METROSQUASH EVANSTON

1100 Dodge Ave. Evanston, IL 60202



symbols legend

BUILDING ELEVATION — X / AXX

SECTION — X / AXX

DETAIL MARK — X / AXX

ELEVATION MARK — T/X, EL.XX'-X"

DOOR NUMBER — X-XXX

ROOM DESCRIPTION — ROOM NAME, 000

CEILING ELEVATION — XX'-XX"

PARTITION TYPE — XX

KEYED NOTE — XX

CASEWORK TAG — XX

REVISION NUMBER — X

material symbols

- ACOUSTICAL TILE
- ALUMINUM
- BRICK
- CONCRETE
- CONCRETE MASONRY UNIT
- CRUSHED GRAVEL
- EARTH
- GLASS
- GLASS (ELEVATION)
- GYPSUM BOARD OR PANEL
- INSULATION (BATT)
- INSULATION (RIGID)
- PLASTIC-LAMINATE
- PLYWOOD
- PRECAST CONRETE
- SAND
- STONE
- STEEL
- WOOD-DIMENSION LUMBER
- WOOD BLOCKING OR FURRING
- WOOD VENEER

general notes

1. IN THE EVENT OF CONFLICT, AMBIGUITY OR INCONSISTENCY IN OR BETWEEN THE ELEMENTS COMPRISING THE CONTRACT DOCUMENTS, NOT CLARIFIED BY A MODIFICATION, THE CONTRACTOR WILL BE DEEMED TO HAVE ESTIMATED ON, AND AGREED TO PROVIDE, THE GREATER QUANTITY OR BETTER QUALITY OF PRODUCTS AND THE WORK IN ACCORDANCE WITH THE ARCHITECT'S INTERPRETATION OF WHICH CONFLICTING REQUIREMENT GOVERN. UNLESS HE SHALL HAVE, BEFORE SUBMISSION OF HIS BID, ASKED AND OBTAINED WRITTEN DECISION OF THE ARCHITECT AS TO WHICH PRODUCTS AND WORK WILL BE REQUIRED.

2. THE GENERAL CONTRACTOR SHALL REPORT TO THE ARCHITECT ANY DISCREPANCIES BETWEEN THE DRAWINGS AND THE ACTUAL CONDITIONS WHICH WOULD INTERFERE WITH COMPLETION OF THE WORK.

3. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS AND SHALL NOTIFY THE ARCHITECT OF ANY INCONSISTENCIES, INACCURACIES, DISCREPANCIES OR CONFLICTS PRIOR TO BID FOR CLARIFICATION.

4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL ITEMS AND WORK NECESSARY FOR A COMPLETE INSTALLATION OF ALL COMPONENTS WITHIN SCOPE OF WORK WHETHER SPECIFICALLY CALLED OUT IN THESE DRAWINGS OR NOT.

5. THE CONTRACTOR, WITH THE ASSISTANCE OF THE SUBCONTRACTORS, SHALL ASSURE THAT ALL WORK AND MATERIALS MEET APPLICABLE LOCAL, COUNTY, STATE OF ILLINOIS AND NATIONAL BUILDING CODES.

6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL AND PROPER DISPOSAL OF ALL CONSTRUCTION WASTE AND DEBRIS GENERATED BY CONSTRUCTION. THE JOB SITE SHALL BE KEPT CLEAN AND KEPT FREE OF WASTE MATERIAL FOR THE DURATION OF CONSTRUCTION.

7. THE GENERAL CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND OF THE WORKMEN ON THE JOB. THE GENERAL CONTRACTOR SHALL COMPLY WITH ALL GOVERNING LAWS, ORDINANCES, CODES, RULES, AND REGULATIONS RELATIVE TO PERFORMANCE AND SAFETY.

8. THE CONTRACTOR SHALL READ, UNDERSTAND AND COMPLY WITH ALL SPECIFICATIONS CONTAINED WITHIN.

9. ALL DIMENSIONS ARE ACTUAL AS OPPOSED TO NOMINAL, AND ARE TAKEN FROM COLUMN CENTERLINES AND FACE OF FINISHES.

10. THESE DRAWINGS ARE NOT TO BE SCALED FOR CONSTRUCTION.

11. CONTRACTOR SHALL COORDINATE ALL PENETRATIONS THROUGH, BOX-OUTS IN AND DEPRESSIONS IN CONCRETE FOUNDATIONS, CONCRETE SLABS AND STRUCTURAL STEEL PRIOR TO INSTALLATION. CONTRACTOR SHALL PROVIDE EVIDENCE OF SUCH COORDINATION TO THE ARCHITECT FOR REVIEW PRIOR TO INSTALLATION. CONTRACTOR SHALL COORDINATE SUCH LOCATIONS FROM ALL STRUCTURAL, ARCHITECTURAL, MEP, AND FIRE PROTECTION DRAWINGS AS INDICATED.

12. SEE SHEET S0.0 FOR ALL STRUCTURAL DESIGN CRITERIA.

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G1.2	accessible mounting heights and data
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C3.0	site grading plan
C4.0	site utility plan
L1.0	protection and removals plan
L1.1	landscape site plan
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S0.1	general notes, 3d view, symbols, and abbreviations
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S0.3	snow drift plan
S2.0	foundation plan
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S3.0	concrete details
S3.1	precast details
S5.0	framing details
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A1.1	new site plan
A2.0	floor plan
A2.1	reflected ceiling plan
A2.2	roof plan
A3.0	exterior elevations
A4.0	building sections
A5.0	wall sections
A8.0	renderings
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M2.1	floor plan - mechanical
M2.2	roof plan - mechanical
M6.0	HVAC schedules
M6.1	HVAC schedules
F0.0	fire protection coversheet
F2.1	floor plan - fire protection
F4.0	fire protection details
P0.0	plumbing coversheet
P2.0	underfloor plan - plumbing
P2.1	floor plan - plumbing
P4.0	plumbing details
P6.0	plumbing schedules
E0.0	electrical coversheet
E0.1	electrical lighting coversheet
E1.1	site plan - electrical
E2.1	floor plan - lighting
E2.2	floor plan - power
E2.3	floor plan - systems
E2.4	roof plan - power
E4.0	electrical details
E5.0	electrical diagrams
E6.0	electrical schedules
E6.1	electrical schedules

code compliance

APPLICABLE CODES:

CITY OF EVANSTON LOCAL AMENDMENTS
2021 INTERNATIONAL BUILDING CODE (IBC)
2021 INTERNATIONAL MECHANICAL CODE (IMC)
2021 INTERNATIONAL FUEL GAS CODE (IFGC)
2020 NFPA 70 NATIONAL ELECTRIC CODE (NEC)
2021 NFPA LIFE SAFETY CODE 101
2021 INTERNATIONAL FIRE CODE (IFC)
2023 STRETCH ENERGY CODE
ILLINOIS PLUMBING CODE
ILLINOIS ACCESSIBILITY CODE

project data

PROJECT NAME:
METROSQUASH EVANSTON

PROJECT OWNER:
METROSQUASH

PROJECT DESCRIPTION:
NEW 1-STORY 19,500 SF RECREATION FACILITY
CONSISTING OF SQUASH COURTS, CLASSROOMS,
AND ADMINISTRATIVE SPACE. EXTERIOR SITE
IMPROVEMENTS TO INCLUDE LANDSCAPE,
CONCRETE SIDEWALK, AND ASPHALT.
USE GROUP: A-3
CONSTRUCTION TYPE: IIB
FULLY SPRINKLERED

project address data

EXISTING ADDRESSES AND PINS:
ADDRESS: 1905 GREENLEAF ST
PIN: 10-24-109-038-0000

ADDRESS: 1108 DODGE AVE
PINS: 10-24-109-021-0000
10-24-109-022-0000
10-24-109-023-0000

PROPOSED ADDRESS AND PIN:
ADDRESS: 1100 DODGE AVE
PIN: TBD



1 location map
G1.0 SCALE: NTS

issue

issue for 50% DD / PD Resbumittal	10.05.2026
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
XX
XX
tel xxx.xxx.xxxx

general contractor:
Bulley & Andrews
1755 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio St 4th Floor
Chicago, IL 60654
tel 312.467.0123

landscape:
Tgda Studio
3317 W Fullerton Ave No. 2
Chicago, IL 60647
tel 312.481.8432

structural, mechanical, electrical, plumbing:
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225 W. Washington Street, Suite 2700
Chicago, IL 60606
tel 312.931.3740

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL
60202

sheet index general information

G1.0

PROJECT REQUIREMENTS CITY OF EVANSTON

ITEM	ISSUE	CHAPTER/ARTICLE	Ordinance Rqmt	Actual	REMARKS
ZONING REQUIREMENTS					
	Zoning District	map	C-1 (Commercial)	C-1	I2 (General Industrial) west of alley
	Mandatory Planned Developments	6-10-1-9D	Triggered if: 1. Zoning lot is over 30,000sf 5. New Construction over 20,000gsf	32,300 lot 19,500 sf bldg	includes south lot
	Permitted Uses	6-10-2-2	Commercial indoor recreation	permitted use	
	Min Lot Size	6-10-2-4	no minimum	32,300 sf	
	Min Lot Width	6-10-2-5	no minimum	200ft	combined lot, Dodge Ave frontage.
	Lot Coverage	6-10-2-6	no maximum	0.60	
	Floor Area Ratio	6-10-2-7	1.0	0.60 19,500/32,300 See drawings	
	Yard Requirements	6-10-2-8	A. Front Yard: 0ft B.Side Yard Abutting a Street: 5ft E: Side Yard abutting non-R district: 5ft F: Rear yard abutting non-R district: 0	complies	
	Building Height	6-10-2-9	45ft	35ft	
	Off-Street Parking Exemption	6-16-1-4	C1: first 2,000sf exempt	included	
	Size of Parking Stalls	6-16-2-4	8'-6" x 18" minimum	will comply	
	Off Street Parking Dimensions	6-16-2-7	See diagrams in code	see drawings	
	Bicycle Parking Facilities	6-16-2-11	if required by DAPR	6 racks	6 bike racks provided for a total of 12 bikes
	Parking Requirements	6-16-3 Table 16-B	Health/Fitness/Rec Facility: 2 per 1,000sf	18	19,500sf - 2,000 exemption = 17,500sf 35 total spaces required. Site Development Allowance requested.
	Handicapped Parking	6-16-3 Table 16-C ADA 2010	1-25 = 1 26-50 = 2	1 provided	based on actual parking spaces provided
	Off Street Loading Size	6-16-4-4	10' x 35' = short berth		
	Off Street Loading Vertical Clearance	6-16-4-5	14 ft		
	Off Street Loading Req'd	6-16-5	Health/Fitness Center not listed. Retail/Commercial	none	No loading zone provided as part of Planned Development
BUILDING REQUIREMENTS			2021 IBC		
	Occupancy Classifications	303.4	Assembly (A-3) Training and Skill Development (E) Office/Admin (B)	A-3	
	Building Height	504.3	Type II-B = 75ft	35 ft	
	Number of Stories	504.4	Type II-B = 3	1 story	2 stories, max
	Mezzanine Area Limits	505.2.1	1/3 floor area below max	none	
	Allowable Area	506.2	Type II-B = 38,000sf	19,500sf	
	Occupancy Separations	508.3	non-separated uses	use A-3 limits	
	Construction Type	506.2	38,000sf = Type II-B, S1	Type II-B	
	Req Hrs of Fire Resistance	601 (table)	SEE BELOW - Type II-B		
	-Primary Structure Frame	601 (table)	0 HR		
	-Exterior Bearing Walls	601 (table)	0 HR		
	-Interior Bearing Walls	601 (table)	0 HR		
	-Nonbearing Exterior Walls	601 (table)	per table 705.5		
	-Nonbearing Interior Walls	601 (table)	0 HR		
	-Floor Construction	601 (table)	0 HR		
	-Roof Construction	601 (table)	0 HR		
	Shaft Enclosures	713.4	2 HR	N/A - 1 story bldg	
	Interior Wall and Ceiling Finishes	803.13	B - Interior Exit Stairs B - Corridors C - Rooms/enclosed spaces		For A-3 and A-4, sprinklered
	Sprinkler System Req'd - A-3	903.2.1.3	Required if +12,000sf or +300 occ or if on floor other than level of exit discharge	provided	
	Fire Extinguishers	906.1	Required in Group A uses.	provided	
	Size and Distribution of Fire Extinguishers	906.3	every 75ft	see plans	
EXIT REQUIREMENTS					
	Occupant Load Calc	1004.1.2	Storage = 1/300sf Assembly, Standing Room = 1/5sf Assembly, Concentrated = 1/7sf Assembly, Unconcentrated = 1/15sf Business/Office = 1/150sf Classroom = 1/20sf Exercise Rooms = 1/50sf Locker Rooms = 1/50sf	per plans	
	Stairway Exit Width	1005.3.1	0.2 inches per occupant		sprinklered
	Door Exit Width	1005.3.2	0.15 inches per occupant		sprinklered
	Door Encroachment	1005.7.1	7" max		
	Panic Hardware Req'd	1008.1.10	Doors serving rooms with occ load 50+		
	Guards Req'd	1013.2	On all surfaces w/ 30" open drop		
	Guards	1013.3	42" min		
	Guard Opening Limits	1013.4	4" sphere		
	Number of Exits	1015.1.1	501-1000 occ = 3 exits from room +1000 occ = 4 exits from room		
	Travel Distance	1016.2	Group A = 250ft (when sprinklered)		sprinklered
	Corridor Fire Rating	1020.2 (table)	Group A = occ>30 = 0 HR (when sprinklered)		
	Minimum Corridor Width	1020.3	44" min		
	Dead End Corridor	1020.5	20ft		
	Min Number of Exits	1021.2	2 per floor		

OCCUPANCY SCHEDULE

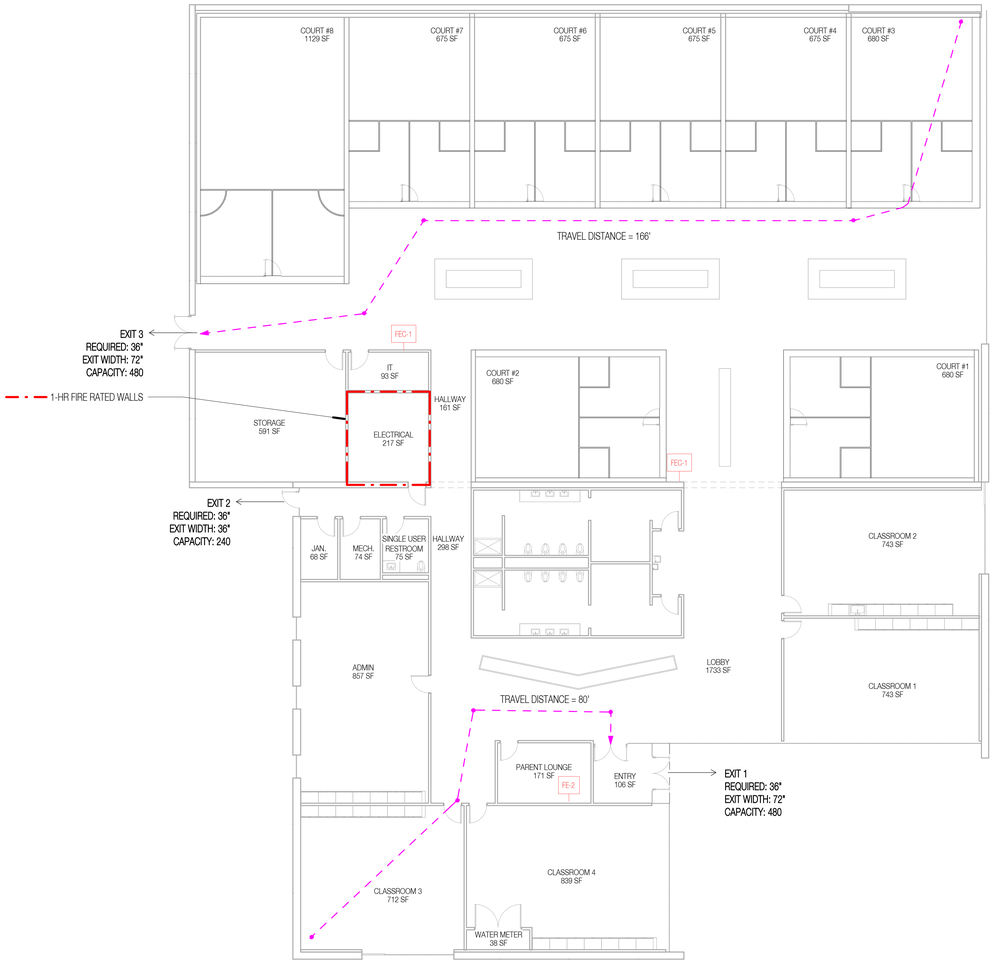
ROOM NAME	AREA	OCCUPANT LOAD FACTOR	OCCUPANT LOAD
ENTRY	100	-	-
LOBBY	1,668	15	112
HALLWAY	138	-	-
HALLWAY	273	-	-
PARENT LOUNGE	166	15	12
CLASSROOM 1	717	20	36
CLASSROOM 2	707	20	36
CLASSROOM 3	765	20	38
CLASSROOM 4	790	20	40
ADMIN	876	150	6
COURT ZONE	3,840	50	77
STORAGE	549	300	2
RESTROOM / SHOWER	518	-	-
LOCKER	329	50	7
MECHANICAL, ELECTRICAL, PUMP ROOM, WATER METER	536	-	-
COURTS	5,850	4 per court	32
	17,822		-
TOTAL			399

TOTAL OCCUPANCY: 399
TOTAL EXIT WIDTH REQUIRED: 399 X 0.15 = 60"
TOTAL EXIT WIDTH PROVIDED: 180"

PLUMBING FIXTURE COUNT

MIN NUMBER FIXTURES - IBC 2902.1

	Water Closets		Lavatories	Bathtubs/Showers	Drinking Fountains	Other	Remarks
Assembly - Gymnasium	M 1 per 125	W 1 per 65	1 per 200	not required	1 per 500	1 service sink	
Occupant Load / 2	200	200					
Required	2	4	2	not required	1	1	
Provided	4	4	7	2	1	1	(1) single user restroom also provided



N

1 floor plan - life safety
G1.1 SCALE: 3/32" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

FE-1: ABC WALL MOUNT
FE-2: ABC UNDER CABINET
FEC-1: ABC SEMI-RECESSED

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

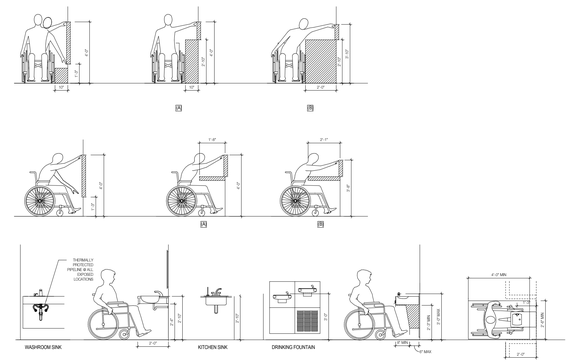
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MetroSquash
Evanston

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life safety & exiting

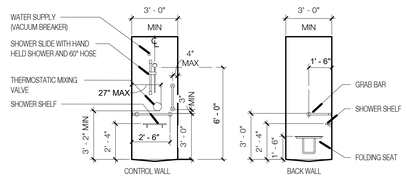
G1.1



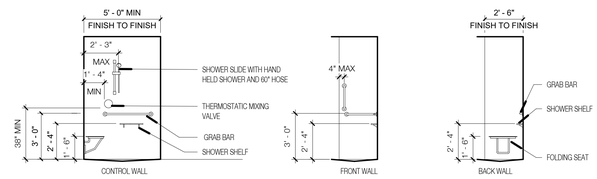
ada reach diagram

FOR REFERENCE ONLY

NOTE: SHOWER HOSE VACUUM BREAKER SHALL BE LOCATED A MINIMUM OF 6" ABOVE HAND SPRAY AT UPPERMOST POSITION ON SLIDE BAR



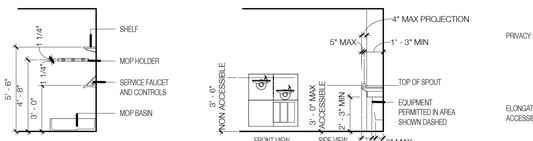
TRANSFER SHOWER



ROLL-IN SHOWER

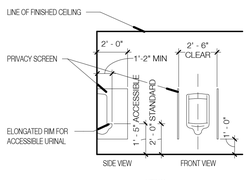
shower mounting heights

FOR REFERENCE ONLY



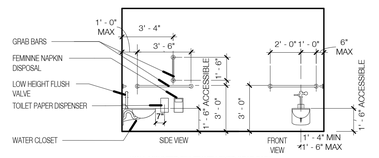
JANITOR CLOSET

ELECTRIC WATER COOLER

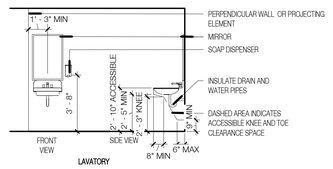


URINAL

NOTE: ACCESSIBLE AND NON-ACCESSIBLE PLUMBING FIXTURES ARE INDICATED IN THE PLUMBING DRAWINGS.



