	866
% Lights	-	25.0	100.0	-	92.1	100.0	97.6	94.3	-	94.8	-	94.4	94.7	-	94.4	94.5
Buses	0	0	0	-	0	0	1	7	-	8	0	7	0	-	7	15
% Buses	-	0.0	0.0	-	0.0	0.0	1.2	1.5	-	1.5	-	2.2	0.0	-	2.1	1.6
Single-Unit Trucks	0	1	0	-	1	0	1	7	-	8	0	9	0	-	9	18
% Single-Unit Trucks	-	25.0	0.0	-	2.6	0.0	1.2	1.5	-	1.5	-	2.8	0.0	-	2.6	2.0
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.2	-	0.2	-	0.3	0.0	-	0.3	0.2
Bicycles on Road	0	2	0	-	2	0	0	11	-	11	0	1	1	-	2	15
% Bicycles on Road	-	50.0	0.0	-	5.3	0.0	0.0	2.4	-	2.0	-	0.3	5.3	-	0.6	1.6
Pedestrians	-	-	-	11	-	-	-	-	3	-	-	-	-	16	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data (5:00 PM)

Start Time	Madison St Eastbound					Chicago Ave Northbound					Chicago Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
5:00 PM	0	1	20	8	21	0	20	81	0	101	0	166	4	0	170	292
5:15 PM	0	1	12	2	13	0	17	86	0	103	0	186	9	0	195	311
5:30 PM	0	2	24	5	26	0	15	85	2	100	0	157	12	1	169	295
5:45 PM	0	2	21	8	23	0	17	99	2	116	0	164	8	3	172	311
Total	0	6	77	23	83	0	69	351	4	420	0	673	33	4	706	1209
Approach %	0.0	7.2	92.8	-	-	0.0	16.4	83.6	-	-	0.0	95.3	4.7	-	-	-
Total %	0.0	0.5	6.4	-	6.9	0.0	5.7	29.0	-	34.7	0.0	55.7	2.7	-	58.4	-
PHF	0.000	0.750	0.802	-	0.798	0.000	0.863	0.886	-	0.905	0.000	0.905	0.688	-	0.905	0.972
Lights	0	5	76	-	81	0	66	329	-	395	0	650	29	-	679	1155
% Lights	-	83.3	98.7	-	97.6	-	95.7	93.7	-	94.0	-	96.6	87.9	-	96.2	95.5
Buses	0	0	0	-	0	0	1	7	-	8	0	8	0	-	8	16
% Buses	-	0.0	0.0	-	0.0	-	1.4	2.0	-	1.9	-	1.2	0.0	-	1.1	1.3
Single-Unit Trucks	0	1	1	-	2	0	1	1	-	2	0	1	1	-	2	6
% Single-Unit Trucks	-	16.7	1.3	-	2.4	-	1.4	0.3	-	0.5	-	0.1	3.0	-	0.3	0.5
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	1	14	-	15	0	14	3	-	17	32
% Bicycles on Road	-	0.0	0.0	-	0.0	-	1.4	4.0	-	3.6	-	2.1	9.1	-	2.4	2.6
Pedestrians	-	-	-	23	-	-	-	-	4	-	-	-	-	4	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Census Data

S0801 | Commuting Characteristics by Sex

American Community Survey

2024: ACS 5-Year Estimates Subject Tables



Notes



Download



Cite



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API

Map

View important guidance for comparing ACS data over time or to other sources [here](#).

Label	Census Tract 8100; Cook County; Illinois	
	Total	
	Estimate	Margin of Error
▼ Workers 16 years and over	3,261	±569
▼ MEANS OF TRANSPORTATION TO WORK		
➤ Car, truck, or van	44.7%	±11.0
Public transportation	16.3%	±4.8
Walked	1.6%	±1.6
Bicycle	1.6%	±1.4
Taxi or ride-hailing services, motorcycle, or other means	0.0%	±1.1
Worked from home	35.8%	±9.9

ITE Trip Generation Sheets

Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 21

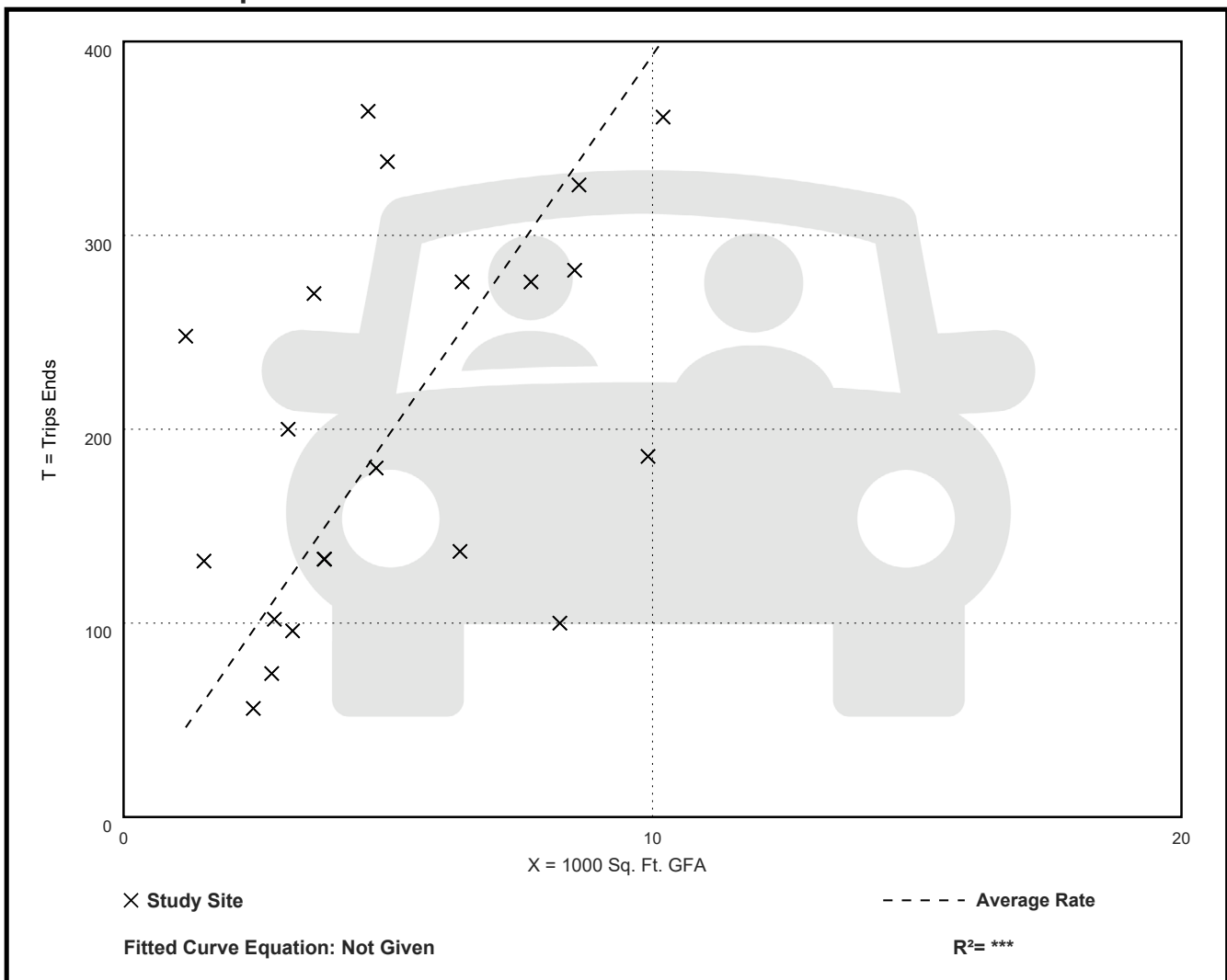
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
39.30	12.12 - 211.06	26.09