WALL MOUNTED TOILET WITH FIXED GRAB BARS



LAVATORY

WATER COOLER HEIGHTS

PRESCHOOL ADA	HEIGHT: 30" A.F.F. MAX. TO SPOUT
ADULT ADA	HEIGHT: 36" A.F.F. MAX. TO SPOUT
REDUCED BENDING	HEIGHT: 42" A.F.F. TO SPOUT

URINAL HEIGHTS

ELEMENTARY ADA:	HEIGHT: 17" A.F.F. MAX. TO RIM
ADULT ADA:	HEIGHT: 17" A.F.F. MAX. TO RIM
STANDARD:	HEIGHT: 24" A.F.F. MAX. TO RIM

TOILET HEIGHTS

PRESCHOOL ADA:	HEIGHT: 15" A.F.F. TO TOP OF SEAT CENTERLINE: 12"
ADULT ADA:	HEIGHT: 18" A.F.F. TO TOP OF SEAT CENTERLINE: 18"

HORIZONTAL GRAB BAR HEIGHTS

PRESCHOOL ADA:	HEIGHT: 25" A.F.F. TO TOP OF BAR
ADULT:	HEIGHT: 36" A.F.F. TO TOP OF BAR

VERTICAL GRAB BAR HEIGHTS

PRESCHOOL ADA:	HEIGHT: 29" A.F.F. TO BOTTOM OF BAR
ADULT:	HEIGHT: 40" A.F.F. TO BOTTOM OF BAR

LAVATORY HEIGHTS

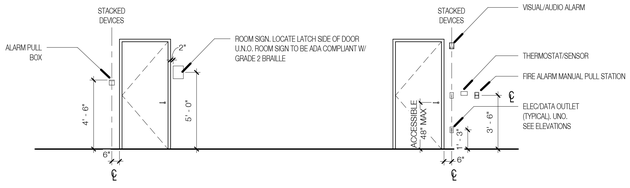
PRESCHOOL ADA:	HEIGHT: 31" A.F.F. MAX. RIM HEIGHT KNEE SPACE: PARALLEL APPROACH
ADULT ADA:	HEIGHT: 34" A.F.F. MAX. RIM HEIGHT KNEE SPACE: 27" A.F.F.
STANDARD ADULT:	HEIGHT: 34" A.F.F. RIM HEIGHT

TOILET PAPER DISPENSER HEIGHTS

PRESCHOOL ADA	HEIGHT: 14" A.F.F. MAX. TO OUTLET OF THE DISPENSER
ADULT ADA	HEIGHT: 48" A.F.F. MAX. TO OUTLET OF THE DISPENSER, 19" A.F.F. MIN
STANDARD	HEIGHT: 48" A.F.F. MAX. TO OUTLET OF THE DISPENSER

plumbing fixture mounting heights

FOR REFERENCE ONLY



typical mounting locations at doors

FOR REFERENCE ONLY

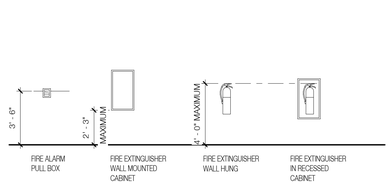


ELECTRIC HAND DRYER HEIGHTS

PRESCHOOL ADA	HEIGHT: 36" A.F.F. TO HIGHEST OPERABLE PART
AFTERCARE ADA	HEIGHT: 40" A.F.F. TO HIGHEST OPERABLE PART
ADULT ADA	HEIGHT: 48" MAX. ALLOWABLE DIMENSION
STANDARD	HEIGHT: BOTTOM AT 40" A.F.F.

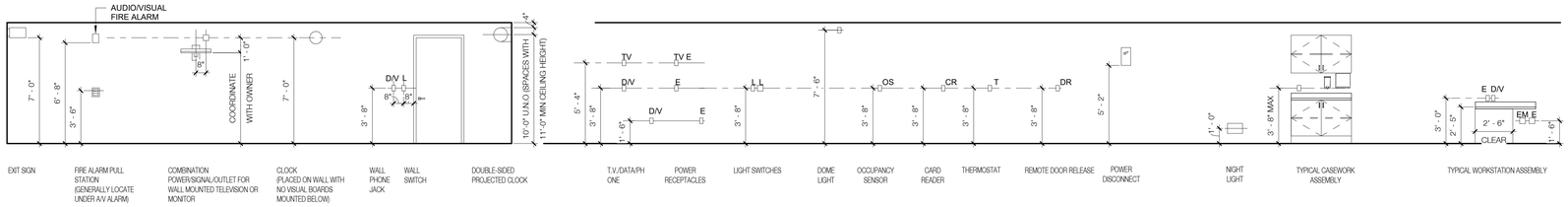
accessory mounting heights

FOR REFERENCE ONLY



fire protection equipment mounting heights

FOR REFERENCE ONLY



electrical control mounting heights

FOR REFERENCE ONLY

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
XX
XX
tel xxx.xxx.xxxx

general contractor:
Bulley & Andrews
1755 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio St 4th Floor
Chicago, IL 60654
tel 312.467.0123

landscape:
Tgda Studio
3317 W Fullerton Ave No. 2
Chicago, IL 60647
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MetroSquash
Evanston

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accessible mounting heights and data

G1.2



N

10' 0 5' 10' 20'

Scale: 1 inch = 10 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- REMOVE BUILDING AND APPURTENANCES
- REMOVE CONCRETE PAVEMENT AND BASE
- REMOVE CONCRETE WALK AND BASE
- REMOVE STREET PAVEMENT AND BASE
- REMOVE GRAVEL
- CLEAR AND GRUB SITE
- REMOVE CONCRETE WALL AND FOUNDATION
- REMOVE CONCRETE CURB AND GUTTER
- X — REMOVE FENCE, POSTS GATES, AND FOUNDATIONS
- REMOVE WATER SERVICE
- SAWCUT (FULL DEPTH)
- ITEM TO REMAIN AND BE PROTECTED
- ITEM TO BE REMOVED
- RESTORE PER CITY REQUIREMENTS. AREA SHOWN SCHEMATIC ONLY.

NOTES:

1. ALL EXISTING UTILITY SERVICES TO BE TERMINATED PER CITY OF EVANSTON REQUIREMENTS.
2. PUBLIC R.O.W. TO BE RESTORED PER CITY OF EVANSTON REQUIREMENTS.

DEMOLITION WITHIN THE PROPERTY LINE AND EXISTING UTILITY TERMINATION(S) ARE SHOWN HEREIN FOR REFERENCE ONLY. REFER TO DEMOLITION PACKAGE FOR FULL DEMOLITION SCOPE OF WORK.

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
Bulley and Andrews
1775 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
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structural:
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230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

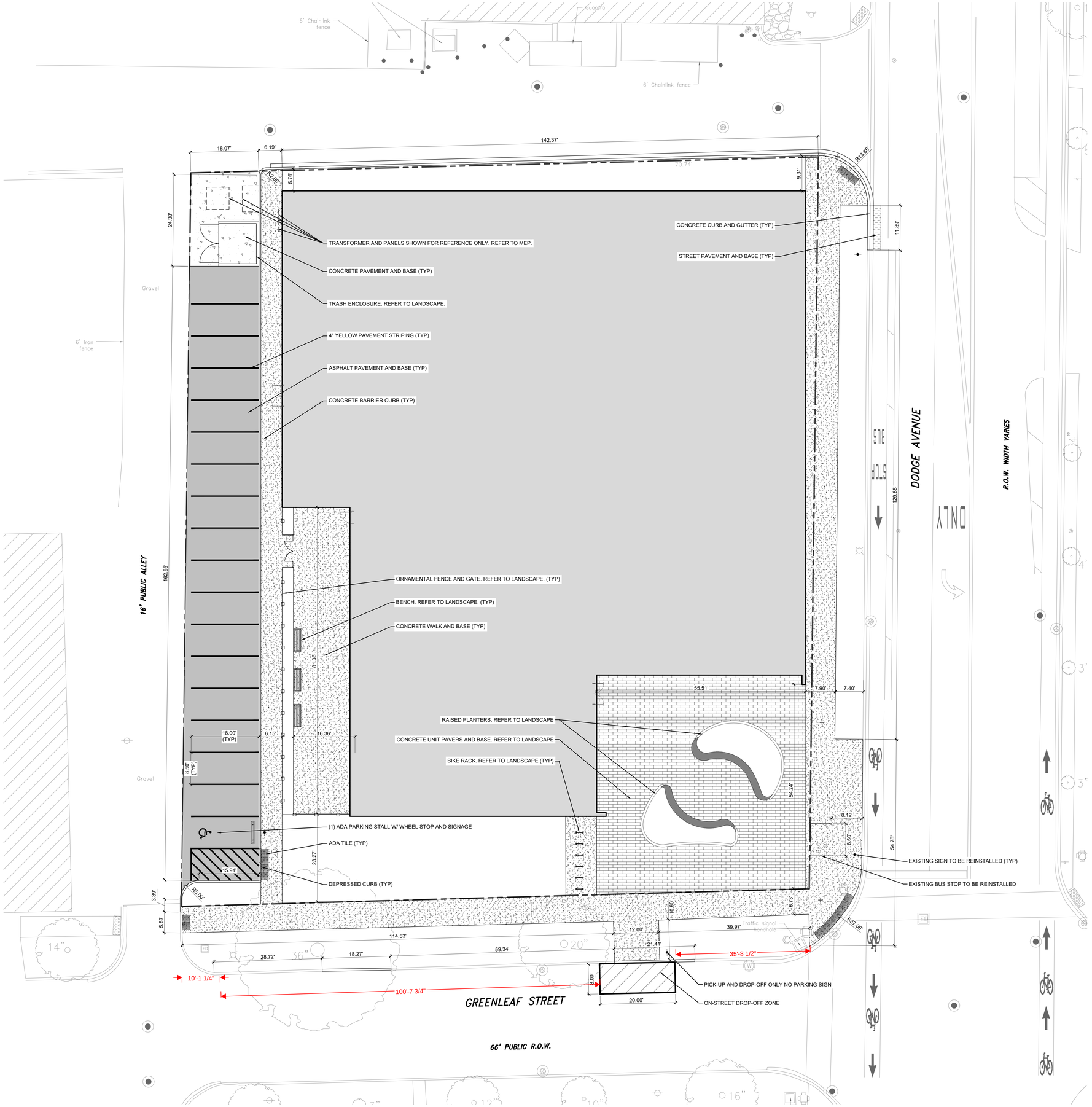
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

SITE DEMOLITION PLAN

C1.0



N

10' 0 5 10 20'

Scale: 1 inch = 10 feet

LEGEND:

- PROPERTY LINE
- EXISTING BUILDING
- BUILDING
- CONCRETE PAVEMENT AND BASE
- CONCRETE WALK AND BASE
- ASPHALT PAVEMENT AND BASE
- STREET PAVEMENT AND BASE
- CONCRETE UNIT PAVERS AND BASE. REFER TO LANDSCAPE.
- CONCRETE CURB AND GUTTER
- CONCRETE BARRIER CURB
- DEPRESSED CURB
- BIKE RACKS. REFER TO LANDACPE.
- BENCH
- ADA TILE
- SIGN
- WHEELSTOP
- ADA MARKING

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
Bulley and Andrews
1775 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel 312.497.0123

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

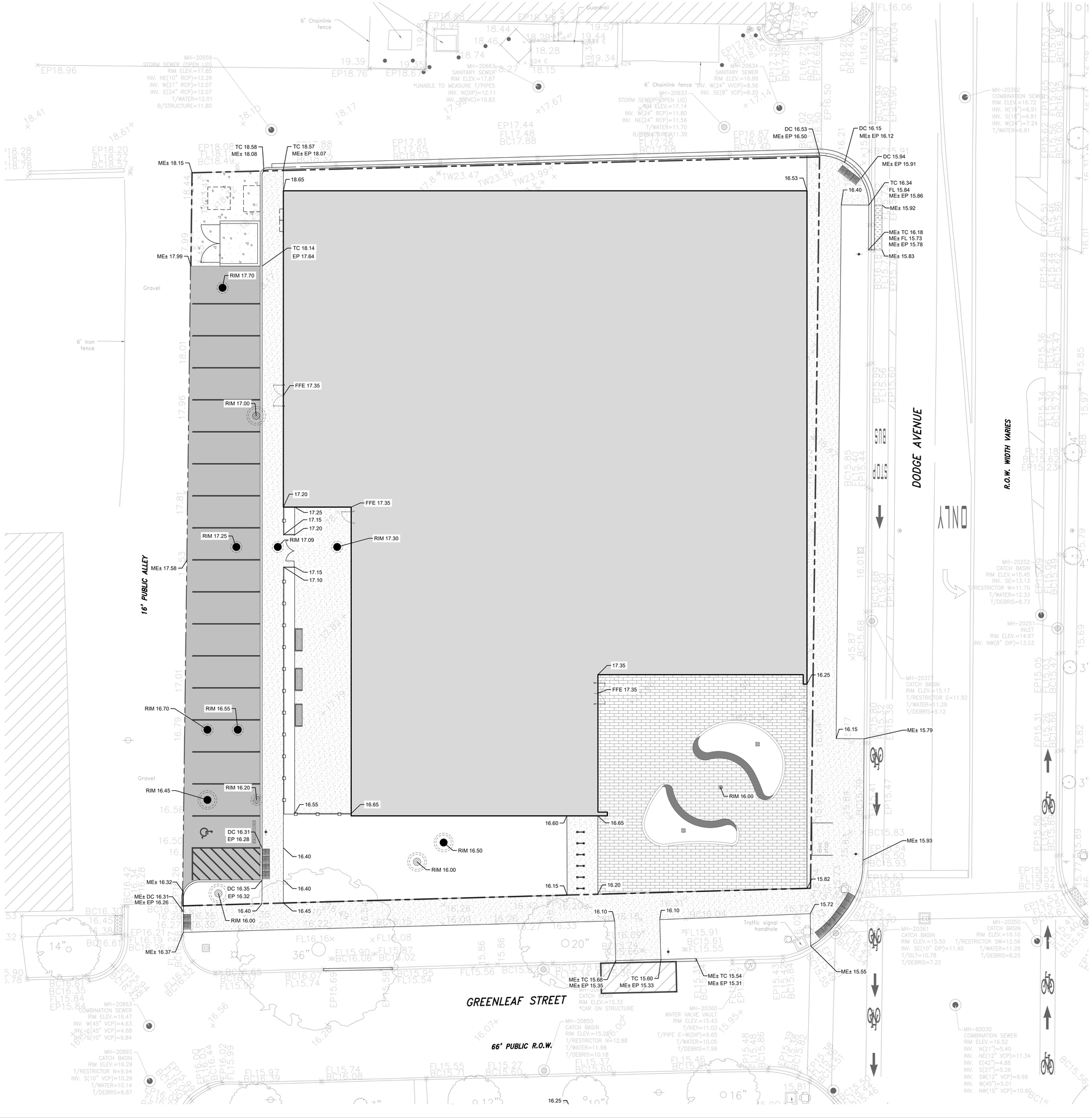
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

SITE DIMENSION PLAN

C2.0



N

10' 0 5 10 20'

Scale: 1 inch = 10 feet

LEGEND:

PROPERTY LINE	
TC XX.XX / FL XX.XX	TOP OF CURB ELEVATION / FLOW LINE ELEVATION
18.89	SPOT ELEVATION
ME±	MATCH EXISTING
DC	DEPRESSED CURB
FFE	FINISHED FLOOR ELEVATION

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

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project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
Bulley and Andrews
1775 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel 312.497.0123

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Chicago, IL 60606
tel 630.753.8551

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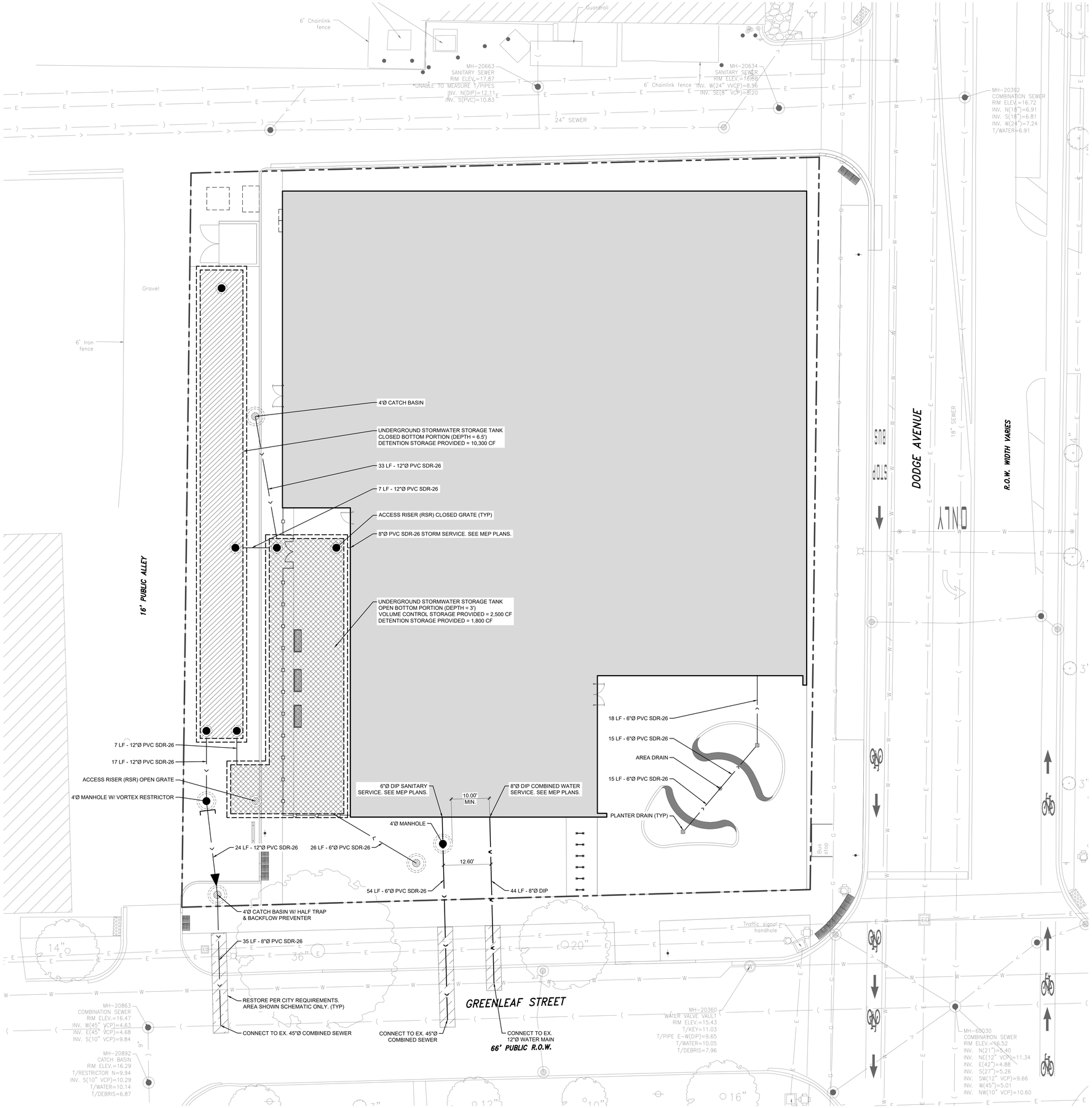
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