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 78

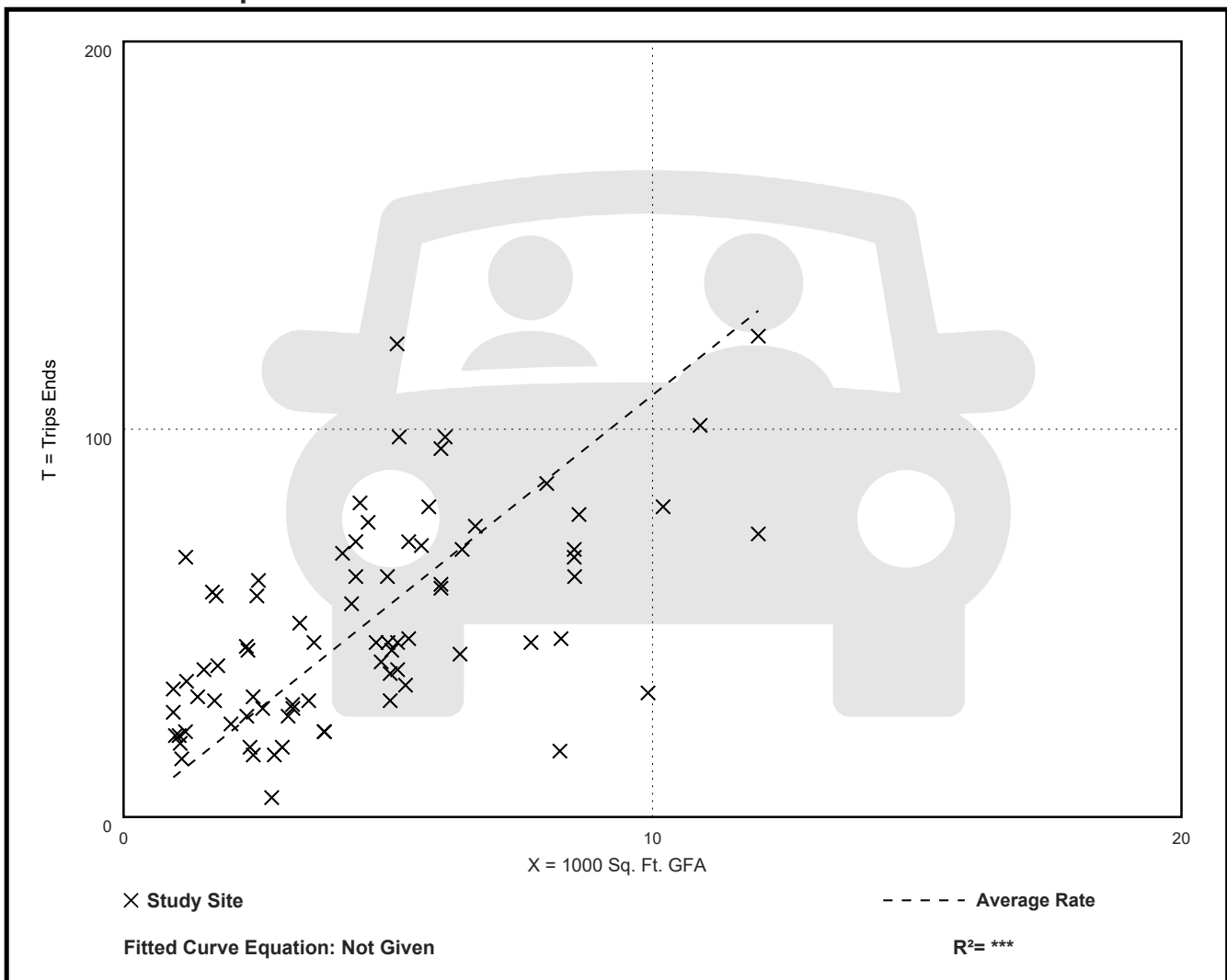
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.88	1.79 - 57.02	6.27