SITE GRADING PLAN

C3.0



N

10' 0 5 10 20'

Scale: 1 inch = 10 feet

LEGEND:

- PROPERTY LINE
- RESTORE PER CITY REQUIREMENTS. AREA SHOWN SCHEMATIC ONLY.
- STORMWATER TANK
- STORM SEWER
- SANITARY SEWER
- WATER SERVICE
- 4'Ø CATCH BASIN (CB)
- 4'Ø MANHOLE (MH)
- AREA DRAIN (AD)
- PLANTER DRAIN
- ACCESS RISER (RSR) OPEN GRATE
- ACCESS RISER (RSR) CLOSED GRATE
- CLEAN OUT (CO)
- RESTRICTOR (REST)
- BACKFLOW PREVENTER

STORMWATER REQUIREMENTS:

REQ. DETENTION =	11,850 CF (0.272 AC-FT)
REQ. VOLUME CONTROL =	2,500 CF (0.057 AC-FT)
TOTAL REQ. STORAGE =	14,350 CF (0.329 AC-FT)

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

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project team

owner:
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Chicago, IL 60637
tel 773.241.5150

general contractor:
Bulley and Andrews
1775 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel 312.497.0123

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

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tel 312.931.3740

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Chicago, IL 60651
tel 312.481.8432

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Tel 312 943 3120 www.woodtinarch.com

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1100 Dodge Ave. Evanston, IL 60202

SITE UTILITY PLAN

C4.0



legend

T## — EXISTING TREE TO REMOVE

ROOT/SOIL PROTECTION ZONE

existing tree schedule

TREE ID	SPECIES	COMMON	CALIPER "	PROTECT OR REMOVE
T1	ULMUS PUMILA	Syberian Elm	36"	Protect
T2	FRAXINUS SP.	Ash	20"	Protect
T3	FRAXINUS SP.	Ash	12"	Remove
T4	GLEDITSIA TRIACANTHOS	Honey locust	4"	Remove

N

1 protection and removals plan
L1.0 SCALE: 1" = 10'-0"

issue

SD	08/03/2026
25% DD	09/21/2026
50% DD	10/05/2026
PD resubmittal	

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
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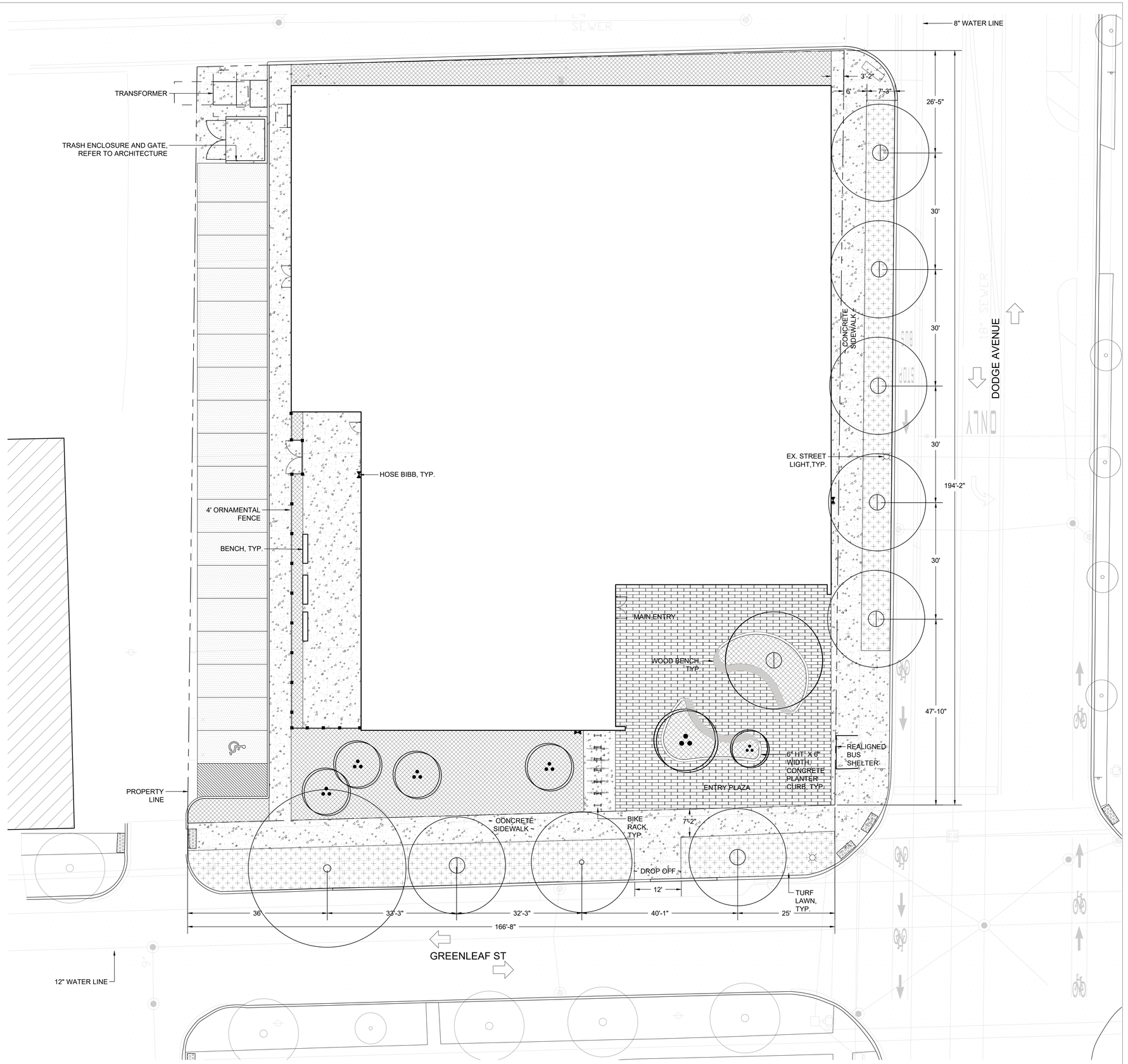
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1100 Dodge Ave. Evanston, IL 60202

protection and removals plan

L1.0



legend

EXISTING PARKWAY TREE FOR REFERENCE

PROTECTED TREE

NEW CANOPY TREE, 3" CALIPER

NEW ORNAMENTAL TREE

BIKE RACK

BENCH

HOSE BIBB

SYMBOL	DESCRIPTION
	CONCRETE SIDEWALK, REFER TO CIVIL
	ASPHALT, REFER TO CIVIL
	CONCRETE UNIT PAVER
	TURF
	PERENNIAL AND SHRUB PLANTING

N

1 landscape site plan
L1.1 SCALE: 1" = 10'-0"

issue

SD	08/03/2026
25% DD	09/21/2026
50% DD	10/05/2026
PD resubmittal	

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3317 W Fullerton Ave, No. 2
Chicago, IL 60647
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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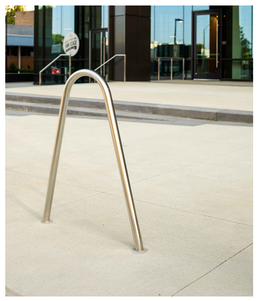
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landscape site plan

L1.1

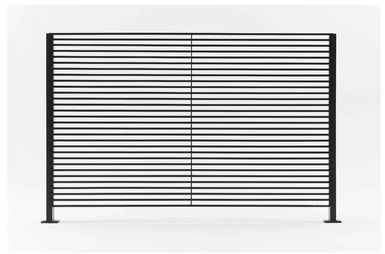


NOTES:
1. OPTION 1 BASIS OF DESIGN: KEY RACK BY LANDSCAPE FORMS
2. MATERIAL: POLYETHYLENE
3. MOUNTING: EMBEDDED
4. COLOR TBD



NOTES:
1. OPTION 2 BASIS OF DESIGN: BOLA BIKE RACK BY LANDSCAPE FORMS
2. POWDERED COATED METAL OR STAINLESS STEEL
3. MOUNTING: EMBEDDED OR SURFACE MOUNT
4. COLOR TBD (STAINLESS OR POWDER COATED METAL)

2 BIKE RACK
NTS



NOTES:
1. 4' HEIGHT FENCE AND GATES (2)
2. POWDER COATED STEEL
3. HORIZONTAL SLATS
4. BASIS OF DESIGN: LINE FENCE BY LANDSCAPE FORMS

1 4' METAL FENCE
NTS

issue

50% DD	10/05/2026
PD resubmittal	

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St. No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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site details

L2.0

DESIGN CRITERIA

1. STRUCTURE HAS BEEN DESIGNED TO COMPLY WITH IBC 2021 AND SUBSEQUENT REFERENCE STANDARDS.
2. RISK CATEGORY: II
3. LIVE LOADS: LIVE LOAD REDUCTION USED AS ALLOWED PER CODE

ROOF	TYPICAL	20 PSF
OTHER	HANDRAILS	MAX OF 50 PLF HORIZ PLUS 50 PLF VERT OR 200 LBS IN ANY DIRECTION, APPLIED AT TOP OF RAILING

4. MECHANICAL UNITS: THE CONTRACTOR SHALL CONFIRM THE ACTUAL MECHANICAL UNITS PURCHASED ARE OF WEIGHT AND SIZE SUCH THAT THE UNIT WEIGHT IS LESS THAN OR EQUAL TO WEIGHT LISTED ON PLAN.

TOTAL EQUIPMENT WEIGHT =	OPERATING WEIGHT OF UNIT + CURB

CONTRACTOR SHALL NOTIFY THE STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION ON THE LOCATION OF ANY MECHANICAL UNITS WHERE THE SUPERIMPOSED LOAD UNDER THE UNIT EXCEEDS THE INDICATED DESIGN SIZE AND LOAD FOR THE ROOF AND/OR LIVE LOAD FOR THE FLOOR AS INDICATED ON THE PLAN.

5. SNOW:

GROUND SNOW	30 PSF
SNOW EXPOSURE FACTOR	1.0
THERMAL FACTOR	1.0
IMPORTANCE FACTOR	1.0
FLAT-ROOF SNOW	21 PSF
DESIGN SNOW	21 PSF
SEE S0.3 FOR SNOW DRIFT PLAN.	

6. SEISMIC:

SEISMIC DESIGN CATEGORY	B
IMPORTANCE FACTOR	1.0
SITE CLASS	D
S_S	0.111 g
S_1	0.061 g
S_{DS}	0.119 g
S_{D1}	0.097 g
SEISMIC FORCE RESISTING SYSTEM	ORDINARY PRECAST WALLS
RESPONSE MODIFICATION COEFFICIENT, R	3
C_d	2.5
Omega o	3
Rho	1.0
ANALYSIS PROCEDURE	EQUIVALENT LATERAL FORCE
SEISMIC RESPONSE COEFFICIENT, C_S	0.04
DESIGN BASE SHEAR (STRENGTH LEVEL)	_____ KIPS

7. WIND:

BASIC WIND SPEED	V_{ULT} = 117 MPH V_{ASD} = 92 MPH
EXPOSURE CLASS	C
INTERNAL PRESSURE COEFFICIENT, GCpi	±0.18
SEE S_____ FOR COMPONENTS & CLADDING WIND PRESSURE AND ZONE DIAGRAM.	

8. RAIN:

RAIN INTENSITY, i	5.89 IN/HR (15 MINUTE INTENSITY RATE)

9. ALL LATERAL LOAD RESISTANCE AND STABILITY OF THE BUILDING IN THE COMPLETED STRUCTURE IS PROVIDED BY PRECAST CONCRETE SHEAR WALLS IN EACH ORTHOGONAL DIRECTION. SEE PLANS FOR LOCATIONS. THE STEEL ROOF DECK SERVES AS HORIZONTAL DIAPHRAGMS DISTRIBUTING THE LATERAL FORCES TO THE VERTICAL LATERAL ELEMENTS WHICH IN TURN CARRY THE LOAD TO THE BUILDING FOUNDATIONS.

GENERAL

1. DURING THE CONSTRUCTION PERIOD, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF PERSONNEL AND PROPERTY ON AND AROUND THE JOBSITE. THE CONTRACTOR SHALL PROVIDE ADEQUATE SHORING, BRACING, GUYS, ETC. IN ACCORDANCE WITH ALL NATIONAL, STATE, AND LOCAL SAFETY ORDINANCES. TEMPORARY BRACING, SHORING, GUYING, ETC. SHALL AVOID EXCESSIVE STRESSES AND HOLD STRUCTURAL ELEMENTS IN PLACE DURING CONSTRUCTION. THE STRUCTURE SHOULD NOT BE CONSIDERED STABLE UNTIL ALL STRUCTURAL ELEMENTS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
2. ALL DRAWINGS AND SPECIFICATIONS ARE CONSIDERED TO BE A PART OF THE CONTRACT DOCUMENTS. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL DRAWINGS AND SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO THE START OF CONSTRUCTION SO A CLARIFICATION CAN BE ISSUED. ANY WORK THAT DEVIATES FROM OR IS PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS, SPECIFICATIONS, OR ANY CODE REQUIREMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT THEIR OWN EXPENSE AND AT NO EXPENSE TO THE OWNER OR THE DESIGN PROFESSIONALS.
3. THE CONTRACT DOCUMENTS REPRESENT THE FINISHED STRUCTURE. THEY DO NOT INDICATE THE METHOD OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALLOWABLE CONSTRUCTION LOADS AND FOR DETERMINING SEQUENCES OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL MEASURES NECESSARY TO PROTECT THE STRUCTURE AND SAFETY OF WORKERS DURING CONSTRUCTION. SUCH MEASURES SHALL INCLUDE, BUT NOT BE LIMITED TO: FALSEWORK, FORMWORK, STAGING, BRACING, AND SHORING FOR LOADS DUE TO CONSTRUCTION EQUIPMENT, ETC. OBSERVATION VISITS TO THE SITE BY THE ARCHITECT SHALL NOT INCLUDE INSPECTION OR APPROVAL OF THE ABOVE ITEMS AND DO NOT IN ANY WAY RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES FOR THE ABOVE. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO MAINTAIN AND ENSURE THE INTEGRITY OF THE STRUCTURE AT ALL STAGES OF CONSTRUCTION.
4. ALL DIMENSIONS AND SITE CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR AT THE JOBSITE PRIOR TO BID SUBMITTAL, START OF SHOP DRAWINGS, START OF CONSTRUCTION, AND/OR FABRICATION OF MATERIALS. IF DISCREPANCIES ARE ENCOUNTERED, OR CONDITIONS DEVELOP THAT ARE NOT COVERED BY THE CONTRACT DOCUMENTS, THE ARCHITECT SHALL BE NOTIFIED FOR CLARIFICATION.
5. STRUCTURAL SUBSTITUTIONS MAY BE ALLOWED WITH THE APPROVAL OF THE STRUCTURAL ENGINEER. SUPPLIER SHALL PROVIDE SIGNED AND SEALED DESIGN CALCULATIONS OR SUITABLE PRODUCT LITERATURE FOR THE COMPONENTS. ALL PRODUCT SUBSTITUTIONS SHALL INCLUDE A CODE EVALUATION REPORT SPECIFIC TO THE BUILDING CODE LISTED IN THE DESIGN CRITERIA.
6. STRUCTURAL DRAWINGS INCLUDE DESIGN REQUIREMENTS AND DIMENSIONS FOR STRUCTURAL INTEGRITY BUT DO NOT SHOW ALL DETAIL DIMENSIONS TO FIT INTRICATE ARCHITECTURAL AND MECHANICAL DETAILS. CONTRACTOR SHALL CONSTRUCT THE WORK SO IT WILL CONFORM TO THE CLEARANCES REQUIRED BY ARCHITECTURAL, MECHANICAL, AND ELECTRICAL DESIGN.
7. ALL SYMBOLS AND ABBREVIATIONS USED ON THE DRAWINGS ARE CONSIDERED TO BE CONSTRUCTION STANDARDS. IF CLARIFICATION IS REQUIRED, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
8. DO NOT SCALE PAPER OR ELECTRONIC DRAWINGS TO OBTAIN DIMENSIONS NOT SPECIFICALLY INDICATED. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS, AND LARGE-SCALE DRAWINGS SHALL GOVERN OVER SMALL-SCALE DRAWINGS. IN CASE OF CONFLICTS OR UNCLEAR DIMENSIONS, THE CONTRACTOR SHALL COORDINATE WITH THE ARCHITECT AND ENGINEER TO DETERMINE THE REQUIRED DIMENSIONS.
9. TYPICAL DETAILS INDICATE STRUCTURAL REQUIREMENTS AND SCOPE OCCURRING THROUGHOUT THE STRUCTURE. LOCATIONS WHERE TYPICAL DETAILS OCCUR ARE IDENTIFIED BY THEIR TITLES. THEY ARE NOT OTHERWISE REFERENCED ON THE FRAMING PLANS AND "DETAIL" SHEETS. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING THESE DETAILS, PROVIDING AND INSTALLING THE INDICATED STRUCTURAL ELEMENTS AND COMPONENTS INDICATED IN THE DETAILS, AND CONFORMING TO ALL OTHER REQUIREMENTS INDICATED ON THE DETAILS AT ALL LOCATIONS WHERE THE DETAILS APPLY. DETAILS SHOWN ON STRUCTURAL DRAWING SHEETS TITLED "TYPICAL DETAILS" AND/OR HAVE TITLES DESCRIBING THEIR USAGE BEGINNING WITH "TYP" ARE DEEMED TYPICAL DETAILS PER THE CONTRACT DOCUMENTS.
10. SEE ARCHITECTURAL, ELECTRICAL, AND MECHANICAL DRAWINGS FOR DETAILS, CONDITIONS, PITS, TRENCHES, PADS, DEPRESSIONS, ROOF / FLOOR OPENINGS, TOP OF WALL ELEVATIONS, STAIRS, SLEEVES, ITEMS TO BE EMBEDDED OR ATTACHED TO STRUCTURAL ELEMENTS, ETC., NOT SHOWN ON THE STRUCTURAL DRAWINGS. FOR THESE NON-STRUCTURAL ELEMENTS SHOWN ON STRUCTURAL DRAWINGS, THEY ARE FOR GENERAL INFORMATION ONLY.
11. COORDINATE FLOOR FINISH INCLUDING, BUT NOT LIMITED TO THE "FLATNESS" AND "LEVELNESS" REQUIREMENTS, WITH THE FLOOR FINISH CONTRACTOR. PROVIDE UNDERLAYMENT / TOPPING WHERE REQUIRED TO PROVIDE A SURFACE ACCEPTABLE FOR INSTALLATION OF FLOOR FINISHES. SEE ARCHITECTURAL DRAWINGS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
12. ESTABLISH AND VERIFY ALL OPENINGS AND INSERTS FOR MECHANICAL, ELECTRICAL, AND PLUMBING WITH APPROPRIATE TRADE CONTRACTORS. OPENING SIZES AND LOCATIONS SHOWN FOR DUCTS, PIPE, INSERTS, AND OTHER PENETRATIONS WHEN SHOWN ARE FOR GENERAL INFORMATION ONLY AND SHALL BE VERIFIED PRIOR TO FORMING.
13. THE EXACT WEIGHTS, DIMENSIONS, AND LOCATIONS OF ALL MECHANICAL UNITS AND ELECTRICAL GEAR SUPPORTED ON STRUCTURAL FRAMING SHALL BE DETERMINED AND COORDINATED BY THE CONTRACTOR PRIOR TO DETAILING THE STRUCTURAL FRAMING SUPPORTING THOSE UNITS. IF THE UNIT WEIGHTS ARE GREATER THAN THE WEIGHTS SHOWN ON THE STRUCTURAL DRAWINGS, THE STRUCTURAL ENGINEER SHALL BE NOTIFIED PRIOR TO DETAILING THE STRUCTURE. UNIT WEIGHTS, DIMENSIONS, AND LOCATIONS SHOWN ON THE STRUCTURAL DRAWINGS ARE APPROXIMATE ONLY AND SHALL NOT BE USED FOR DETAILING THE STRUCTURE.
14. PROVIDE TEMPORARY BLOCKOUTS AND TEMPORARY OPENINGS IN THE STRUCTURE AS REQUIRED TO PERMIT INSTALLATION OF ALL WORK. BLOCKOUTS AND TEMPORARY OPENINGS SHALL BE LOCATED, CONFIGURED, DETAILED, AND INFILLED IN A MANNER THAT ALTERS NEITHER THE STRENGTH OF THE STRUCTURAL FRAMING NOR THE STRENGTH OF CONNECTIONS. INFILL ALL BLOCKOUTS AND TEMPORARY OPENINGS USING THE MATERIALS SPECIFIED FOR THE FRAMING AT THE LOCATIONS WHERE THE BLOCKOUTS AND OPENINGS OCCUR. SUBMIT DRAWINGS INDICATING THE LOCATIONS, DIMENSIONS, AND DETAILS OF ALL PROPOSED BLOCKOUTS AND OPENINGS AND DETAILS INDICATING THE MANNER IN WHICH THE BLOCKOUTS AND OPENINGS WILL BE INFILLED.
15. PENETRATIONS IN CONCRETE SHALL BE CAST-IN-PLACE AND SHALL NOT BE PERMITTED EXCEPT AS SHOWN IN THE STRUCTURAL DRAWINGS.
16. BEFORE SUBMITTING A PROPOSAL FOR THIS WORK, CONTRACTOR SHALL VISIT THE PREMISES AND BECOME FULLY ACQUAINTED WITH FIELD CONDITIONS, TEMPORARY CONSTRUCTION REQUIRED, QUANTITIES AND TYPE OF EQUIPMENT, ETC. THE PROPOSAL SHALL INCLUDE ALL SUMS REQUIRED TO DO THE WORK.
17. ELEMENTS SUCH AS NON-BEARING PARTITIONS, ETC. ATTACHED TO AND/OR SUPPORTED BY THE STRUCTURE SHALL TAKE INTO ACCOUNT DEFLECTIONS AND OTHER STRUCTURAL MOVEMENTS. THE STRUCTURAL FRAMING WAS DESIGNED TO LIMIT DRIFT AND DEFLECTION OF THE STRUCTURAL SYSTEM TO LESS THAN THE MAXIMUM PERMITTED DEFLECTIONS LISTED IN THE BUILDING CODE. THE CONTRACTOR SHALL COORDINATE THE WORK OF OTHER TRADES TO ACCOMMODATE THESE DEFLECTIONS AND TO ACCOMMODATE CONSTRUCTION TOLERANCES.

SUBMITTALS

1. SUBMITTALS ARE:
   a. CONCRETE MIX DESIGNS
   b. CONCRETE COLD WEATHER CONSTRUCTION PLAN
   c. CONCRETE HOT WEATHER CONSTRUCTION PLAN
   d. MATERIAL PRODUCT DATA FOR STRUCTURAL MATERIALS
   e. CONCRETE REINFORCING
   f. STEEL FABRICATION AND MISCELLANEOUS METALS
   g. JOISTS AND JOIST GIRDERS
   h. STEEL DECK
2. SUBMITTALS SHALL BE REVIEWED AND COORDINATED PRIOR TO SUBMITTING TO THE ARCHITECT. EACH SHOP DRAWING SUBMITTED SHALL BE STAMPED INDICATING REVIEW BY THE CONSTRUCTION MANAGER/GENERAL CONTRACTOR AND REVIEW BY THE ARCHITECT SHALL NOT BEGIN UNTIL THIS IS COMPLETE. WORK SHALL NOT BEGIN WITHOUT REVIEW BY THE DESIGN PROFESSIONALS.
3. SUBMITTALS SHALL BE REVIEWED BY THE DESIGN PROFESSIONALS FOR GENERAL CONFORMANCE WITH DESIGN CONCEPT ONLY. NOTATIONS MADE BY THE DESIGN PROFESSIONALS ON THE SHOP DRAWINGS DO NOT RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE REQUIREMENTS OF THE DRAWINGS.
4. FOR ADDITIONAL INFORMATION ON REQUIRED SUBMITTALS, SEE INDIVIDUAL MATERIAL SECTIONS.

DEFERRED SUBMITTALS

1. DEFERRED SUBMITTALS ARE:
   a. PRECAST CONCRETE ELEMENTS AND CONNECTIONS
   b. EXTERIOR WALL SYSTEMS
   c. CURTAIN WALL AND STOREFRONT SYSTEMS
2. FACADE:
   a. DESIGN AND DETAILING OF THE FACADE SYSTEM AND CONNECTIONS TO THE STRUCTURE SHALL TAKE INTO CONSIDERATION THE FOLLOWING MOVEMENTS:
      1. 3/4" VERTICAL DEFLECTION OF ROOF STEEL
      2. THE FACADE SHALL NOT BE INSTALLED UNTIL AFTER THE SUPERSTRUCTURE HAS BEEN PLUMBED, ALL FRAMING CONNECTIONS HAVE BEEN INSTALLED, AND ALL SHORES AND RESHORES HAVE BEEN REMOVED.
      3. WHERE STRUCTURAL STEEL HORIZONTAL GIRTS ARE PROVIDED, THOSE GIRTS MAY BE USED ONLY TO RESIST LATERAL LOADS FROM THE FACADE. VERTICAL LOADS MAY NOT BE IMPOSED BY THE FACADE UPON THE GIRT FRAMING UNLESS THE SECTIONS AND DETAILS ON THE STRUCTURAL DRAWINGS SPECIFICALLY INDICATE THAT FACADE GRAVITY LOAD CONNECTIONS MAY BE MADE TO THE GIRTS.

DELEGATED DESIGN

1. DELEGATED DESIGNS PER SECTION 107.3.4.1 SHALL BE SUBMITTED TO THE BUILDING OFFICIAL AND THE DESIGN PROFESSIONALS AND REVIEWED PRIOR TO INSTALLATION.
2. DELEGATED DESIGNS ARE:
   a. PRECAST CONCRETE ELEMENTS AND CONNECTIONS
   b. STEEL JOISTS
   c. CURTAIN WALL AND STOREFRONT SYSTEMS
3. ALL DELEGATED DESIGNS SHALL BE SIGNED AND SEALED BY AN ENGINEER LICENSED IN THE PROJECT'S JURISDICTION RESPONSIBLE FOR THE PREPARATION OF THESE DOCUMENTS.
4. FACADE:
   a. DESIGN AND DETAILING OF THE FACADE SYSTEM AND CONNECTIONS TO THE STRUCTURE SHALL TAKE INTO CONSIDERATION THE FOLLOWING MOVEMENTS:
      1. 3/4" VERTICAL DIFFERENTIAL DEFLECTION OF ROOF STEEL
      2. DIFFERENTIAL THERMAL EXPANSION / CONTRACTION BETWEEN FACADE SYSTEM AND SUPPORTING PRIMARY STRUCTURAL SYSTEM
      3. THE FACADE SHALL NOT BE INSTALLED UNTIL AFTER THE SUPERSTRUCTURE HAS BEEN PLUMBED, ALL FRAMING CONNECTIONS HAVE BEEN INSTALLED, AND ALL SHORES AND RESHORES HAVE BEEN REMOVED.

SHALLOW FOUNDATIONS

1. SEE THE GEOTECHNICAL REPORT FROM TSC DATED FEBRUARY 18, 2026 FOR SHALLOW FOUNDATION REQUIREMENTS.
2. SHALLOW FOUNDATIONS SHALL HAVE THE FOLLOWING MINIMUM NET ALLOWABLE SERVICE LOAD BEARING PRESSURES:

NET ALLOWABLE SERVICE LOAD BEARING PRESSURE:	2500 PSF

3. FOUNDATION ELEVATIONS SHOWN INDICATE LOCATIONS WHERE ADEQUATE SOIL BEARING PRESSURE IS ANTICIPATED. IF INADEQUATE BEARING CAPACITY IS ENCOUNTERED, CONTACT STRUCTURAL ENGINEER FOR RESOLUTION. BEARING ELEVATIONS ARE ESTIMATED FROM SOIL BORING DATA INDICATED IN THE GEOTECHNICAL REPORT. DETERMINATION OF FINAL BEARING ELEVATIONS AND FIELD VERIFICATION OF ALLOWABLE BEARING PRESSURE SHALL BE MADE BY AN EXPERIENCED, QUALIFIED GEOTECHNICAL ENGINEER PRIOR TO PLACING FOUNDATIONS.
4. ALL FOUNDATIONS SHALL BEAR BELOW THE FROST DEPTH, OR LOWER WHERE INDICATED ON FOUNDATION PLAN. IN CASE OF CONFLICT, NOTIFY THE DESIGN PROFESSIONALS IN ADVANCE OF ANY CONSTRUCTION TO ALLOW FOR ADJUSTMENT.
5. FOUNDATIONS SHALL BE PLACED ON UNDISTURBED SOIL OR COMPACTED STRUCTURAL FILL, AND CLEAN AND FREE OF LOOSE DEBRIS AND STANDING WATER AT TIME OF CONCRETE PLACEMENT.
6. WHERE FOUNDATIONS BEAR ON ROCK, FOUNDATIONS SHALL BEAR ON THAT ROCK OR ON LEAN CONCRETE FILL.
7. NEW FOOTING BEARING ELEVATIONS SHALL MATCH ADJACENT EXISTING FOOTING BEARING ELEVATIONS WHERE OCCURRING UON.
8. THE SLOPE BETWEEN THE LOWER EDGES OF ADJACENT FOOTINGS SHALL NOT EXCEED 45 DEGREES WITH THE HORIZONTAL UON IN THE GEOTECHNICAL REPORT. CONTACT STRUCTURAL ENGINEER WHERE ADEQUATE SLOPE IS NOT ACHIEVED.

REINFORCING STEEL

1. ALL REINFORCING STEEL SHALL BE DETAILED AND PLACED IN CONFORMANCE WITH ACI 318, "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE", AND ACI 301, "SPECIFICATIONS FOR STRUCTURAL CONCRETE", UON.
2. CONCRETE REINFORCING STEEL SHALL CONFORM TO THE FOLLOWING STANDARDS:

REINFORCING STEEL UON	ASTM A615, GR 60	Fy=60 KSI
WELDED WIRE REINFORCING	ASTM A1064	Fy=65 KSI
GALVANIZED-COATED REINFORCING STEEL	ASTM A767	Fy=60 KSI
STEEL WIRE	ASTM A1064	Fy=60 KSI
HEADED DEFORMED BARS	ASTM A970	Fy=DEFORMED BAR TENSILE STRENGTH
HEADED STEEL STUD SHEAR REINFORCING	ASTM A1044	Fy=51 KSI

3. MINIMUM CONCRETE COVER SHALL BE PROVIDED AS FOLLOWS TO THE OUTERMOST REINFORCING BARS:

CONCRETE EXPOSURE	MEMBER	REINFORCEMENT	COVER (IN)
CAST AGAINST AND PERMANENTLY IN CONTACT WITH GROUND	ALL	ALL	3
EXPOSED TO WEATHER OR IN CONTACT WITH GROUND	ALL	#6 TO #18	2
		#5 AND SMALLER	1 1/2
NOT EXPOSED TO WEATHER OR IN CONTACT WITH GROUND	SLABS, JOISTS, AND WALLS	#11 AND SMALLER	3/4

4. REINFORCING STEEL SHALL BE INSTALLED TO WITHIN THE FOLLOWING TOLERANCES, INDICATED TOLERANCES ARE PER ACI 117, "SPECIFICATIONS FOR TOLERANCES FOR CONCRETE CONSTRUCTION AND MATERIALS".

ITEM FOR WHICH TOLERANCE IS BEING MEASURED	PERMITTED TOLERANCE
CONCRETE COVER FOR SLAB TOP AND BOTTOM BARS	±1/4"
COVER FOR OTHER REINFORCING STEEL	±3/8"
SPECIFIED SPACING BETWEEN PARALLEL BARS IN SLAB	± (SPECIFIED SPACING/4) BUT NOT TO EXCEED 1"
HORIZONTAL DEVIATION FROM SPECIFIED LOCATION UON	±3"
SPACING AND LOCATION OF BEAM STIRRUPS	± (BEAM DEPTH IN INCHES/12) x 1"
SPACING AND LOCATION OF COLUMN TIES	± (MINIMUM COLUMN DIMENSION IN INCHES/12) x 1"
LOCATION OF ENDS OF BARS PERPENDICULAR TO SLAB EDGES	±1"
HORIZONTAL LOCATION OF PRESTRESSED TENDONS	±1/2" FOR MEMBER DEPTH = 24" ±1" FOR MEMBER DEPTH > 24"
VERTICAL LOCATION (DRAPE) OF PRESTRESSED TENDONS	±1/4" FOR MEMBER DEPTH = 8" ±3/8" FOR MEMBER DEPTH 8" < D = 24" ±1/2" FOR MEMBER DEPTH > 24"

THE ABOVE LIST OF PERMITTED TOLERANCES SHALL BE PROVIDED ON ALL REINFORCING STEEL PLACING DRAWINGS AND ON ALL POST-TENSIONED TENDON PLACING DRAWINGS. PLACING DRAWINGS THAT DO NOT PROVIDE THIS LIST OF TOLERANCES WILL BE REJECTED.

5. FIELD BENDING OF REINFORCING STEEL IS NOT PERMITTED UON.
6. WELDING OF REINFORCING STEEL OTHER THAN A706 IS PROHIBITED. WELDING OF REINFORCING BARS SHALL BE IN ACCORDANCE WITH AWS D1.4 OR D1.8.
7. HEADED STUDS AND DEFORMED BAR ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
8. SUPPORTS AND TIE WIRE FOR COATED REINFORCING SHALL BE PLASTIC PROTECTED. SUPPORTS AND TIE WIRE FOR STAINLESS OR GALVANIZED REINFORCING SHALL BE STAINLESS OR GALVANIZED STEEL PROTECTED RESPECTIVELY. SUPPORTS AND TIE WIRE FOR UNCOATED REINFORCING SHALL BE PLAIN WIRE, NO PROTECTION.
9. ALL WELDED WIRE REINFORCING SHALL BE LAP SPLICED 2 PANELS (1'-0" MIN).
10. SPLICING:
    a. SPLICES IN REINFORCING STEEL SHALL BE MADE ONLY AT THOSE LOCATIONS WHERE SPLICES ARE SHOWN ON THE STRUCTURAL DRAWINGS AND AT THOSE LOCATIONS WHERE SPLICES HAVE BEEN DETAILED ON THE REINFORCING STEEL PLACING DRAWINGS THAT HAVE BEEN REVIEWED AND APPROVED BY THE STRUCTURAL ENGINEER. ALL SPLICES SHALL BE CLASS B TENSION LAP SPLICES UON.
    b. MECHANICAL SPLICE COUPLERS MAY BE USED INSTEAD OF TENSION LAP SPLICES AT THE CONTRACTOR'S OPTION AT ANY LOCATION. MECHANICAL SPLICE COUPLERS MUST BE USED WHERE SPLICING #14 AND LARGER BARS, INCLUDING WHERE SPLICING #14 AND LARGER BARS TO #11 AND SMALLER BARS. STAGGER MECHANICAL SPLICES IN ADJACENT BARS 30" MINIMUM.
    c. COMPRESSION LAP SPLICES MAY BE USED ONLY AT THOSE LOCATIONS WHERE SUCH SPLICES ARE SPECIFICALLY INDICATED. STAGGER SPLICES WHERE REQUIRED TO PROVIDE 1 1/2" MINIMUM CLEAR SPACING BETWEEN REINFORCING STEEL AT SPLICE LOCATIONS.
11. ALL HOOKS SHALL BE STANDARD HOOKS OR STANDARD STIRRUP HOOKS UON. STANDARD STIRRUP HOOKS SHALL HAVE CONTINUOUS BAR AT INSIDE CORNER OF HOOK.
12. VERTICAL REINFORCING STEEL IN CONCRETE AND MASONRY WALLS WITH ONE LAYER OF REINFORCING BARS SHALL BE INSTALLED IN THE CENTER OF THE WALL UON.
13. WHEN BAR HOOK LENGTHS EXCEED SLAB THICKNESS, TILT HOOKS DURING INSTALLATION. TILT HOOKS SHALL MAINTAIN THE SPECIFIED MINIMUM CONCRETE COVER.
14. STANDARD STIRRUP HOOKS FOR #3, #4, AND #5 BARS SHALL BE PROVIDED IN SLABS LESS THAN 9" THICK.
15. DOWELS SHALL MATCH GRADE, SIZE, SPACING, AND QUANTITY OF LAPPED REINFORCING STEEL UON. EXTEND ALL DOWELS FOR FULL DEPTH OF SUPPORTING ELEMENT AND PROVIDE HOOKS UON. DOWELS SHALL NOT BE POST-INSTALLED INTO FRESH CONCRETE.
16. HEADED DEFORMED BARS MAY ONLY BE USED ON #11 AND SMALLER BARS. THREADED OR HEADED BARS CAN BE USED AT THE FABRICATORS DISCRETION.
17. FIELD CUTTING OF REINFORCING STEEL IS PROHIBITED UNLESS INDICATED ON THE REINFORCING PLACING DRAWINGS.
18. HEATING OF BARS FOR BENDING IS PROHIBITED.
19. REINFORCING STEEL PLACING DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF ACI 315. THE PLACING DRAWINGS SHALL SHOW ALL INFORMATION NECESSARY TO FABRICATE AND PLACE THE REINFORCING STEEL.
20. FIBER REINFORCING:
    a. STRUCTURAL MACRO SYNTHETIC FIBER REINFORCING SHALL COMPLY WITH ASTM C1116, TYPE III AND ASTM D7508.
    b. MACRO SYNTHETIC FIBERS SHALL BE "TUF-STRAND SF" FIBERS MANUFACTURED BY THE EUCLID CHEMICAL COMPANY OR "STRUX 90/40" FIBERS MANUFACTURED BY GCP.
    c. PROVIDE 4 LBS OF MACRO FIBER REINFORCING PER CUBIC YARD OF CONCRETE WHERE FIBER REINFORCING IS INDICATED UON.
21. REINFORCING STEEL SPACINGS ARE CENTER-TO-CENTER DIMENSIONS UON. REINFORCING STEEL SHOWN IN SECTION PERPENDICULAR TO THE CUT ARE CONTINUOUS UON.
22. THE SPACING OF ALL REINFORCING STEEL MUST BE COMPUTED BY THE REINFORCING STEEL DETAILER AND MUST BE INDICATED ON THE PLACING DRAWINGS. EXTENT ARROWS MUST BE USED TO CLEARLY INDICATE THE LOCATIONS WHERE GROUPS OF REINFORCING BARS ARE TO BE INSTALLED.
23. A LIST OF ALL APPLICABLE REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE INDICATED ON ALL REINFORCING STEEL PLACING DRAWINGS. PLACING DRAWINGS THAT DO NOT SHOW SUFFICIENT INFORMATION NEEDED TO PLACE THE REINFORCING STEEL WILL BE REJECTED.