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

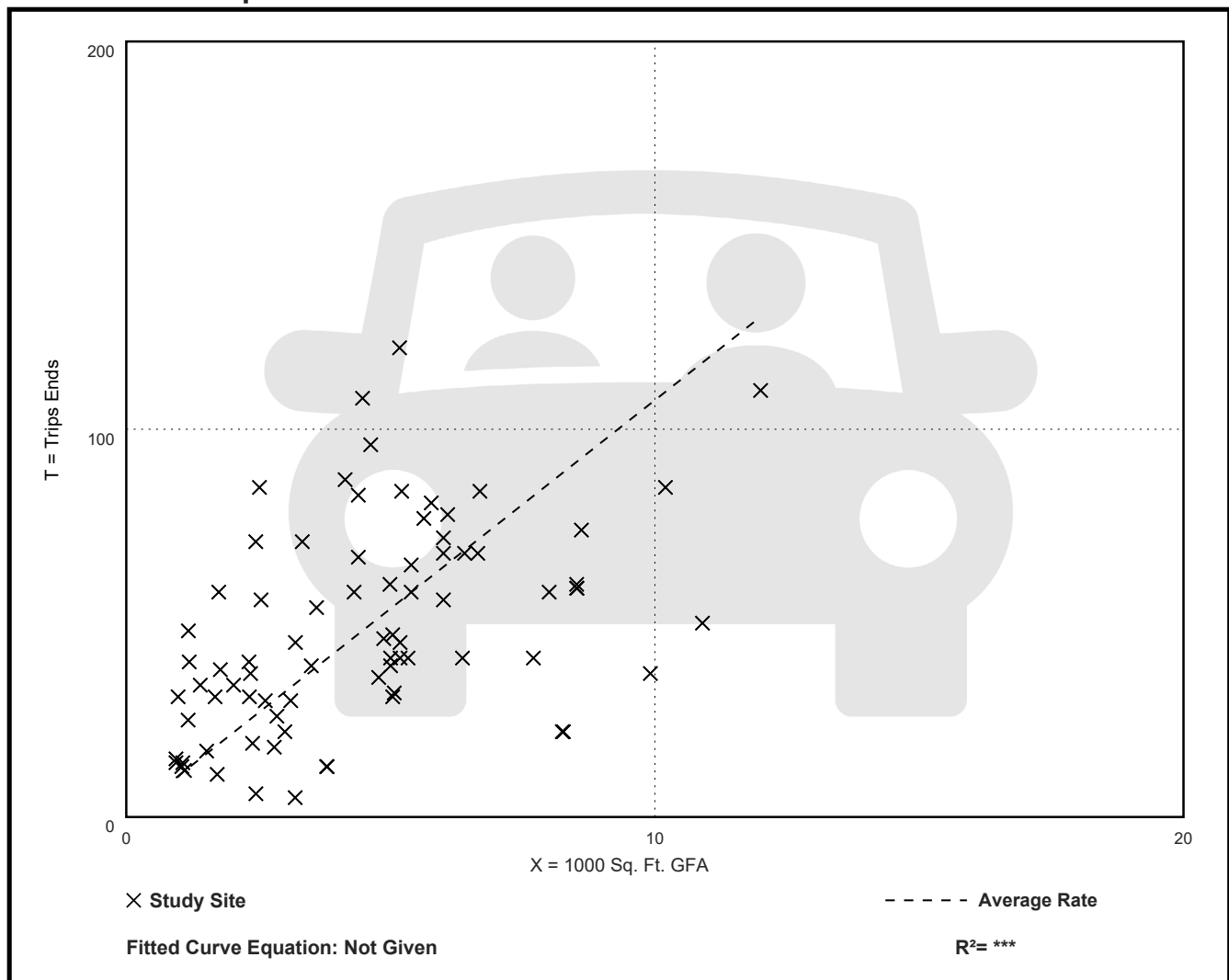
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.75	1.56 - 40.85	6.46

Data Plot and Equation



CMAP 2050 Projections Letter



July 1, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

***Subject: Chicago Avenue and Main Street
IDOT***

Dear Ms. May:

In response to a request made on your behalf dated June 18th, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Chicago Avenue south of Main Street	12,400	13,000
Chicago Avenue north of Main Street	12,400	13,100
Main Street east of Chicago Avenue	7,000	7,120
Main Street west of Chicago Avenue	7,000	7,080

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80
Unsignalized Intersections		
Level of Service		Average Total Delay (sec/veh)
A		0 - 10
B		$> 10 - 15$
C		$> 15 - 25$
D		$> 25 - 35$
E		$> 35 - 50$
F		> 50
Source: <i>Highway Capacity Manual</i> , 7 th Edition.		

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	157	72	15	168	108	16	411	21	3	266	43
Future Volume (vph)	88	157	72	15	168	108	16	411	21	3	266	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94			0.96		0.96		0.89	0.97		0.91
Frt		0.966			0.944				0.850			0.850
Flt Protected		0.986			0.997		0.950			0.950		
Satd. Flow (prot)	0	3204	0	0	3099	0	1805	1923	1615	1357	1869	1583
Flt Permitted		0.787			0.932		0.486			0.278		
Satd. Flow (perm)	0	2522	0	0	2880	0	887	1923	1435	383	1869	1444
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	42		99	99		42	36		47	47		36
Confl. Bikes (#/hr)			5			8			8			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	7%	4%	0%	4%	0%	33%	7%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	331	0	0	304	0	17	428	22	3	277	45
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.33			0.27		0.04	0.71	0.05	0.01	0.47	0.10
Control Delay (s/veh)		15.0			14.2		9.1	27.3	16.0	9.0	21.1	16.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		15.0			14.2		9.1	27.3	16.0	9.0	21.1	16.6
LOS		B			B		A	C	B	A	C	B
Approach Delay (s/veh)		15.0			14.2			26.1			20.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		47			43		3	152	6	1	92	13
Queue Length 95th (ft)		78			72		12	#252	20	5	159	34
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		989			1129		473	606	452	262	589	455
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.33			0.27		0.04	0.71	0.05	0.01	0.47	0.10

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 19.7

Intersection LOS: B

Intersection Capacity Utilization 61.8%

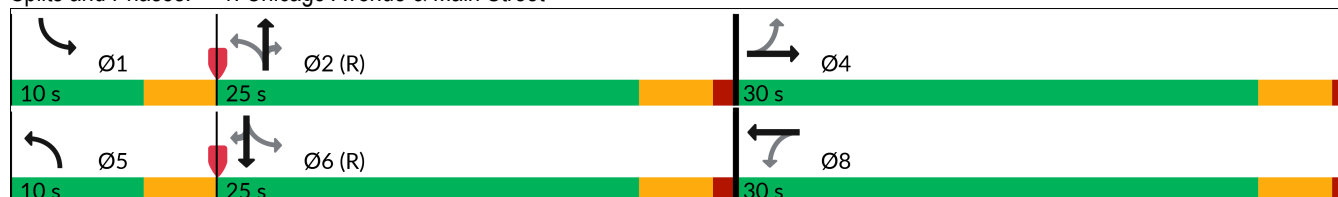
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	444	1	1	351
Future Volume (vph)	0	1	444	1	1	351
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94		0.90	0.97	
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1900	1615	1923	808	1805	1887
Flt Permitted					0.416	
Satd. Flow (perm)	1900	1515	1923	723	766	1887
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		347		1		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	46	17		31	31	
Confl. Bikes (#/hr)				15		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	100%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	483	1	1	382
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio		0.28	0.62	0.62	0.62	0.62

26-204 Day Care Center - Evanston
Existing Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio		0.00	0.41	0.00	0.00	0.33
Control Delay (s/veh)		0.0	10.1	5.0	7.0	9.3
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	10.1	5.0	7.0	9.3
LOS		A	B	A	A	A
Approach Delay (s/veh)			10.1			9.2
Approach LOS			B			A
Queue Length 50th (ft)		0	132	0	0	99
Queue Length 95th (ft)		0	196	3	2	152
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70	25	
Base Capacity (vph)		677	1185	446	472	1163
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.00	0.41	0.00	0.00	0.33

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 9.7

Intersection LOS: A

Intersection Capacity Utilization 44.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	4	438	351	0
Future Vol, veh/h	1	0	4	438	351	0
Conflicting Peds, #/hr	6	13	40	0	0	40
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	96	96	96	96	96	96
Heavy Vehicles, %	100	0	0	4	5	0
Mvmt Flow	1	0	4	456	366	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	876	419	406	0	-	0
Stage 1	406	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	7.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	220	703	1166	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	209	668	1122	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.27	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	209	-	-
HCM Lane V/C Ratio	0.004	-	0.005	-	-
HCM Ctrl Dly (s/v)	8.2	0	22.3	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	34	84	443	333	18
Future Vol, veh/h	2	34	84	443	333	18
Conflicting Peds, #/hr	16	3	11	0	0	11
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	2	3	5	0
Mvmt Flow	2	36	88	466	351	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1030	374	380	0	-	0
Stage 1	371	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	202	746	1184	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	178	737	1174	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.99	1.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	287	-	178	737	-	-
HCM Lane V/C Ratio	0.075	-	0.012	0.049	-	-
HCM Ctrl Dly (s/v)	8.3	0	25.5	10.1	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.2	-	-

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	105	158	45	154	39	20	298	19	6	465	76
Future Volume (vph)	83	105	158	45	154	39	20	298	19	6	465	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.87			0.95		0.96		0.84	0.92		0.83
Frt		0.932			0.976				0.850			0.850
Flt Protected		0.988			0.991		0.950			0.950		
Satd. Flow (prot)	0	2956	0	0	3361	0	1805	1923	1615	1805	1961	1615
Flt Permitted		0.818			0.842		0.195			0.429		
Satd. Flow (perm)	0	2387	0	0	2784	0	354	1923	1353	751	1961	1337
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	81		123	123		81	75		78	78		75
Confl. Bikes (#/hr)			7			7			4			19
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 (%)	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	253	0	21	317	20	6	495	81
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.39			0.23		0.07	0.52	0.05	0.01	0.80	0.19
Control Delay (s/veh)		15.8			13.9		9.5	22.0	15.9	8.8	32.6	17.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		15.8			13.9		9.5	22.0	15.9	8.8	32.6	17.8
LOS		B			B		A	C	B	A	C	B
Approach Delay (s/veh)		15.8			13.9			20.9			30.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		53			34		4	105	5	1	180	23
Queue Length 95th (ft)		86			57		14	177	19	6	#328	53
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		936			1092		297	606	426	428	618	421
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.39			0.23		0.07	0.52	0.05	0.01	0.80	0.19

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 22.1

Intersection LOS: C

Intersection Capacity Utilization 64.5%

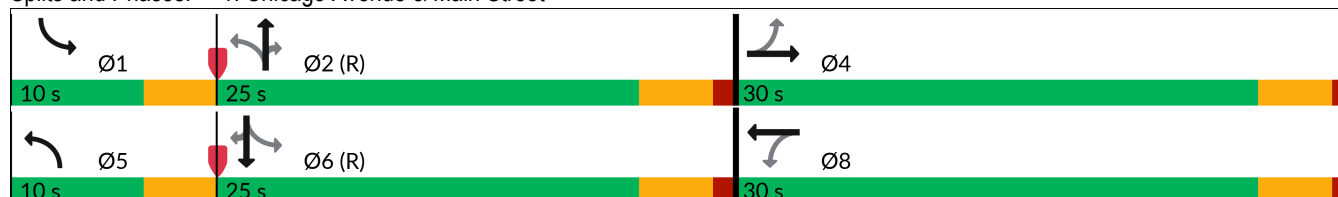
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	2	351	4	0	688
Future Volume (vph)	12	2	351	4	0	688
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.80	0.90		0.78		
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	1942	1615	1900	1961
Flt Permitted	0.950					
Satd. Flow (perm)	1435	1460	1942	1260	1900	1961
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		2		4		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	82	28		79	79	
Confl. Bikes (#/hr)		6		13		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	2	362	4	0	709
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	25.5	25.5	55.5	55.5		55.5
Actuated g/C Ratio	0.28	0.28	0.62	0.62		0.62

26-204 Day Care Center - Evanston
Existing Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.02	0.00	0.30	0.01		0.59
Control Delay (s/veh)	23.6	17.0	9.0	4.5		12.8
Queue Delay	0.0	0.0	0.0	0.0		0.5
Total Delay (s/veh)	23.6	17.0	9.0	4.5		13.3
LOS	C	B	A	A		B
Approach Delay (s/veh)	22.6		8.9			13.3
Approach LOS	C		A			B
Queue Length 50th (ft)	5	0	90	0		223
Queue Length 95th (ft)	18	5	138	4		326
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70		
Base Capacity (vph)	511	415	1197	778		1209
Starvation Cap Reductn	0	0	0	0		174
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.02	0.00	0.30	0.01		0.69

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 12.0

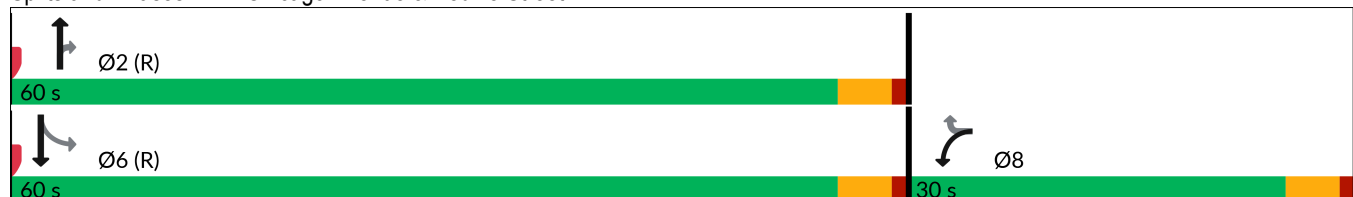
Intersection LOS: B

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 4 0 348 683 2

Future Vol, veh/h 0 4 0 348 683 2

Conflicting Peds, #/hr 17 8 74 0 0 74

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 94 94 94 94 94 94

Heavy Vehicles, % 0 0 0 3 2 0

Mvmt Flow 0 4 0 370 727 2

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1189 810 803 0 - 0

Stage 1 802 - - - - -

Stage 2 387 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 210 406 742 - - -