CAST-IN-PLACE CONCRETE

1. ALL CONCRETE WORK SHALL CONFORM TO THE REQUIREMENTS OF ACI 318, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE, AND ACI 301, SPECIFICATIONS FOR STRUCTURAL CONCRETE UON.
2. CONCRETE MATERIALS SHALL CONFORM TO:

PORTLAND LIMESTONE CEMENT	ASTM C595, TYPE IL ASTM C595, TYPE IL(MS) ASTM C595, TYLE IL(HS)
PORTLAND CEMENT	ASTM C150, TYPE I ASTM C150, TYPE II ASTM C150, TYPE III ASTM C150, TYPE V
FLY ASH	ASTM C618, TYPE C OR F
SLAG CEMENT	ASTM C989
FINE AND COARSE AGGREGATE	ASTM C33
LIGHTWEIGHT AGGREGATE	ASTM C330
WATER	POTABLE
AIR-ENTRAINING ADMIXTURE	ASTM C260
WATER REDUCING ADMIXTURE	ASTM C494

3. CONCRETE STRENGTHS SHALL CONFORM TO:

COMPONENT	Fc AT 28 DAYS[1] (PSI)	MAX PERMITTED W/C	EXPOSURE CLASS
SHALLOW FOUNDATIONS	4500	0.45	F2, S0, W0, C0
INTERIOR SLAB-ON-GRADE	3000	0.60	F0, S0, W0, C0
EXTERIOR/PARKING SLAB-ON-GRADE	5000	0.40	F3, S0, W0, C0
EXTERIOR EQUIPMENT PADS	4500	0.45	F2, S0, W0, C0

1. IF ALTERNATE VALUES ARE INDICATED ON PLANS OR DETAILS FOR SPECIFIC CONDITIONS, THEY SHALL BE USED IN LIEU OF THOSE LISTED IN THE TABLE.

4. AIR ENTRAINMENT:

NOMINAL MAXIMUM AGGREGATE SIZE	REQUIRED AIR CONTENT PER EXPOSURE CATEGORY		
	F0	F1	F2/F3
3/8"	N/A	6%	7.5%
1/2"	N/A	5.5%	7%
3/4"	N/A	5%	6%
1"	N/A	4.5%	6%

   a. CONCRETE SHALL BE AIR ENTRAINED WITH THE APPROPRIATE PERCENTAGE AIR CONTENT LISTED IN THE TABLE ABOVE AS APPLICABLE FOR THE INDICATED EXPOSURE CLASS AND NOMINAL MAXIMUM AGGREGATE SIZE IN THE CONCRETE MIX. THE REQUIRED AIR CONTENT VALUE MAY BE REDUCED BY 1% FOR ALL CONCRETE WITH COMPRESSIVE STRENGTH GREATER THAN 5000 PSI. THE PERMITTED TOLERANCE ON THE REQUIRED AIR CONTENT IS ±1.5%.

5. REQUIRED NOMINAL MAXIMUM COARSE AGGREGATE SIZE:

CONCRETE ELEMENT	REQUIRED NOMINAL MAXIMUM COARSE AGGREGATE SIZE*
ALL CONCRETE UON	1"
VOIDED FILIGREE SLABS	3/4"
TOPPING SLABS LESS THAN 3" THICK	3/8"

* SMALLER NOMINAL MAXIMUM COARSE AGGREGATE SIZE SHALL BE USED WHERE REQUIRED PER ACI 318.

6. COLD WEATHER CONCRETING:
   WHEN AVERAGE HIGH AND LOW TEMPERATURE IS EXPECTED TO FALL BELOW 40°F FOR THREE SUCCESSIVE DAYS, PROTECT CONCRETE WORK AND MAINTAIN DELIVERED CONCRETE MIXTURE TEMPERATURE WITHIN THE TEMPERATURE RANGE AS REQUIRED BY ACI 301. A CONSTRUCTION PLAN SHALL BE SUBMITTED TO THE ENGINEER DETAILING THE PROTECTION PROCEDURES PRIOR TO PLACEMENT OF CONCRETE IN ACCORDANCE WITH ACI 306.1-90(02)/ACI 306-16.
   CONCRETE SHALL BE PROTECTED AS FOLLOWS:
   a. CONCRETE TEMPERATURE IMMEDIATELY AFTER PLACEMENT SHALL BE 55°F OR HOTTER.
   b. EMBEDS SHALL BE HOTTER THAN 10° F; CONTACT SURFACES SHALL BE GREATER THAN 32° F.
   c. MAXIMUM RATE OF TEMPERATURE DECREASE MEASURED AT CONCRETE SURFACE SHALL NOT EXCEED 40°F
   d. AGGREGATES THAT CONTAIN FROZEN LUMPS OR ICE SHALL NOT BE USED.
   e. FORMS, FILLERS, AND GROUND WITH WHICH CONCRETE IS TO COME IN CONTACT SHALL BE FREE FROM FROST AND ICE.
7. HOT WEATHER CONCRETING:
   WHEN HIGH TEMPERATURE IS EXPECTED TO EXCEED 80°F, PROTECT CONCRETE WORK AND MAINTAIN DELIVERED CONCRETE MIXTURE TEMPERATURE WITHIN THE TEMPERATURE RANGE AS REQUIRED BY ACI 301. A CONSTRUCTION PLAN SHALL BE SUBMITTED TO THE ENGINEER DETAILING THE PROTECTION PROCE

STEEL

1. STRUCTURAL STEEL SHALL BE DETAILED, FABRICATED AND ERECTED IN ACCORDANCE WITH THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC) "STEEL CONSTRUCTION MANUAL", SIXTEENTH EDITION, INCLUDING ALL SPECIFICATIONS AND CODES IN PART 16.
2. STRUCTURAL STEEL SHALL CONFORM TO ASTM STANDARDS AS NOTED BELOW:

WIDE FLANGE AND WT SHAPES	ASTM A992	Fy=50 KSI
CHANNEL SHAPES	ASTM A992	Fy=50 KSI
ANGLE SHAPES	ASTM A572	Fy=50 KSI
HSS SECTIONS, SQ/RECT	ASTM A500, GR C	Fy=50 KSI
PLATES	ASTM A572	Fy=50 KSI
ANCHOR RODS	ASTM F1554, GR 36	Fy=36 KSI
HIGH STRENGTH BOLTS, CONVENTIONAL	ASTM F3125: GR A325, UON	Fu=120 KSI
HEAVY HEX NUTS	ASTM A563	
WASHERS FOR HIGH STRENGTH BOLTS	ASTM F436	
HEADED STUD ANCHORS (HSA)	ASTM A108, TYPE B	
WELDING	AWS D1.1, 70KSI FILLER METAL	

3. HIGH STRENGTH BOLTS SHALL BE INSTALLED IN ACCORDANCE WITH AISC "SPECIFICATIONS FOR STRUCTURAL JOINTS USING HIGH-STRENGTH BOLTS". SEE DETAILS FOR BOLT SIZE AND MATERIAL ASTM DESIGNATION.
4. ALL BOLTED CONNECTIONS SHALL BE BEARING TYPE BOLTS UON. ALL BOLTS SHALL BE INSTALLED TO A MINIMUM SNUG TIGHT CONDITION UON.
5. PRETENSIONED HIGH STRENGTH BOLTS AND SLIP CRITICAL HIGH STRENGTH BOLTS SHALL USE TENSION-CONTROL "TWIST-OFF" BOLTS OR BE INSTALLED USING THE TURN OF THE NUT METHOD.
6. BOLTS INDENTIFIED AS "SC" (SLIP-CRITCAL) SHALL BE PRETENSIONED IN ACCORDANCE WITH ONE OF THE APPROVED METHODS SPECIFIED BY AISC. FAYING SURFACES IN SLIP-CRITICAL CONNECTIONS SHALL BE CLASS "A" SURFACES, UON.
7. DESIGNED STRUCTURAL STEEL CONNECTIONS:
   a. ALL STRUCTURAL STEEL CONNECTIONS AND MEMBER REINFORCEMENT AT THE CONNECTIONS ARE DESIGNED BY THE ENGINEER OF RECORD IN ACCORDANCE WITH AISC 303 CoSP, OPTION 1.
8. WELD LENGTHS INDICATED ON THE DRAWINGS ARE THE NET EFFECTIVE LENGTH REQUIRED. WHERE WELD LENGTH IS NOT SPECIFIED, PROVIDE WELD ALONG ENTIRE INTERSECTION OF THE JOINED PARTS. WHERE FILLET WELD SYMBOL IS GIVEN WITHOUT INDICATION OF SIZE, USE MINIMUM WELD SIZE AS SPECIFIED IN AISC 360, TABLE J2.4.
9. SHOP CONNECTIONS SHALL BE WELDED UON. WELDS INDICATED WITH A SHOP WELD SYMBOL MAY BE MADE IN THE FIELD WITH THE APPROVAL OF THE STRUCTURAL ENGINEER. LOCATIONS OF ALL FIELD WELDS SHALL BE CLEARLY SHOWN ON THE SHOP DRAWINGS.
10. ALL WELDING OF STRUCTURAL STEEL SHALL BE PERFORMED BY CERTIFIED WELDERS WITH EXPERIENCE AND CERTIFICATION IN THE TYPES OF WELDING INDICATED. WELDERS SHALL HAVE BEEN RECENTLY QUALIFIED AS PRESCRIBED IN "QUALIFICATION PROCEDURES" OF THE AMERICAN WELDING SOCIETY (AWS).
11. HEADED STUD ANCHORS (HSA): SHALL BE INSTALLED IN ACCORDANCE WITH AWS D1.1 AND SHALL BE AUTOMATICALLY END WELDED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS IN SUCH A MANNER AS TO PROVIDE COMPLETE FUSION BETWEEN THE END OF THE HSA AND THE STEEL SHAPE. THERE SHOULD BE NO POROSITY OR EVIDENCE OF LACK OF FUSION BETWEEN THE WELDED END OF THE HSA AND THE STEEL SHAPE. THE HSA SHALL DECREASE IN LENGTH DURING WELDING APPROXIMATELY 1/8" FOR 5/8"Ø AND SMALLER AND 3/16" FOR LARGER THAN 5/8"Ø.
12. MINIMUM HORIZONTAL CONCRETE COVER FOR HSA TO BE 2".
13. BEAMS SHALL BE CAMBERED UPWARD WHERE SHOWN ON THE DRAWINGS. WHERE NO UPWARD CAMBER IS INDICATED, ANY MILL CAMBER SHALL BE DETAILED UPWARD IN THE BEAMS.
14. SPLICING OF STEEL MEMBERS WHERE NOT DETAILED ON THE DRAWINGS IS PROHIBITED WITHOUT THE PRIOR APPROVAL OF THE STRUCTURAL ENGINEER AS TO LOCATION, TYPE OF SPLICE, AND CONNECTION TO BE MADE.
15. PROVIDE ONE SHOP COAT OF PAINT ON ALL STRUCTURAL STEEL NOT COVERED WITH CONCRETE, FIREPROOFING, MASONRY, OR AT CONTACT SURFACES AT HIGH STRENGTH BOLTS.
16. ALL STEEL EXPOSED TO WEATHER OR AS NOTED ON PLAN SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123 G60. ABRADED AREAS TO BE TOUCHED UP WITH COLD GALVANIZING COMPOUND IN ACCORDANCE WITH ASTM A780.
17. ALL GALVANIZED HOLLOW SECTIONS SHALL HAVE WELDED CAP PLATES TO SEAL EXPOSED ENDS.
18. CUTS, HOLES, OPENINGS, ETC. REQUIRED IN STRUCTURAL STEEL MEMBERS FOR THE WORK OF OTHER TRADES SHALL BE SHOWN ON THE SHOP DRAWINGS. BURNING OR TORCHING OF HOLES, CUTS, AND OTHER FIELD MODIFICATIONS SHALL NOT BE ALLOWED, EXCEPT BY WRITTEN AUTHORIZATION FROM THE STRUCTURAL ENGINEER.
19. SEE ARCHITECTURAL, MECHANICAL, ELECTRICAL, ETC. FOR MISCELLANEOUS STEEL NOT DETAILED SPECIFICALLY ON THE STRUCTURAL DRAWINGS.
20. GROUT FOR BASE AND BEARING PLATES SHALL BE A NON-SHRINK, NON-METALLIC PRODUCT. MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 10,000 PSI. INSTALL GROUT PRIOR TO APPLYING SIGNIFICANT LOADING TO MEMBER.
21. THE STRUCTURAL STEEL FABRICATOR SHALL FURNISH SHOP DRAWINGS OF ALL STRUCTURAL STEEL FOR REVIEW AND APPROVAL BEFORE FABRICATION.

STEEL JOISTS

1. DESIGN, FABRICATION, AND ERECTION SHALL BE IN ACCORDANCE WITH THE STEEL JOIST INSTITUTE (SJI) SPECIFICATION BY A MEMBER OF THE SJI, APPROVED FOR THE TYPE OF JOIST BEING USED.
2. ATTACH STEEL JOIST TO SUPPORT AS FOLLOWS:

	DETAILS WITH WELD INFORMATION		DETAILS WITH BOLT INFORMATION		MINIMUM END BEARING (IN)	
JOIST TYPE/SERIES	FILLET WELD SIZE	WELD LENGTH (IN)	BOLT DIAMETER (IN)	BOLT MATERIAL	STEEL	MASONRY
K	1/8	2 1/2	1/2	A307	2 1/2	4
LH/DLH 02-06	3/16	2 1/2	3/4	A307	2 1/2	6
LH/DLH 07-17	1/4	2 1/2	3/4	A307	4	6
LH/DLH 18-25	1/4	4	3/4	A325	6	6
JOIST GIRDER	1/4	4	3/4	A325	6	6

   WHERE WELDS OR BOLTS ARE INDICATED, WELD/BOLT TO BE INSTALLED ON BOTH SIDES OF JOIST SEAT UON.
3. DESIGN JOIST SEAT FOR 1500 LBS (1.0 WL 0.7 EL) ROLLOVER LOAD FOR K-SERIES JOISTS ONLY.
4. ALL ROOF JOISTS SHALL BE DESIGNED FOR A 15 PSF NET WIND UPLIFT (LRFD).[ENGR NOTE: UPDATE LOAD VALUE AND ASD/LRFD PER PROJECT.]
5. SPECIAL JOIST AND JOIST GIRDER DEFLECTION REQUIREMENTS:
   a. ROOF JOISTS: LIVE LOAD = L/360 & TOTAL LOAD = L/240
6. PROVIDE SIGNED AND SEALED SHOP DRAWINGS AND CALCULATIONS FOR SPECIAL JOIST AND JOIST GIRDER DESIGNS. JOIST DESIGNER SHALL UTILIZE LOADINGS INDICATED ON THE STRUCTURAL DRAWINGS.
7. PROVIDE BRIDGING PER SJI SPECIFICATIONS. DESIGN AND PROVIDE UPLIFT BRIDGING TO WITHSTAND A NET UPLIFT PRESSURE AS INDICATED ABOVE. WHERE BRIDGING INTERFERES WITH MECHANICAL OR OTHER TRADE INSTALLATIONS, THE JOIST MANUFACTURER SHALL PROVIDE DIRECTION FOR REMOVAL AND REPLACEMENT OF ANY BRIDGING.
8. HANGING OF MISCELLANEOUS ITEMS IS NOT PERMITTED FROM BRIDGING / BRACING.
9. PROVIDE ANCHORS AT EACH END OF EACH ROW OF BRIDGING TOP AND BOTTOM CHORDS EXCEPT AT EXPANSION JOINTS.
10. ALL JOIST HEADERS AND ACCESSORIES SHALL BE DESIGNED AND FURNISHED BY THE JOIST FABRICATOR.
11. STEEL JOISTS SHALL BE TOP CHORD BEARING UON.
12. THE JOIST FABRICATOR SHALL FURNISH SHOP DRAWINGS OF ALL BAR JOIST MATERIAL AND ACCESSORIES FOR REVIEW AND APPROVAL BEFORE FABRICATION.
13. PROVIDE SLOPED JOIST SEATS AS REQUIRED TO MEET ROOF SLOPE REQUIREMENTS. COORDINATE WITH ARCHITECTURAL DRAWINGS.

STEEL DECK

1. MATERIAL, DETAILING, DESIGN, MANUFACTURE, AND ERECTION OF STEEL DECKS SHALL BE IN ACCORDANCE WITH THE STEEL DECK INSTITUTE (SDI) SPECIFICATION.
2. DECK SIZE AND GAUGE INDICATED ON THE DRAWINGS ARE BASED ON THE FOLLOWING:
   a. CURRENT VERSION OF VULCRAFT CATALOG FOR GRAVITY DESIGN LOADS AND UNSHORED CONSTRUCTION SPANS.
   b. SDI DIAPHRAGM DESIGN MANUAL 4 FOR DIAPHRAGM LOADS.
   c. MINIMUM DECK YIELD STRENGTHS:

ROOF DECK	Fy = 50 KSI

3. PROVIDE MINIMUM DECK BEARING AND LAP LENGTHS PER MANUFACTURER'S RECOMMENDATIONS.
4. FOR PENETRATIONS LESS THAN OR EQUAL TO 12"Ø OR 12"x12", FRAMING OF OPENINGS FOR OTHER TRADES SHALL BE THE RESPONSIBILITY OF THE TRADES INVOLVED. HOLES LOCATED AND DIMENSIONED ON THE DRAWINGS SHALL BE THE RESPONSIBILITY OF THE DECK ERECTOR. SEE STRUCTURAL FRAMING DETAILS FOR ANY OPENING EXCEEDING LIMITS NOTED.
5. SUBMIT SHOP DRAWINGS SHOWING DECKING LAYOUT, DECK GAUGE, DECK DIRECTION, FASTENERS, AND FASTENING PATTERN FOR REVIEW AND APPROVAL.
6. FURNISH DECKING IN MINIMUM LENGTHS TO ACHIEVE 3-SPAN CONDITION UON.
7. ROOF DECK.[ENGR NOTE: PICK 1 OF THE 2 FOLLOWING NOTES FOR ROOF DECK FINISHES.]
   a. ALL ROOF DECK SHALL BE GALVANIZED TO CONFORM TO ASTM A653 WITH A MINIMUM COATING OF G60.
   b. DO NOT EXCEED 25 LBS PER HANGER AND A MINIMUM SPACING OF 2'-0" ON CENTER WHEN ATTACHING TO ROOF DECK. THIS 25 LBS LOAD AND 2'-0" SPACING INCLUDE ADJACENT MECHANICAL, ELECTRICAL, AND ARCHITECTURAL ITEMS HANGING FROM THE DECK. IF THE HANGER RESTRICTIONS CANNOT BE ACHIEVED, SUPPLEMENTAL FRAMING SUPPORTED OFF STEEL FRAMING WILL NEED TO BE ADDED. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING LOCATION AND WEIGHT OF ALL THE ELEMENTS BEING HUNG WITH STRUCTURAL ENGINEER UON.
   c. DECK MANUFACTURER SHALL FURNISH ALL RIDGE AND VALLEY PLATES, SUMP PANS, DRAIN PLATES, AND OTHER ACCESSORIES REQUIRED FOR A COMPLETE INSTALLATION.