Stage 1 432 - - - - -

Stage 2 732 - - - - -

Platoon blocked, % 0 0 - - -

Mov Cap-1 Maneuver 192 374 690 - - -

Mov Cap-2 Maneuver 192 - - - - -

Stage 1 401 - - - - -

Stage 2 720 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 14.72 0 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 690 - 374 - -

HCM Lane V/C Ratio - - 0.011 - -

HCM Ctrl Dly (s/v) 0 - 14.7 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0 - -

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	77	68	349	670	30
Future Vol, veh/h	6	77	68	349	670	30
Conflicting Peds, #/hr	4	4	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	17	1	3	2	1	3
Mvmt Flow	6	79	70	360	691	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1233	733	745	0	-	0
Stage 1	729	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.57	6.21	4.13	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.309	2.227	-	-	-
Pot Cap-1 Maneuver	145	469	790	-	-	-
Stage 1	460	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	126	459	776	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.97	1.65		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	294	-	126	459	-	-
HCM Lane V/C Ratio	0.09	-	0.049	0.173	-	-
HCM Ctrl Dly (s/v)	10.1	0	35.1	14.5	-	-
HCM Lane LOS	B	A	E	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.6	-	-

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	159	73	15	170	109	16	415	21	3	269	43
Future Volume (vph)	89	159	73	15	170	109	16	415	21	3	269	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.94			0.95		0.96		0.88	0.96		0.90
Frt		0.966			0.944				0.850			0.850
Flt Protected		0.986			0.997		0.950			0.950		
Satd. Flow (prot)	0	3190	0	0	3089	0	1805	1923	1615	1357	1869	1583
Flt Permitted		0.785			0.932		0.482			0.273		
Satd. Flow (perm)	0	2501	0	0	2869	0	876	1923	1419	375	1869	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	46		109	109		46	40		52	52		40
Confl. Bikes (#/hr)			6			9			9			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	7%	4%	0%	4%	0%	33%	7%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	307	0	17	432	22	3	280	45
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Year 2032 No-Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.34			0.27		0.04	0.71	0.05	0.01	0.48	0.10
Control Delay (s/veh)		15.1			14.3		9.1	27.6	16.0	9.0	21.2	16.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		15.1			14.3		9.1	27.6	16.0	9.0	21.2	16.6
LOS		B			B		A	C	B	A	C	B
Approach Delay (s/veh)		15.1			14.3			26.4			20.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		48			44		3	154	6	1	93	13
Queue Length 95th (ft)		79			72		12	#257	20	5	161	34
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		981			1125		470	606	447	259	589	451
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.34			0.27		0.04	0.71	0.05	0.01	0.48	0.10

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 19.9

Intersection LOS: B

Intersection Capacity Utilization 62.0%

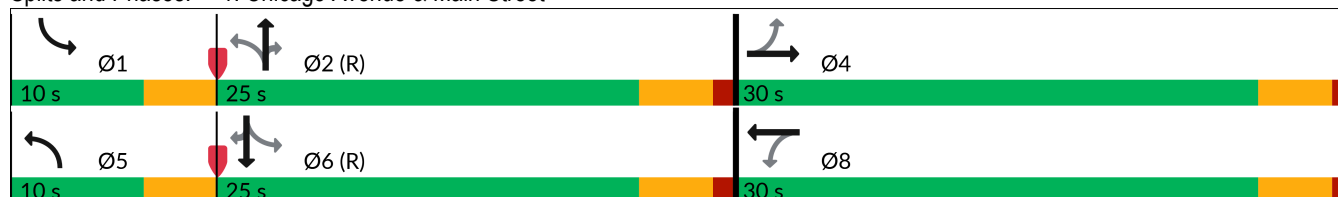
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	448	1	1	355
Future Volume (vph)	0	1	448	1	1	355
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93		0.89	0.97	
Frt		0.850		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	1900	1615	1923	808	1805	1887
Flt Permitted					0.413	
Satd. Flow (perm)	1900	1508	1923	717	759	1887
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		340		1		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	51	19		34	34	
Confl. Bikes (#/hr)				17		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	100%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	487	1	1	386
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio		0.28	0.62	0.62	0.62	0.62

26-204 Day Care Center - Evanston
Year 2032 No-Build Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio		0.00	0.41	0.00	0.00	0.33
Control Delay (s/veh)		0.0	10.2	5.0	7.0	9.3
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	10.2	5.0	7.0	9.3
LOS		A	B	A	A	A
Approach Delay (s/veh)			10.1			9.3
Approach LOS			B			A
Queue Length 50th (ft)		0	133	0	0	101
Queue Length 95th (ft)		0	199	3	2	154
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70	25	
Base Capacity (vph)		670	1185	442	468	1163
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.00	0.41	0.00	0.00	0.33

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 9.8

Intersection LOS: A

Intersection Capacity Utilization 44.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	4	442	355	0
Future Vol, veh/h	1	0	4	442	355	0
Conflicting Peds, #/hr	7	14	44	0	0	44
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	96	96	96	96	96	96
Heavy Vehicles, %	100	0	0	4	5	0
Mvmt Flow	1	0	4	460	370	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	890	428	414
Stage 1	414	-	-
Stage 2	476	-	-
Critical Hdwy	7.4	6.2	4.1
Critical Hdwy Stg 1	6.4	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	4.4	3.3	2.2
Pot Cap-1 Maneuver	216	693	1157
Stage 1	541	-	-
Stage 2	517	-	-
Platoon blocked, %		0	0
Mov Cap-1 Maneuver	204	655	1108
Mov Cap-2 Maneuver	204	-	-
Stage 1	516	-	-
Stage 2	514	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.72	0.07	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	16	-	204	-	-
HCM Lane V/C Ratio	0.004	-	0.005	-	-
HCM Ctrl Dly (s/v)	8.3	0	22.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	34	85	447	337	18
Future Vol, veh/h	2	34	85	447	337	18
Conflicting Peds, #/hr	18	3	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	2	3	5	0
Mvmt Flow	2	36	89	471	355	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1044	379	386	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.9	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	198	740	1178	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	173	731	1167	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.06	1.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	288	-	173	731	-	-
HCM Lane V/C Ratio	0.077	-	0.012	0.049	-	-
HCM Ctrl Dly (s/v)	8.3	0	26.1	10.2	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.2	-	-