POST-INSTALLED ANCHORS

1. BASIS OF DESIGN ANCHORS:

INSTALLATION CONDITION	ANCHOR TYPE
EXPANSION ANCHORS INTO CONCRETE	HILTI KB-TZ2 (ESR-4266)
SCREW ANCHORS > 1/4"Ø INTO CONCRETE	HILTI KWIK HUS-EZ (ESR-3027)
ADHESIVE ANCHORS INTO CONCRETE	HILTI SAFE-SET SYSTEM w/ HIT-HY 200 V3 AND HIT-Z ROD (ESR-4868) or HILTI SAFE-SET SYSTEM w/ HIT-HY 200 V3 AND HAS-E THREADED ROD (ESR-4868) or HILTI SAFE-SET SYSTEM w/ HIT-RE 500 V3 AND HAS-E THREADED ROD (ESR-3814) FOR ALL ADHESIVE ANCHORS, HOLES SHALL BE HAMMER DRILLED AND HOLES MAY BE DRY OR WATER SATURATED.
EXPANSION ANCHORS INTO GROUTED CMU	HILTI KB-TZ2 (ESR-4561)
SCREW ANCHORS > 1/4"Ø INTO GROUTED CMU	HILTI KWIK HUS-EZ (ESR-3056)
SCREW ANCHORS = 1/4"Ø INTO CONCRETE OR GROUTED CMU	HILTI KWIK-CON II+
ADHESIVE ANCHORS IN GROUTED CMU OR SOLID BRICK	HILTI HIT-HY 270 SYSTEM w/ HAS-E THREADED ROD (ESR-4143)
ADHESIVE ANCHORS INTO HOLLOW CMU, BRICK OR MULTI-WYTHE BRICK WALLS	HILTI HIT-HY 270 SYSTEM w/ HAS-E THREADED ROD AND APPROPRIATE HIT-SC SCREEN TUBE (ESR-4144)
ADHESIVE DOWELING FOR ANCHORING REINFORCING BARS INTO (E) CONCRETE	HILTI SAFE-SET SYSTEM w/ HIT-HY 200 V3 ADHESIVE (ESR-4868) or HILTI SAFE-SET SYSTEM w/ HIT-RE 500 V3 ADHESIVE (ESR-3814)
POWDER-ACTUATED FASTENERS (PAF's) IN CONCRETE	HILTI X-U FASTENERS (ESR-2269)

2. ALTERNATIVE ANCHORS MAY BE USED IF APPROVED IN WRITING BY THE STRUCTURAL ENGINEER. THE CONTRACTOR SHALL SUBMIT CALCULATIONS SIGNED AND SEALED BY AN ENGINEER LICENSED IN THE PROJECT'S JURISDICTION VERIFYING PROPOSED ALTERNATIVE ANCHORS WILL PROVIDE THE SAME OR GREATER LOAD-CARRYING CAPACITY AS THE SPECIFIED ANCHORS. THE CONTRACTOR SHALL SUBMIT EVALUATION REPORTS. EACH ANCHOR CONFIGURATION SHALL BE EVALUATED AND COMPARED TO THE SPECIFIED ANCHOR.
3. CRACKED CONCRETE IS ASSUMED FOR ALL ANCHORAGE DESIGN CONDITIONS UNLESS IT CAN BE DEMONSTRATED THROUGH ENGINEERING ANALYSIS THAT THE CONCRETE REMAINS UNCRACKED DURING THE GOVERNING ULTIMATE LOAD STATE.
4. POST-INSTALLED ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTALLATION INSTRUCTIONS.
5. THE CONTRACTOR SHALL ARRANGE FOR AN ANCHOR MANUFACTURER 'S REPRESENTATIVE TO PROVIDE ONSITE INSTALLATION TRAINING FOR EACH SPECIFIED ANCHOR TYPE. THE STRUCTURAL ENGINEER SHALL RECEIVE DOCUMENTATION VERIFYING ALL OF THE CONTRACTOR'S PERSONNEL WHO INSTALL ANCHORS HAVE BEEN TRAINED PRIOR TO COMMENCEMENT OF INSTALLING ANCHORS.
6. INSTALLATION OF ADHESIVE ANCHORS SHALL BE PERFORMED BY PERSONNEL CERTIFIED BY AN APPROVED CERTIFICATION PROGRAM. CERTIFICATION SHALL INCLUDE WRITTEN AND PERFORMANCE TESTS IN ACCORDANCE WITH THE ACI/CRSI ADHESIVE ANCHOR INSTALLER CERTIFICATION PROGRAM OR EQUIVALENT. THE ACCEPTABILITY OF CERTIFICATIONS OTHER THAN THE ACI/CRSI ADHESIVE INSTALLER CERTIFICATION WILL BE DETERMINED BY THE STRUCTURAL ENGINEER.
7. CONCRETE SHALL HAVE ACHIEVED DESIGN STRENGTH PRIOR TO INSTALLING POST-INSTALLED ANCHORS. ADHESIVE ANCHORS SHALL BE INSTALLED IN CONCRETE THAT HAS CURED FOR A MINIMUM OF 21 DAYS.
8. ANCHOR CAPACITY IS DEPENDENT UPON SPACING BETWEEN ANCHORS AND PROXIMITY OF ANCHORS TO EDGES OF CONCRETE OR MASONRY. INSTALL ANCHORS IN ACCORDANCE WITH SPACING AND EDGE CLEARANCES INDICATED ON THE DRAWINGS.
9. POST-INSTALLED ANCHORS AND DOWELS SHALL BE INSTALLED IN A MANNER THAT DOES NOT DAMAGE REINFORCING STEEL, CONDUIT OR OTHER EMBEDDED ITEMS. REINFORCING STEEL SHALL BE LOCATED BY NON-DESTRUCTIVE MEANS PRIOR TO DRILLING HOLES. PLATES AND BRACKETS THROUGH WHICH ANCHORS WILL BE INSTALLED SHALL NOT BE FABRICATED UNTIL AFTER REINFORCING STEEL IS LOCATED AND ANCHOR LOCATIONS ARE ADJUSTED. CONTRACTOR SHALL NOTIFY STRUCTURAL ENGINEER TO OBTAIN ALTERNATIVE ANCHOR LAYOUT WHERE ANCHORS MUST BE RELOCATED TO AVOID INTERFERENCE WITH REINFORCING STEEL.
10. ADHESIVE ANCHORING SYSTEMS ARE PERMITTED TO BE USED FOR INSTALLATION OF REINFORCING STEEL INTO EXISTING CONCRETE ONLY WHERE SPECIFICALLY INDICATED IN THE CONTRACT DOCUMENTS OR WITH APPROVAL FROM THE STRUCTURAL ENGINEER. LOCATIONS WHERE REINFORCING STEEL WAS INCORRECTLY PLACED OR MISSED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
11. WHERE POST-INSTALLED MECHANICAL ANCHOR EMBEDMENT DEPTHS ARE SPECIFIED, THOSE DEPTHS ARE THE REQUIRED MINIMUM NOMINAL EMBEDMENT DEPTHS. WHERE MECHANICAL ANCHOR EMBEDMENT DEPTHS ARE NOT INDICATED, THE ANCHORS SHALL BE INSTALLED TO THE MAXIMUM EMBEDMENT DEPTH NOTED IN THE MANUFACTURER 'S PRODUCT TECHNICAL GUIDE.
12. ADHESIVE ANCHORS SHALL BE INSTALLED WITH A MINIMUM 6 " EMBEDMENT DEPTH UON.
13. ANCHORS SHALL BE QUALIFIED FOR USE IN CRACKED CONCRETE UNDER EARTHQUAKE LOADING IN ACCORDANCE WITH ACI 355.2 (MECHANICAL ANCHORS) OR ACI 355.4 (ADHESIVE OR EPOXY ANCHORS).[ENGR NOTE: INCLUDE WHEN PROJECT SDC IS C, D, E, OR F.]
14. QUALIFICATION OF ANCHORS SHALL INCLUDE THE TESTING AND EVALUATION OF ANCHORS BY AN INDEPENDENT TESTING AND EVALUATION AGENCY ACCREDITED UNDER ISO/IEC 17025 CONFORMING TO THE REQUIREMENTS OF ISO/IEC 17011. THE INTERNATIONAL CODE COUNCIL EVALUATION SERVICE (ICC-ES) SHALL SERVE AS THE DEFAULT TESTING AND INSPECTION AGENCY UNLESS OTHERWISE APPROVED BY THE STRUCTURAL ENGINEER.[ENGR NOTE: INCLUDE ONLY WHEN DOCUMENTATION OF EVALUATION CRITERIA IS REQUIRED BY THE JURISDICTION.]
15. THE ICC EVALUATION SERVICE REPORT (ESR) SHALL BE IN CONFORMANCE WITH THE ICC-ES CRITERIA AS INDICATED.[ENGR NOTE: INCLUDE ONLY WHEN DOCUMENTATION OF EVALUATION CRITERIA IS REQUIRED BY THE JURISDICTION.]
16. ANCHORAGE OF NONSTRUCTURAL DESIGNATED SEISMIC SYSTEMS WITH SEISMIC QUALIFICATIONS IN ACCORDANCE WITH ASCE 7 SECTION 13.2.2 SHALL CONFORM TO THE CERTIFICATE OF COMPLIANCE FOR THE DESIGNATED SYSTEM.[ENGR NOTE: INCLUDE FOR FACILITIES WITH SPECIALIZED NONSTRUCTURAL SYSTEMS THAT ARE REQUIRED FOR POST-EVENT OPERATION.]

FOUNDATION SYMBOLS:

SYMBOL	DESCRIPTION	DETAIL REFERENCE
8"	SLAB DEPRESSION	
S	STEP IN FOOTING	

CONCRETE SYMBOLS:

SYMBOL	DESCRIPTION	DETAIL REFERENCE
RAMP UP	RAMP (DIRECTION)	N/A
	RAMP DOWN	
	RAMP UP	
	SLAB CURB WALL	
	SLAB DROP	
	SLAB FOLD	
	SLAB THICKNESS CHANGE	
	SLAB/BEAM	
	SLOPING SLAB DROP	

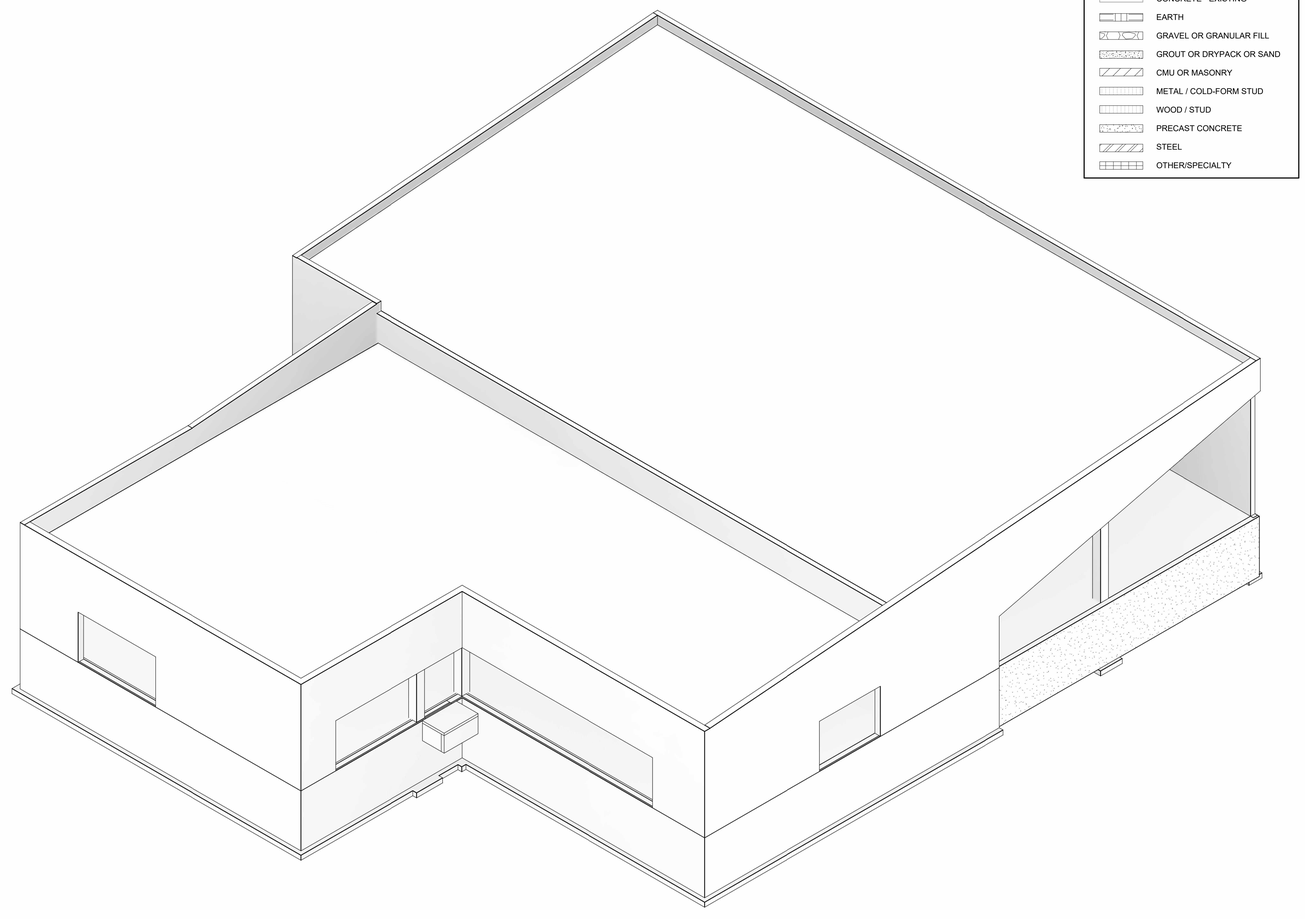
STRUCTURAL ABBREVIATION KEY

ABBR:	DESCRIPTION:
(E)	EXISTING
ADDL	ADDITIONAL
B.O.	BOTTOM OF
BF	BRACED FRAME
BN	BOUNDARY NAILING
BOT	BOTTOM
BTWN	BETWEEN
CFS	COLD FORM STEEL
CGS	CENTER OF GRAVITY OF THE TENDON
CJP	COMPLETE JOINT PENETRATION WELD
CLR	CLEAR
CL	CENTERLINE
CONN	CONNECTION
CONST	CONSTRUCTION
DBA	DEFORMED BAR ANCHOR
DL	DEAD LOAD
EA	EACH
EF	EACH FACE
EL	ELEVATION
E.N.	EDGE NAILING
EOD	EDGE OF DECK
EOS	EDGE OF SLAB
EW	EACH WAY
EXT	EXTERIOR
FN	FIELD NAILING
GA	GAGE OR GAUGE
GL	GLULAM
GT	GIRDER TRUSS
HORIZ	HORIZONTAL
HSA	HEADED STUD ANCHOR
LL	LIVE LOAD
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LONG.	LONGITUDINAL
LSH	LONG SIDE HORIZONTAL
LSV	LONG SIDE VERTICAL
NTS	NOT TO SCALE
OPP	OPPOSITE, OPPOSITE HAND
PAF	POWDER ACTUATED FASTENER
PJP	PARTIAL JOINT PENETRATION WELD
PL	PLATE
REQD	REQUIRED
SC	SLIP CRITICAL
SFRS	SEISMIC FORCE-RESISTING SYSTEM
SIM	SIMILAR
SL	SNOW LOAD
SP	SPACE(S)
SQ	SQUARE
T&B	TOP AND BOTTOM
T.O.	TOP OF
TC	PRE-TENSIONED BOLT
TRANS	TRANSVERSE
UON	UNLESS OTHERWISE NOTED
VERT	VERTICAL
VIF	VERIFY IN FIELD
w/	WITH
WP	WORK POINT
WWR	WELDED WIRE REINFORCING

MATERIAL LEGEND

MATERIAL LEGEND:

- CONCRETE
- CONCRETE - EXISTING
- EARTH
- GRAVEL OR GRANULAR FILL
- GROUT OR DRYPACK OR SAND
- CMU OR MASONRY
- METAL / COLD-FORM STUD
- WOOD / STUD
- PRECAST CONCRETE
- STEEL
- OTHER/SPECIALTY



1 **3D VIEW - FOR REFERENCE ONLY**

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

GENERAL NOTES, 3D VIEW, SYMBOLS AND ABBREVIATIONS

S0.1

GENERAL

1. THE STRUCTURAL ENGINEER DOES NOT PROVIDE INSPECTIONS OF CONSTRUCTION. STRUCTURAL ENGINEER MAY MAKE PERIODIC OBSERVATIONS OF THE CONSTRUCTION. SUCH OBSERVATIONS SHALL NOT REPLACE REQUIRED INSPECTIONS BY THE GOVERNING AUTHORITIES OR SERVE AS "SPECIAL INSPECTIONS" AS MAY BE REQUIRED BY CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE.
2. SEE ARCHITECTURAL, CIVIL, MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS OR SPECIFICATIONS FOR TESTING AND INSPECTION REQUIREMENTS OF NON-STRUCTURAL COMPONENTS.
3. DUTIES OF THE INSPECTION AGENCY PER IBC CHAPTER 17:
   a. SUBMIT A PROPOSED TESTING AND INSPECTION PROGRAM TO THE OWNER, THE ARCHITECT AND THE STRUCTURAL ENGINEER FOR REVIEW AND APPROVAL AT LEAST TWO WEEKS PRIOR TO COMMENCEMENT OF WORK.
   b. PERFORM ALL TESTING AND INSPECTION REQUIRED PER APPROVED TESTING AND INSPECTION PROGRAM.
   c. FURNISH INSPECTION REPORT TO THE BUILDING OFFICIAL, THE OWNER, THE ARCHITECT, STRUCTURAL ENGINEER AND THE GENERAL CONTRACTOR. THE REPORTS SHALL BE COMPLETED AND FURNISHED WITHIN 48 HOURS OF INSPECTED WORK.
   d. SUBMIT A FINAL SIGNED REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS, TO THE BEST OF THE SPECIAL INSPECTION AGENCY'S KNOWLEDGE, IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
4. SPECIAL INSPECTIONS AND TESTS ARE REQUIRED FOR MATERIALS AND SYSTEMS REQUIRED TO BE INSTALLED IN ACCORDANCE WITH ADDITIONAL MANUFACTURER'S INSTRUCTIONS THAT PRESCRIBE REQUIREMENTS NOT CONTAINED IN CHAPTER 17 OF THE IBC OR IN STANDARDS REFERENCED BY THE IBC. THESE ITEMS INCLUDE:
   a. POST-INSTALLED ANCHORS - INSPECTION
5. THE FOLLOWING WORK SHALL BE INSPECTED BY THE SPECIAL INSPECTOR UNLESS SPECIFICALLY WAIVED BY THE BUILDING OFFICIAL.

CONCRETE CONSTRUCTION

VERIFICATION AND TESTING	CONTINUOUS	PERIODIC	MATERIAL STD REFERENCE	IBC REFERENCE
INSPECT REINFORCEMENT, INCLUDING PRESTRESSING TENDONS, AND VERIFY PLACEMENT	-	X	ACI 318: CH 20, 25.2, 25.3, 26.6.1-26.6.3	-
REINFORCING BAR WELDING:			AWS D1.4 ACI 318: 26.6.4	
a. VERIFY WELDABILITY OF REINFORCING BARS OTHER THAN ASTM A706	-	X	-	-
b. INSPECT SINGLE-PASS FILLET WELDS, MAXIMUM 5/16"	-	X	-	-
c. INSPECTS ALL OTHER WELDS	X	-	-	-
INSPECT ANCHORS CAST IN CONCRETE	-	X	ACI 318: 17.8.2	-
INSPECT ANCHORS POST-INSTALLED IN HARDENED CONCRETE MEMBERS:				
a. ADHESIVE ANCHORS INSTALLED IN HORIZONTALLY OR UPWARDLY INCLINED ORIENTATIONS TO RESIST SUSTAINED TENSION LOADS	X	-	ACI 318: 17.8.2.4	-
b. MECHANICAL ANCHORS AND ADHESIVE ANCHORS NOT DEFINED ABOVE	-	X	ACI 318: 17.8.2	-
VERIFY USE OF REQUIRED DESIGN MIX	-	X	ACI 318: CH 19, 26.4.3, 26.4.4	1904.1, 1904.2
PRIOR TO CONCRETE PLACEMENT, FABRICATE SPECIMENS FOR STRENGTH TESTS, PERFORM SLUMP AND AIR CONTENT TESTS, AND DETERMINE THE TEMPERATURE OF THE CONCRETE	X	-	ASTM C172, ASTM C31, ACI 318: 26.5, 26.12	-
INSPECT CONCRETE AND SHOTCRETE PLACEMENT FOR PROPER APPLICATION TECHNIQUES	X	-	ACI 318: 26.5	-
VERIFY MAINTENANCE OF SPECIFIED CURING TEMPERATURE AND TECHNIQUES	-	X	ACI 318: 26.5.3-26.5.5	-
INSPECT PRESTRESSED CONCRETE FOR:				
a. APPLICATION OF PRESTRESSING FORCES	X	-	ACI 318: 26.10	-
b. GROUTING OF BONDED PRESTRESSING TENDONS	X	-	ACI 318: 26.10	-
INSPECT ERECTION OF PRECAST CONCRETE MEMBERS	-	X	ACI 318: 26.9	-
FOR PRECAST CONCRETE DIAPHRAGM CONNECTIONS OR REINFORCEMENT AT JOINTS CLASSIFIED AS MODERATE OR HIGH DEFORMABILITY ELEMENTS (MDE OR HDE) IN STRUCTURES ASSIGNED TO SDC C, D, E, OR F, INSPECT SUCH CONNECTIONS AND REINFORCEMENT IN THE FIELD FOR:			ACI 318: 26.13.1.3	
a. INSTALLATION OF THE EMBEDDED PARTS	X	-	-	-
b. COMPLETION OF THE CONTINUITY OF REINFORCEMENT ACROSS JOINTS	X	-	ACI 550.5	-
c. COMPLETION OF CONNECTIONS IN THE FIELD	X	-	-	-
INSPECT INSTALLATION TOLERANCES OF PRECAST CONCRETE DIAPHRAGM CONNECTIONS FOR COMPLIANCE WITH ACI 550.5	-	X	ACI 318: 26.13.1.3	-
VERIFY IN-SITU CONCRETE STRENGTH, PRIOR TO STRESSING OF TENDONS IN POST-TENSIONED CONCRETE AND PRIOR TO REMOVAL OF SHORES AND FORMS FROM BEAMS AND STRUCTURAL SLABS	-	X	ACI 318: 26.11.2	-
INSPECT FORMWORK FOR SHAPE, LOCATION, AND DIMENSIONS OF THE CONCRETE MEMBER BEING FORMED	-	X	ACI 318: 26.11.1.2(b)	-

STRUCTURAL STEEL - INSPECTION TASKS PRIOR TO BOLTING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	RCSC SECTIONS
MANUFACTURER'S CERTIFICATIONS AVAILABLE FOR FASTENER MATERIALS	O	P	TABLE N5.6-1	2.1, 9.1
FASTENERS MARKED IN ACCORDANCE WITH ASTM REQUIREMENTS	O	O	TABLE N5.6-1	FIG. C-2.1, 9.1
CORRECT FASTENERS SELECTED FOR THE JOINT DETAIL (GRADE, TYPE, BOLT LENGTH IF THREADS ARE TO BE EXCLUDED FROM THE SHEAR PLANE)	O	O	TABLE N5.6-1	2.3.2, 2.7.2, 9.1
CORRECT BOLTING PROCEDURE SELECTED FOR JOINT DETAIL	O	O	TABLE N5.6-1	4, 8
CONNECTING ELEMENTS, INCLUDING THE APPROPRIATE FAYING SURFACE CONDITION AND HOLE PREPARATION, IF SPECIFIED, MEET APPLICABLE REQUIREMENTS	O	O	TABLE N5.6-1	3, 9.1, 9.3
PRE-INSTALLATION VERIFICATION TESTING BY INSTALLATION PERSONNEL OBSERVED AND DOCUMENTED FOR FASTENER ASSEMBLIES AND METHODS USED	P	O	TABLE N5.6-1	7, 9.2
PROTECTION STORAGE PROVIDED FOR BOLTS, NUTS, WASHERS, AND OTHER FASTENER COMPONENTS	O	O	TABLE N5.6-1	2.2, 8, 9.1

O = OBSERVE AND P = PERFORM

STRUCTURAL STEEL - INSPECTION TASKS DURING BOLTING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	RCSC SECTIONS
FASTENER ASSEMBLIES PLACED IN ALL HOLES AND WASHERS AND NUTS ARE POSITIONED AS REQUIRED	O	O	TABLE N5.6-2	7.1(1), 8.1, 9.1
JOINT BROUGHT TO THE SNUG-TIGHT CONDITION PRIOR TO THE PRETENSIONING OPERATION	O	O	TABLE N5.6-2	8.1, 9.1
FASTENER COMPONENT NOT TURNED BY THE WRENCH PREVENTED FROM ROTATING	O	O	TABLE N5.6-2	8.2, 9.2
FASTENERS ARE PRETENSIONED IN ACCORDANCE WITH THE RCSC SPECIFICATION, PROGRESSING SYSTEMATICALLY FROM THE MOST RIGID POINT TOWARD THE FREE EDGES	O	O	TABLE N5.6-2	8.2, 9.2

O = OBSERVE

STRUCTURAL STEEL - INSPECTION TASKS AFTER BOLTING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	RCSC SECTIONS
DOCUMENT ACCEPTANCE OR REJECTION OF BOLTED CONNECTIONS	P	P	TABLE N5.6-3	-

P = PERFORM

STRUCTURAL STEEL - INSPECTION TASKS PRIOR TO WELDING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	AWS D1.1 CLAUSES
WELDER QUALIFICATION RECORDS AND CONTINUITY RECORDS	P	O	TABLE N5.4-1	-
WELDING PROCEDURE SPECIFICATIONS (WPS) AVAILABLE	P	P	TABLE N5.4-1	6.3
MANUFACTURER CERTIFICATES FOR WELDING CONSUMABLES AVAILABLE	P	P	TABLE N5.4-1	6.2
MATERIAL IDENTIFICATION (TYPE/GRADE)	O	O	TABLE N5.4-1	6.2
WELDER IDENTIFICATION	O	O	TABLE N5.4-1	6.4 (WELDER QUALIFICATION)
FIT-UP OF GROOVE WELDS (INCLUDING JOINT GEOMETRY)				
a. JOINT PREPARATIONS	O	O	TABLE N5.4-1	6.5.2
b. DIMENSIONS (ALIGNMENT, ROOT OPENING, ROOT FACE, BEVEL)	O	O	TABLE N5.4-1	5.22
c. CLEANLINESS (CONDITION OF STEEL SURFACES)	O	O	TABLE N5.4-1	5.14
d. TACKING (TACK WELD QUALITY AND LOCATION)	O	O	TABLE N5.4-1	5.17
e. BACKING TYPE AND FIT (IF APPLICABLE)	O	O	TABLE N5.4-1	5.9, 5.21.1.1
FIT-UP OF CJP GROOVE WELDS OF HSS T-, Y-, & K- JOINTS WITHOUT BACKING (INCLUDING JOINT GEOMETRY)				
a. JOINT PREPARATIONS	P	O	TABLE N5.4-1	9.11.2
b. DIMENSIONS (ALIGNMENT, ROOT OPENING, ROOT FACE, BEVEL)	P	O	TABLE N5.4-1	9.11.2
c. CLEANLINESS (CONDITION OF STEEL SURFACES)	P	O	TABLE N5.4-1	9.11.2
d. TACKING (TACK WELD QUALITY AND LOCATION)	P	O	TABLE N5.4-1	9.11.2
CONFIGURATION AND FINISH OF ACCESS HOLES	O	O	TABLE N5.4-1	6.5.2, 5.16 (& SEE AISC 360 SECTION J1.6)
FIT-UP OF FILLET WELDS	O	O	TABLE N5.4-1	-
a. DIMENSIONS (ALIGNMENT, GAPS AT ROOT)	O	O	TABLE N5.4-1	5.21.1
b. CLEANLINESS (CONDITION OF STEEL SURFACES)	O	O	TABLE N5.4-1	5.14
c. TACKING (TACK WELD QUALITY AND LOCATION)	O	O	TABLE N5.4-1	5.17
CHECK WELDING EQUIPMENT	O	-	TABLE N5.4-1	6.2, 5.10

O = OBSERVE AND P = PERFORM

STRUCTURAL STEEL - INSPECTION TASKS DURING WELDING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	AWS D1.1 CLAUSES
USE OF QUALIFIED WELDERS	O	O	TABLE N5.4-2	6.4
CONTROL AND HANDLING OF WELDING CONSUMABLES	O	O	TABLE N5.4-2	6.2
a. PACKAGING	O	O	TABLE N5.4-2	5.3.1
b. EXPOSURE CONTROL	O	O	TABLE N5.4-2	5.3.2 (FOR SMAW), 5.3.3 (FOR SAW)
NO WELDING OVER CRACKED TACK WELDS	O	O	TABLE N5.4-2	5.17
ENVIRONMENTAL CONDITIONS				
a. WIND SPEED WITHIN LIMITS	O	O	TABLE N5.4-2	5.11.1
b. PRECIPITATION AND TEMPERATURE	O	O	TABLE N5.4-2	5.11.2
WPS FOLLOWED	O	O	TABLE N5.4-2	6.3.3, 6.5.2, 5.5, 5.20
a SETTINGS ON WELDING EQUIPMENT	O	O	TABLE N5.4-2	
b. TRAVEL SPEED	O	O	TABLE N5.4-2	
c. SELECTED WELDING MATERIALS	O	O	TABLE N5.4-2	
d. SHIELDING GAS TYPE/FLOW RATE	O	O	TABLE N5.4-2	
e. PREHEAT APPLIED	O	O	TABLE N5.4-2	5.6, 5.7
f. INTERPASS TEMPERATURE MAINTAINED (MIN/MAX)	O	O	TABLE N5.4-2	
g. PROPER POSITION (F, V, H, OH)	O	O	TABLE N5.4-2	
WELDING TECHNIQUES	O	O	TABLE N5.4-2	6.5.2, 6.5.3, 5.23
a. INTERPASS AND FINAL CLEANING	O	O	TABLE N5.4-2	5.29.1
b. EACH PASS WITHIN PROFILE LIMITATIONS	O	O	TABLE N5.4-2	
c. EACH PASS MEETS QUALITY REQUIREMENTS	O	O	TABLE N5.4-2	
PLACEMENT AND INSTALLATION OF STEEL HEADED STUD ANCHORS	P	P	TABLE N5.4-2	-

O = OBSERVE AND P = PERFORM

STRUCTURAL STEEL - INSPECTION TASKS AFTER WELDING (AS A MINIMUM)

VERIFICATION AND INSPECTION TASK	QC	QA	AISC 360	AWS D1.1 CLAUSES
WELDS CLEANED	O	O	TABLE N5.4-3	5.29.1
SIZE, LENGTH, AND LOCATION OF WELDS	P	P	TABLE N5.4-3	6.5.1
WELDS MEET VISUAL ACCEPTANCE CRITERIA				6.5.3
a. CRACK PROHIBITION	P	P	TABLE N5.4-3	TABLE 6.1(1)
b. WELD/BASE-METAL FUSION	P	P	TABLE N5.4-3	TABLE 6.1(2)
c. CRATER CROSS-SECTION	P	P	TABLE N5.4-3	TABLE 6.1(3)
d. WELD PROFILES	P	P	TABLE N5.4-3	TABLE 6.1(4), 5.24
e. WELD SIZE	P	P	TABLE N5.4-3	TABLE 6.1(6)
f. UNDERCUT	P	P	TABLE N5.4-3	TABLE 6.1(7)
g. POROSITY	P	P	TABLE N5.4-3	TABLE 6.1(8)
ARC STRIKES	P	P	TABLE N5.4-3	5.28
k-AREA[1]	P	P	TABLE N5.4-3	-
WELD ACCESS HOLES IN ROLLED HEAVY SHAPES AND BUILT-UP HEAVY SHAPES[2]	P	P	TABLE N5.4-3	5.16, 6.5.2 (& SEE AISC 360 SECT J1.6)
BACKING REMOVED AND WELD TABS REMOVED (IF REQUIRED)	P	P	TABLE N5.4-3	5.9, 5.30
REPAIR ACTIVITIES	P	P	TABLE N5.4-3	6.5.3, 5.25
DOCUMENT ACCEPTANCE OR REJECTION OF WELDED JOINT OR MEMBER	P	P	TABLE N5.4-3	6.5.4, 6.5.5
NO PROHIBITED WELDS HAVE BEEN ADDED WITHOUT THE APPROVAL OF THE EOR	O	O	TABLE N5.4-3	-

O = OBSERVE AND P = PERFORM

1. WHEN WELDING OF DOUBLER PLATES, CONTINUITY PLATES OR STIFFENERS HAS BEEN PERFORMED IN THE k-AREA, VISUALLY INSPECT THE WEB k-AREA FOR CRACKS WITHIN 3" OF THE WELD. THE VISUAL INSPECTION SHALL BE PERFORMED NO SOONER THAN 48 HOURS FOLLOWING COMPLETION OF THE WELDING.
2. AFTER ROLLED HEAVY SHAPES AND BUILT-UP HEAVY SHAPES ARE WELDED, VISUALLY INSPECT THE WELD ACCESS HOLE FOR CRACKS.

OPEN WEB STEEL JOISTS AND JOIST GIRDERS

VERIFICATION AND INSPECTION TASK	CONTINUOUS	PERIODIC	MATERIAL STD REFERENCE
INSTALLATION OF OPEN-WEB STEEL JOISTS AND JOIST GIRDERS:			
a. END CONNECTIONS - WELDING AND BOLTED	-	X	SJI SPEC. LISTED IN SECTION 2207.1
b. STANDARD HORIZONTAL AND DIAGONAL BRIDGING	-	X	SJI SPEC. LISTED IN SECTION 2207.1
c. HORIZONTAL AND DIAGONAL BRIDGING THAT DIFFERS FROM THE SJI SPECIFICATIONS LISTED IN SECTION 2207.1	-	X	-

STEEL DECKING

VERIFICATION AND INSPECTION TASK	CONTINUOUS	PERIODIC	MATERIAL STD REFERENCE
DECK PLACEMENT AND ATTACHMENT	X	X	-

SOILS

VERIFICATION AND INSPECTION TASK	CONTINUOUS	PERIODIC
VERIFY MATERIALS BELOW SHALLOW FOUNDATIONS ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY	-	X
VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL	-	X
PERFORM CLASSIFICATIONS AND TESTING OF COMPACTED FILL MATERIAL	-	X
DURING FILL PLACEMENT, VERIFY USE OF PROPER MATERIALS AND PROCEDURES IN ACCORDANCE WITH THE PROVISIONS OF THE APPROVED GEOTECHNICAL REPORT. VERIFY DENSITIES AND LIFT THICKNESSES DURING PLACEMENT AND COMPACTION OF COMPACTED FILL.	X	-
PRIOR TO PLACEMENT OF COMPACTED FILL, INSPECT SUBGRADE AND VERIFY THAT SITE HAS BEEN PREPARED PROPERLY	-	X

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

TESTING AND INSPECTIONS

IMEG 225 W WASHINGTON STREET SUITE 2700 CHICAGO, IL 60606 P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

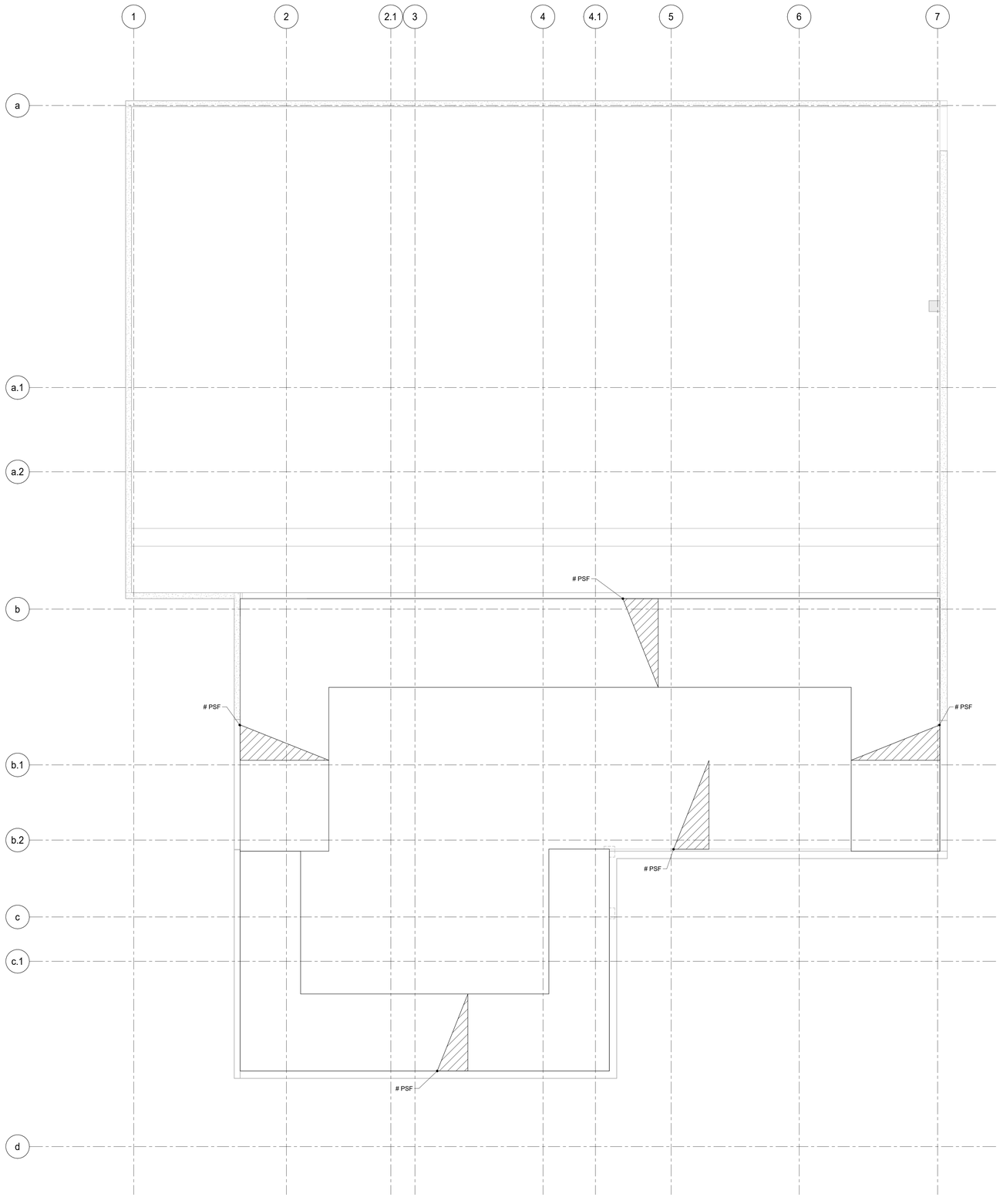
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PROJECT #26000881.00

S0.2



1 **SNOW DRIFT PLAN**
1/8" = 1'-0"

NORTH

issue

Issue for 50% DD/PD Resubmittal	10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
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tel xxx.xxx.xxxx

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IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
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225 W Washington, Suite 2700
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3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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1100 Dodge Ave. Evanston, IL 60202