Capacity Analysis Summary Sheets
Year 2032 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	106	160	45	156	39	20	301	19	6	470	77
Future Volume (vph)	84	106	160	45	156	39	20	301	19	6	470	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.86			0.94		0.95		0.82	0.91		0.81
Frt		0.931			0.976				0.850			0.850
Flt Protected		0.988			0.991		0.950			0.950		
Satd. Flow (prot)	0	2919	0	0	3354	0	1805	1923	1615	1805	1961	1615
Flt Permitted		0.817			0.842		0.195			0.425		
Satd. Flow (perm)	0	2349	0	0	2772	0	352	1923	1331	739	1961	1312
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	89		135	135		89	83		86	86		83
Confl. Bikes (#/hr)			8			8			4			21
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 (%)	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	372	0	0	255	0	21	320	20	6	500	82
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Year 2032 No-Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.40			0.23		0.07	0.53	0.05	0.01	0.81	0.20
Control Delay (s/veh)		15.9			14.0		9.5	22.1	16.0	8.8	33.1	17.9
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		15.9			14.0		9.5	22.1	16.0	8.8	33.1	17.9
LOS		B			B		A	C	B	A	C	B
Approach Delay (s/veh)		15.9			14.0			21.0			30.8	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		54			34		4	106	5	1	183	23
Queue Length 95th (ft)		87			58		14	179	19	6	#334	54
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		921			1087		296	606	419	424	618	413
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.40			0.23		0.07	0.53	0.05	0.01	0.81	0.20

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 22.3

Intersection LOS: C

Intersection Capacity Utilization 64.8%

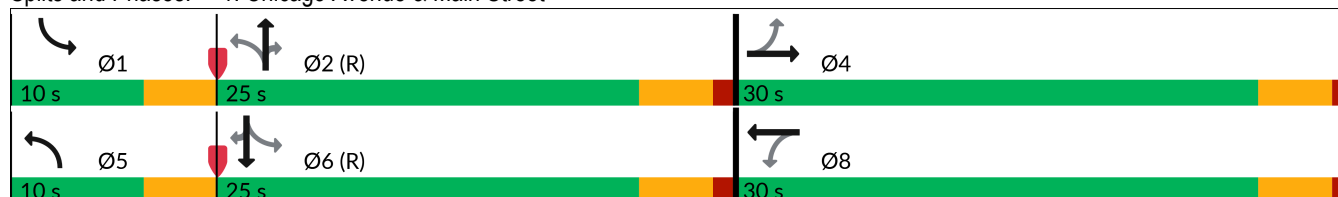
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	2	355	4	0	695
Future Volume (vph)	12	2	355	4	0	695
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.78	0.90		0.76		
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	1942	1615	1900	1961
Flt Permitted	0.950					
Satd. Flow (perm)	1399	1446	1942	1228	1900	1961
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		2		4		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	90	31		87	87	
Confl. Bikes (#/hr)		7		14		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	2	366	4	0	716
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	25.5	25.5	55.5	55.5		55.5
Actuated g/C Ratio	0.28	0.28	0.62	0.62		0.62

26-204 Day Care Center - Evanston
Year 2032 No-Build Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.02	0.00	0.31	0.01		0.59
Control Delay (s/veh)	23.6	17.0	9.0	4.5		13.0
Queue Delay	0.0	0.0	0.0	0.0		0.5
Total Delay (s/veh)	23.6	17.0	9.0	4.5		13.5
LOS	C	B	A	A		B
Approach Delay (s/veh)	22.6		9.0			13.5
Approach LOS	C		A			B
Queue Length 50th (ft)	5	0	91	0		227
Queue Length 95th (ft)	18	5	140	4		331
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70		
Base Capacity (vph)	511	411	1197	758		1209
Starvation Cap Reductn	0	0	0	0		173
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.02	0.00	0.31	0.01		0.69

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 12.1

Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection

Int Delay, s/veh 0.1

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 0 4 0 351 690 2

Future Vol, veh/h 0 4 0 351 690 2

Conflicting Peds, #/hr 19 9 81 0 0 81

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 94 94 94 94 94 94

Heavy Vehicles, % 0 0 0 3 2 0

Mvmt Flow 0 4 0 373 734 2

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1209 825 817 0 - 0

Stage 1 816 - - - - -

Stage 2 392 - - - - -

Critical Hdwy 6.4 6.2 4.1 - - -

Critical Hdwy Stg 1 5.4 - - - - -

Critical Hdwy Stg 2 5.4 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 204 401 726 - - -

Stage 1 424 - - - - -

Stage 2 727 - - - - -

Platoon blocked, % 0 0 - - -

Mov Cap-1 Maneuver 185 367 670 - - -

Mov Cap-2 Maneuver 185 - - - - -

Stage 1 392 - - - - -

Stage 2 714 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 14.92 0 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 670 - 367 - -

HCM Lane V/C Ratio - - 0.012 - -

HCM Ctrl Dly (s/v) 0 - 14.9 - -

HCM Lane LOS A - B - -

HCM 95th %tile Q(veh) 0 - 0 - -

Intersection

Int Delay, s/veh 1.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 6 78 69 353 677 30

Future Vol, veh/h 6 78 69 353 677 30

Conflicting Peds, #/hr 4 4 25 0 0 25

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 97 97 97 97 97 97

Heavy Vehicles, % 17 1 3 2 1 3

Mvmt Flow 6 80 71 364 698 31

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1249 742 754 0 - 0

Stage 1 738 - - - - -

Stage 2 510 - - - - -

Critical Hdwy 6.57 6.21 4.13 - - -

Critical Hdwy Stg 1 5.57 - - - - -

Critical Hdwy Stg 2 5.57 - - - - -

Follow-up Hdwy 3.653 3.309 2.227 - - -

Pot Cap-1 Maneuver 140 460 781 - - -

Stage 1 453 - - - - -

Stage 2 573 - - - - -

Platoon blocked, % 0 0 0 - - -

Mov Cap-1 Maneuver 121 450 765 - - -

Mov Cap-2 Maneuver 121 - - - - -

Stage 1 392 - - - - -

Stage 2 571 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 16.28 1.67 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT SBR

Capacity (veh/h) 294 - 121 450 - -

HCM Lane V/C Ratio 0.093 - 0.051 0.179 - -

HCM Ctrl Dly (s/v) 10.2 0 36.3 14.7 - -

HCM Lane LOS B A E B - -

HCM 95th %tile Q(veh) 0.3 - 0.2 0.6 - -

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	159	85	23	170	109	27	436	28	3	292	43
Future Volume (vph)	89	159	85	23	170	109	27	436	28	3	292	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93			0.95		0.96		0.88	0.96		0.90
Frt		0.962			0.946				0.850			0.850
Flt Protected		0.987			0.996		0.950			0.950		
Satd. Flow (prot)	0	3160	0	0	3100	0	1805	1942	1615	1357	1887	1583
Flt Permitted		0.787			0.915		0.448			0.244		
Satd. Flow (perm)	0	2484	0	0	2822	0	816	1942	1419	336	1887	1433
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	46		109	109		46	40		52	52		40
Confl. Bikes (#/hr)			6			9			9			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	7%	4%	0%	3%	0%	33%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	0	315	0	28	454	29	3	304	45
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Year 2032 Total Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.36			0.28		0.06	0.74	0.06	0.01	0.51	0.10
Control Delay (s/veh)		15.3			14.4		9.3	29.1	16.1	9.0	21.8	16.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		15.3			14.4		9.3	29.1	16.1	9.0	21.8	16.6
LOS		B			B		A	C	B	A	C	B
Approach Delay (s/veh)		15.3			14.4			27.2			21.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		51			45		6	162	8	1	102	13
Queue Length 95th (ft)		82			74		17	#293	24	5	173	34
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		974			1107		450	612	447	246	595	451
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.36			0.28		0.06	0.74	0.06	0.01	0.51	0.10

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 20.4

Intersection LOS: C

Intersection Capacity Utilization 63.7%

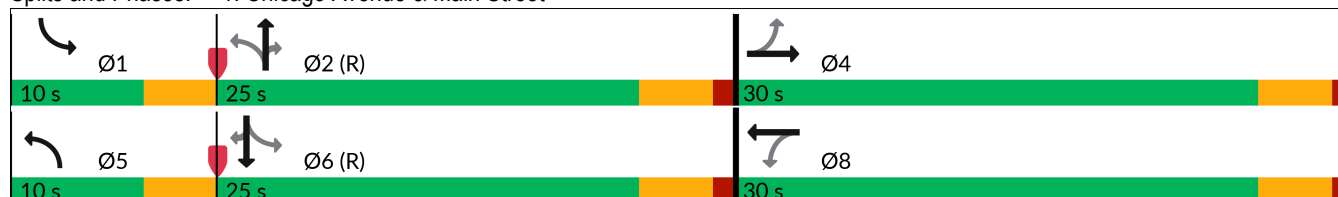
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	1	487	4	1	398
Future Volume (vph)	4	1	487	4	1	398
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.87	0.93		0.89	0.97	
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	1615	1942	1292	1805	1887
Flt Permitted	0.950				0.384	
Satd. Flow (perm)	1575	1508	1942	1146	708	1887
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		1		3		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	51	19		34	34	
Confl. Bikes (#/hr)				17		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	25%	0%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	1	529	4	1	433
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	25.5	25.5	55.5	55.5	55.5	55.5
Actuated g/C Ratio	0.28	0.28	0.62	0.62	0.62	0.62

26-204 Day Care Center - Evanston
Year 2032 Total Weekday Morning Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

	↖	↗	↑	↘	↙	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.01	0.00	0.44	0.01	0.00	0.37
Control Delay (s/veh)	23.3	18.0	10.5	5.0	7.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.3	18.0	10.5	5.0	7.0	9.7
LOS	C	B	B	A	A	A
Approach Delay (s/veh)	22.2		10.5			9.7
Approach LOS	C		B			A
Queue Length 50th (ft)	2	0	148	0	0	116
Queue Length 95th (ft)	10	4	217	5	2	176
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70	25	
Base Capacity (vph)	511	427	1197	707	436	1163
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	0.01	0.00	0.44	0.01	0.00	0.37

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 45

Control Type: Pretimed

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 10.2

Intersection LOS: B

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	4	481	398	0
Future Vol, veh/h	1	0	4	481	398	0
Conflicting Peds, #/hr	7	14	44	0	0	44
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	96	96	96	96	96	96
Heavy Vehicles, %	100	0	0	3	5	0
Mvmt Flow	1	0	4	501	415	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	975	473	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	7.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	189	662	1109	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	179	626	1062	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	25.27	0.07		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	15	-	179	-	-	
HCM Lane V/C Ratio	0.004	-	0.006	-	-	
HCM Ctrl Dly (s/v)	8.4	0	25.3	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	59	112	447	337	65
Future Vol, veh/h	44	59	112	447	337	65
Conflicting Peds, #/hr	18	3	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	0	2	3	5	0
Mvmt Flow	46	62	118	471	355	68

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1125	404	435	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	211	713	1121	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	176	704	1111	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.05	1.73	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	361	-	176	704	-	-
HCM Lane V/C Ratio	0.106	-	0.264	0.088	-	-
HCM Ctrl Dly (s/v)	8.6	0	32.7	10.6	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1	0.3	-	-

Intersection

Int Delay, s/veh 4.1

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 36 4 74 103 3 67

Future Vol, veh/h 36 4 74 103 3 67

Conflicting Peds, #/hr 0 3 3 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 95 95 95 95 95 95

Heavy Vehicles, % 3 0 0 2 0 0

Mvmt Flow 38 4 78 108 3 71

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 45 0 307 24

Stage 1 - - - - 43 -

Stage 2 - - - - 264 -

Critical Hdwy - - 4.1 - 6.6 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1576 - 677 1053

Stage 1 - - - - 980 -

Stage 2 - - - - 785 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1571 - 640 1050

Mov Cap-2 Maneuver - - - - 640 -

Stage 1 - - - - 977 -

Stage 2 - - - - 743 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 3.1 8.8

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 1022 - - 753 -

HCM Lane V/C Ratio 0.072 - - 0.05 -

HCM Ctrl Dly (s/v) 8.8 - - 7.4 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0.2 - - 0.2 -

Capacity Analysis Summary Sheets
Year 2032 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	106	170	52	156	39	31	324	27	6	491	77
Future Volume (vph)	84	106	170	52	156	39	31	324	27	6	491	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	2000	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		25	100		170	70		70
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			90			65		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.85			0.94		0.95		0.82	0.92		0.83
Frt		0.929			0.977				0.850			0.850
Flt Protected		0.989			0.990		0.950			0.950		
Satd. Flow (prot)	0	2904	0	0	3355	0	1805	1923	1615	1805	1961	1615
Flt Permitted		0.818			0.824		0.195			0.390		
Satd. Flow (perm)	0	2340	0	0	2710	0	352	1923	1323	682	1961	1339
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		685			484			431			460	
Travel Time (s)		18.7			13.2			11.8			12.5	
Confl. Peds. (#/hr)	89		135	135		89	83		86	86		83
Confl. Bikes (#/hr)			6			9			9			4
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 (%)	0%	0%	0%	2%	1%	0%	0%	4%	0%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	262	0	33	345	29	6	522	82
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	30.0	30.0		30.0	30.0		10.0	25.0	25.0	10.0	25.0	25.0
Total Split (%)	46.2%	46.2%		46.2%	46.2%		15.4%	38.5%	38.5%	15.4%	38.5%	38.5%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5			4.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	Max
Act Effect Green (s)		25.5			25.5		28.0	20.5	20.5	28.0	20.5	20.5
Actuated g/C Ratio		0.39			0.39		0.43	0.32	0.32	0.43	0.32	0.32

26-204 Day Care Center - Evanston
Year 2032 Total Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings

1: Chicago Avenue & Main Street

07/13/2026

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42			0.25		0.11	0.57	0.07	0.01	0.84	0.19
Control Delay (s/veh)		16.1			14.1		9.8	23.0	16.3	8.8	36.0	17.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		16.1			14.1		9.8	23.0	16.3	8.8	36.0	17.8
LOS		B			B		A	C	B	A	D	B
Approach Delay (s/veh)		16.1			14.1			21.5			33.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		56			35		6	116	8	1	193	23
Queue Length 95th (ft)		90			60		19	194	25	6	#356	53
Internal Link Dist (ft)		605			404			351			380	
Turn Bay Length (ft)							100		170	70		70
Base Capacity (vph)		918			1063		296	606	417	406	618	422
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.42			0.25		0.11	0.57	0.07	0.01	0.84	0.19

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 10 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 23.4

Intersection LOS: C

Intersection Capacity Utilization 67.0%

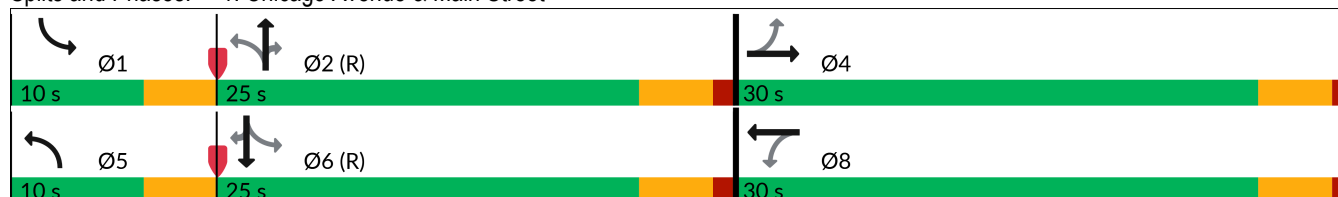
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Chicago Avenue & Main Street



Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	2	397	8	0	733
Future Volume (vph)	15	2	397	8	0	733
Ideal Flow (vphpl)	1900	1900	2000	1900	1900	2000
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	25		70	25	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.78	0.90		0.76		
Frt		0.850		0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	1942	1615	1900	1961
Flt Permitted	0.950					
Satd. Flow (perm)	1399	1460	1942	1226	1900	1961
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		2		8		
Link Speed (mph)	25		25			25
Link Distance (ft)	563		171			233
Travel Time (s)	15.4		4.7			6.4
Confl. Peds. (#/hr)	90	31		87	87	
Confl. Bikes (#/hr)				17		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	2	409	8	0	756
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	3.0	3.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	30.0	60.0	60.0	60.0	60.0
Total Split (%)	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	25.5	25.5	55.5	55.5		55.5
Actuated g/C Ratio	0.28	0.28	0.62	0.62		0.62

26-204 Day Care Center - Evanston
Year 2032 Total Weekday Evening Peak Hour

Synchro 12 Report

Lanes, Volumes, Timings
2: Chicago Avenue & Kedzie Street

07/13/2026

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
v/c Ratio	0.03	0.00	0.34	0.01		0.63
Control Delay (s/veh)	23.7	17.0	9.4	3.9		13.7
Queue Delay	0.0	0.0	0.0	0.0		0.6
Total Delay (s/veh)	23.7	17.0	9.4	3.9		14.3
LOS	C	B	A	A		B
Approach Delay (s/veh)	22.9		9.3			14.3
Approach LOS	C		A			B
Queue Length 50th (ft)	6	0	105	0		248
Queue Length 95th (ft)	21	5	158	5		362
Internal Link Dist (ft)	483		91			153
Turn Bay Length (ft)		25		70		
Base Capacity (vph)	511	415	1197	759		1209
Starvation Cap Reductn	0	0	0	0		167
Spillback Cap Reductn	0	0	0	0		0
Storage Cap Reductn	0	0	0	0		0
Reduced v/c Ratio	0.03	0.00	0.34	0.01		0.73

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 12.6

Intersection LOS: B

Intersection Capacity Utilization 59.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Chicago Avenue & Kedzie Street



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	0	393	728	2
Future Vol, veh/h	0	4	0	393	728	2
Conflicting Peds, #/hr	19	9	81	0	0	81
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	4	0	418	774	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1294	866	858	0	-	0
Stage 1	857	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	181	368	686	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %		0	0	-	-	-
Mov Cap-1 Maneuver	164	337	633	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.81	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	633	-	337	-	-	
HCM Lane V/C Ratio	-	-	0.013	-	-	
HCM Ctrl Dly (s/v)	0	-	15.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	105	93	353	677	71
Future Vol, veh/h	52	105	93	353	677	71
Conflicting Peds, #/hr	4	4	25	0	0	25
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	1	2	2	1	1
Mvmt Flow	54	108	96	364	698	73

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1319	764	796	0	-	0
Stage 1	760	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	6.42	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	129	442	742	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	105	431	728	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.04	2.23	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	375	-	105	431	-	-
HCM Lane V/C Ratio	0.132	-	0.509	0.251	-	-
HCM Ctrl Dly (s/v)	10.7	0	70.2	16.1	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.5	-	2.3	1	-	-

Intersection

Int Delay, s/veh 3.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 84 4 65 99 4 73

Future Vol, veh/h 84 4 65 99 4 73

Conflicting Peds, #/hr 0 4 4 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 95 95 95 95 95 95

Heavy Vehicles, % 2 0 0 3 0 0

Mvmt Flow 88 4 68 104 4 77

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 97 0 336 50

Stage 1 - - - - 95 -

Stage 2 - - - - 241 -

Critical Hdwy - - 4.1 - 6.6 6.9

Critical Hdwy Stg 1 - - - - 5.8 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 1510 - 652 1014

Stage 1 - - - - 924 -

Stage 2 - - - - 804 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1504 - 618 1010

Mov Cap-2 Maneuver - - - - 618 -

Stage 1 - - - - 921 -

Stage 2 - - - - 765 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 2.98 9.02

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 978 - - 713 -

HCM Lane V/C Ratio 0.083 - - 0.045 -

HCM Ctrl Dly (s/v) 9 - - 7.5 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) 0.3 - - 0.1 -