SNOW DRIFT PLAN

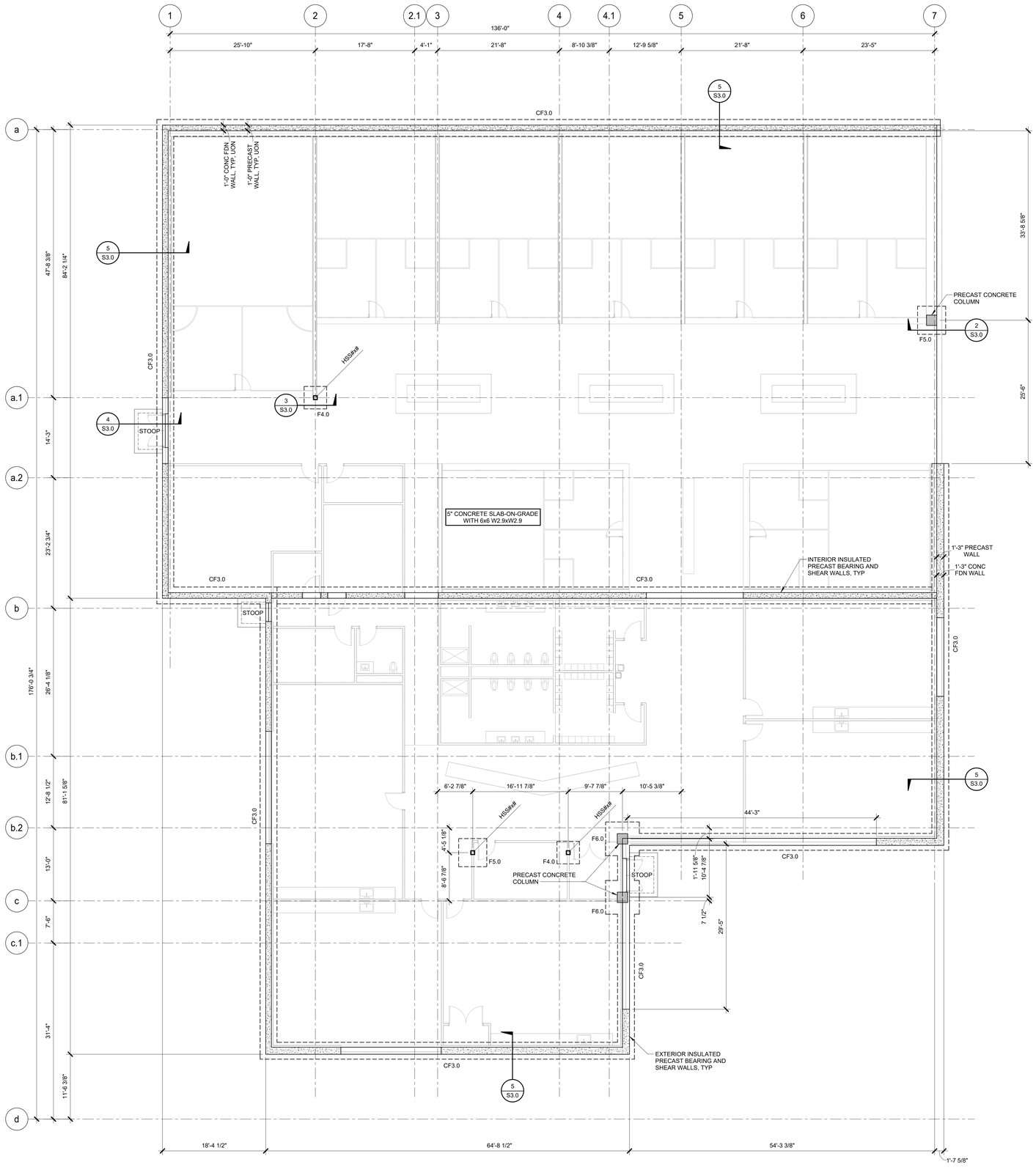
S0.3

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00



1 FOUNDATION PLAN

1/8" = 1'-0"

NORTH

CONTINUOUS FOOTING SCHEDULE

MARK	WIDTH	DEPTH	REINFORCING (BOT, UON)		REMARKS
			LONG	SHORT	
CF3.0	3'-0"	1'-0"	(4)#5	#5@12"	

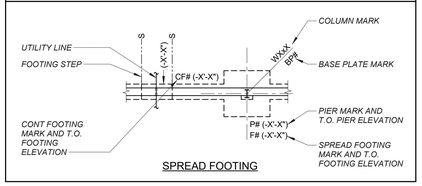
SPREAD FOOTING SCHEDULE

MARK	LENGTH	WIDTH	DEPTH	REINFORCEMENT (EW BOT, UON)	REMARKS
F4.0	4'-0"	4'-0"	1'-0"	(4)#5	
F5.0	5'-0"	5'-0"	1'-0"	(5)#5	
F6.0	6'-0"	6'-0"	1'-0"	(6)#5	

GENERAL CONCRETE SHEET NOTES:

1. TOP OF SLAB EL (XXX'-XX") UON.
2. EXTERIOR T.O. FOOTING EL (XXX'-XX") UON.
3. INTERIOR T.O. FOOTING EL (XXX'-XX") UON.
4. EXTERIOR T.O. WALL EL (XXX'-X') UON.
5. T.O. PIER EL (XXX'-XX") UON.
6. BF# INDICATES BRACE FRAME ELEVATION. SEE FRAME ELEVATIONS.
7. SEE GENERAL NOTES AND TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.
8. CONTRACTOR VERIFY ALL DIMENSIONS WITH ARCHITECTURAL DRAWINGS.
9. SEE ARCHITECTURAL DRAWINGS FOR SLAB CONTOURS, VALLEYS AND RIDGES, FLOOR DRAINS, CURBS, ETC.
10. CONTRACTOR TO VERIFY UNDERGROUND UTILITIES LOCATIONS AND INVERT ELEVATIONS. DROP TOP OF FOOTING ELEVATIONS AS REQUIRED TO ALLOW MECHANICAL PIPE TO PASS OVER FOOTING.
11. PROVIDE PIPE SLEEVES AT ALL LOCATIONS WHERE MECHANICAL PIPES PENETRATE WALL. VERIFY LOCATIONS WITH MECHANICAL DRAWINGS. SEE DETAIL 11/S3.0.

FOUNDATION PLAN SYMBOLS KEY



IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com
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issue

Issue for 50% DD/PD Resubmittal	10.05.2026

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project
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MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

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xx
xx
xx
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Tel 312 943 3120 www.woodtinarch.com

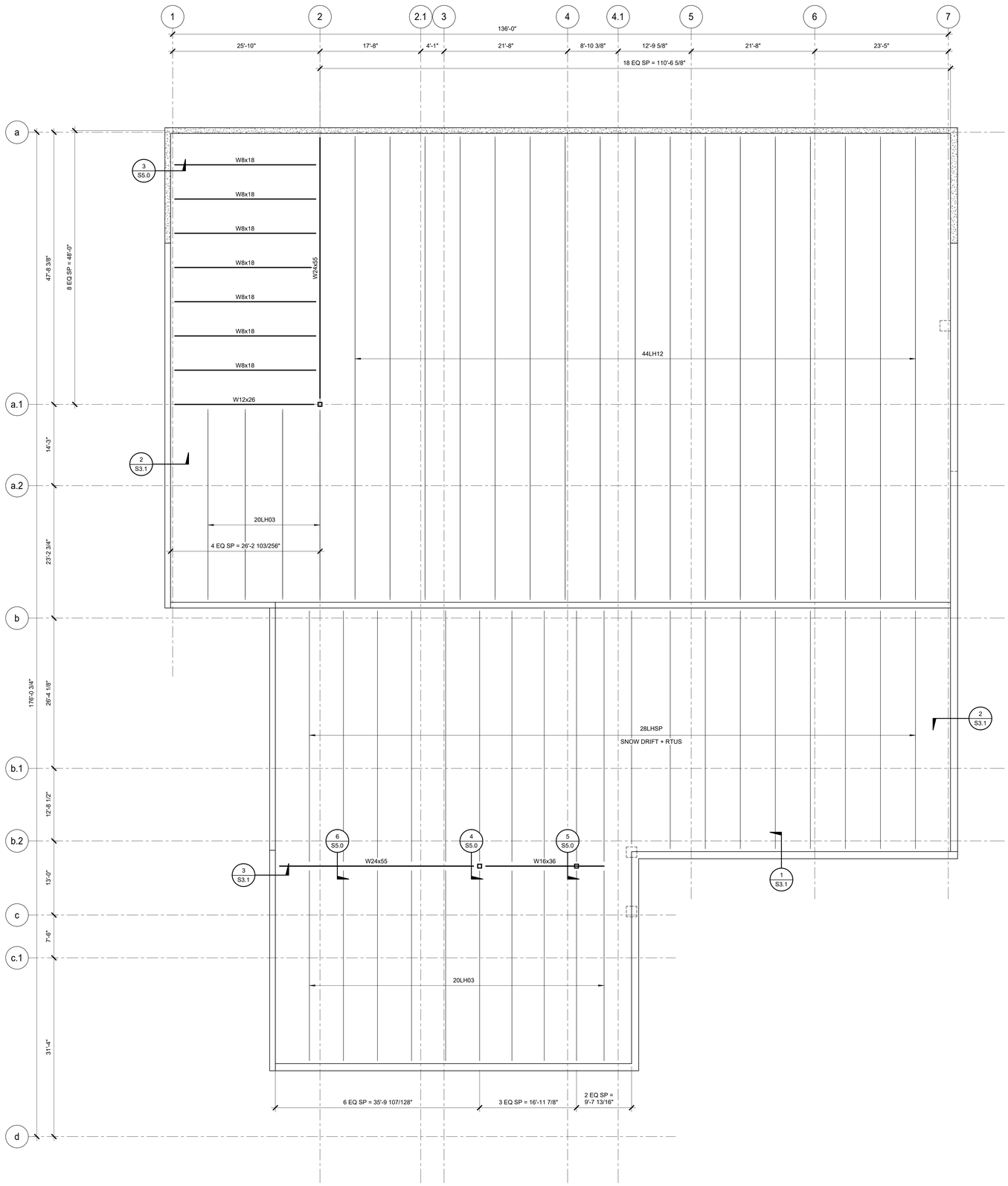
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FOUNDATION PLAN

S2.0



NORTH

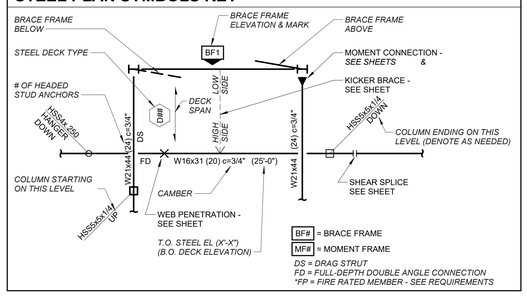
1 **FRAMING PLAN**

1/8" = 1'-0"

GENERAL FRAMING SHEET NOTES:

1. ELEVATIONS ARE BASED ON THE FIRST FLOOR ELEVATION OF (XXX'-XX") WHICH IS EQUIVALENT TO CIVIL ELEVATION (XXX'-XX").
2. SEE GENERAL NOTES SECTIONS FOR ADDITIONAL INFORMATION.
3. CONTRACTOR VERIFY ALL DIMENSIONS WITH ARCH DRAWINGS.

STEEL PLAN SYMBOLS KEY



issue

Issue for 50% DD/PD 10.05.2026
Resubmittal

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
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mechanical electrical plumbing:
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225 W Washington, Suite 2700
Chicago, IL 60606
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IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
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PROJECT #2600008100

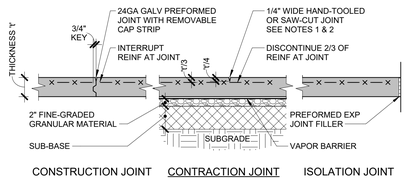
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FRAMING PLAN

S2.1

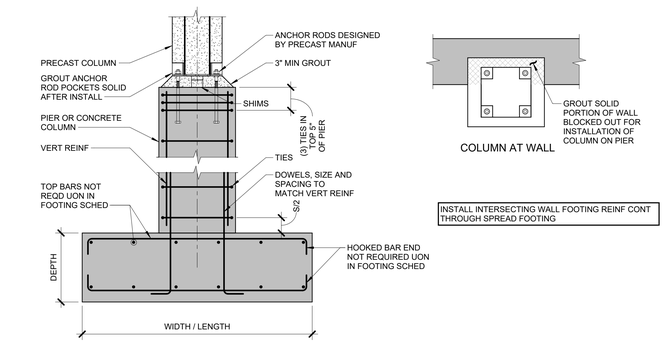


NOTES:

1. FOR SAW-CUT JOINTS, USE A "SOFF-CUT" ULTRA EARLY ENTRY DRY-CUT SAW OR APPROVED EQUIVALENT. JOINTS SHALL BE INSTALLED IMMEDIATELY UPON COMPLETION OF FINISHING OPERATIONS.
2. SEE SPECIFICATIONS AND ARCHITECTURAL DRAWINGS FOR ANY JOINT SEALANT REQUIREMENTS.

1 SLAB-ON-GRADE CONSTRUCTION

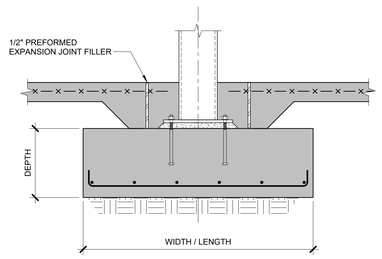
3/4" = 1'-0"
2021-01



INSTALL INTERSECTING WALL FOOTING REINF CONT THROUGH SPREAD FOOTING

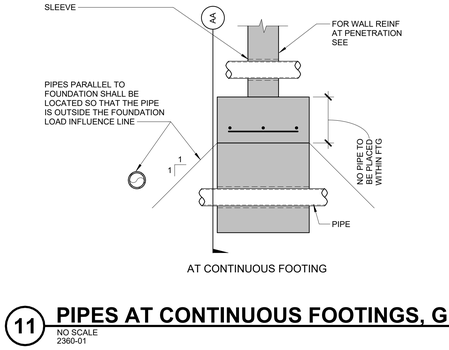
2 PRECAST COLUMN CONNECTION TO SHALLOW FOUNDATION PIER

3/4" = 1'-0"
2200-04



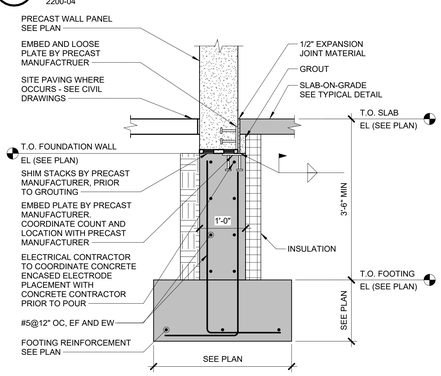
3 INTERIOR SPREAD FOOTING

3/4" = 1'-0"
2200-03



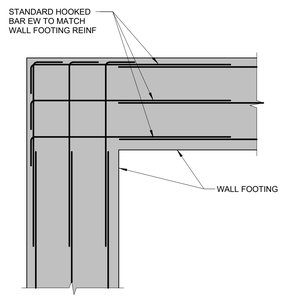
4 STOOP AND STEM WALL w/ FROST STEM

3/4" = 1'-0"
2300-01



5 FOUNDATION AT PRECAST WALL DETAIL

3/4" = 1'-0"



6 FOOTING INTERSECTION

3/4" = 1'-0"
2350-07

CLASS B TENSION LAP SPLICE LENGTH					
REINF STEEL, Fy	BAR SIZE	BAR LOCATION	CONCRETE STRENGTH, f'c		
			3 KSI	4 KSI	5 KSI
60 KSI	#3	TOP	2'-4"	2'-1"	1'-10"
		OTHER	1'-10"	1'-7"	1'-5"
	#4	TOP	3'-2"	2'-9"	2'-5"
		OTHER	2'-5"	2'-1"	1'-11"
	#5	TOP	3'-11"	3'-5"	3'-0"
		OTHER	3'-0"	2'-7"	2'-4"
	#6	TOP	4'-8"	4'-1"	3'-8"
		OTHER	3'-7"	3'-1"	2'-10"
	#7	TOP	6'-9"	5'-11"	5'-3"
		OTHER	5'-3"	4'-6"	4'-1"
	#8	TOP	7'-9"	6'-9"	6'-0"
		OTHER	6'-0"	5'-2"	4'-8"
	#9	TOP	8'-9"	7'-7"	6'-9"
		OTHER	6'-9"	5'-10"	5'-3"
	#10	TOP	9'-10"	8'-6"	7'-8"
		OTHER	7'-7"	6'-7"	5'-11"
	#11	TOP	10'-11"	9'-6"	8'-6"
		OTHER	8'-5"	7'-3"	6'-6"

NOTES:

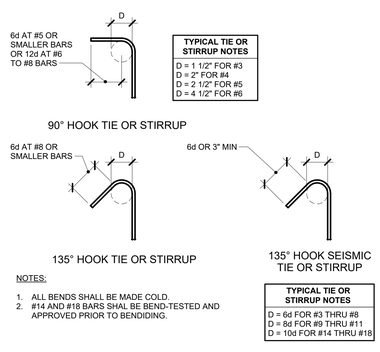
1. SPLICE LENGTHS SHOWN ARE APPLICABLE FOR SPLICES OCCURRING UNDER THE FOLLOWING CONDITIONS.
   A. NORMAL-WEIGHT CONCRETE
   B. MIN BAR SPACING REQUIREMENTS:
      a. CLEAR SPACING BETWEEN BARS AT SPLICE LOCATION > BAR DIAMETER, CLEAR COVER TO BARS ≥ BAR DIAMETER, AND TIES OR STIRRUPS OCCUR PER CODE SPACING WITHIN LENGTH OF SPLICE; OR
      b. CLEAR SPACING BETWEEN BARS AT SPLICE ≥ 2 x BAR DIAMETER AND CLEAR COVER > BAR DIAMETER
2. INDICATED SPLICE LENGTHS SHALL BE INCREASED BY THE LISTED FACTORS WHERE THE FOLLOWING CONDITIONS EXIST.

CONDITION	SPLICE LENGTH MULTIPLIER*
A. BAR SPACING OR CLEAR COVER IS LESS THAN REQUIRED PER NOTE 1	1.5
B. LIGHTWEIGHT CONCRETE	1.3
C. EPOXY COATED REINF WITH COVER < 3 x BAR DIAMETER OR CLEAR SPACING < 6 x BAR DIAMETER	1.5
D. ALL OTHER EPOXY COATED BARS	1.2

   *WHERE MULTIPLE CONDITIONS EXIST, APPLY EACH OF THE APPLICABLE FACTORS TO THE TABULATED TENSION LAP SPLICE LENGTH TO OBTAIN THE REQUIRED SPLICE LENGTH.
3. TOP BARS ARE HORIZ BARS LOCATED WHERE MORE THAN 12" OF FRESH CONCRETE IS CAST IN THE MEMBER BELOW THE BARS.
4. USE SMALLER BAR SIZE TO DETERMINE LENGTH WHERE SPLICING BARS OF DIFFERENT SIZES.

7 CLASS B TENSION LAP SPLICE LENGTHS

NO SCALE
3010-01

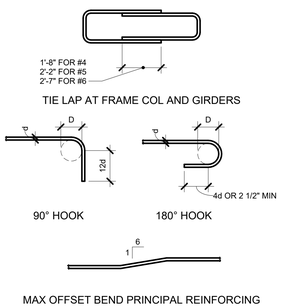


TYPICAL TIE OR STIRRUP NOTES
D = 1 1/2" FOR #3 D = 2" FOR #4 D = 2 1/2" FOR #5 D = 4 1/2" FOR #6

TYPICAL TIE OR STIRRUP NOTES
D = 6d FOR #3 THRU #8 D = 8d FOR #9 THRU #11 D = 10d FOR #14 THRU #18

NOTES:

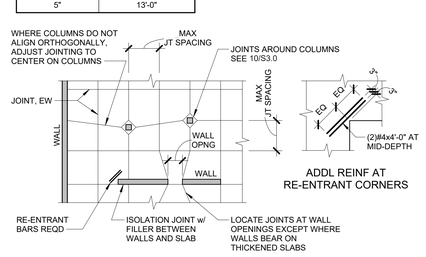
1. ALL BENDS SHALL BE MADE COLD.
2. #14 AND #18 BARS SHAL BE BEND-TESTED AND APPROVED PRIOR TO BENDIDING.



8 STANDARD HOOK AND TIE DIMENSIONS

NO SCALE
3015-01

SLAB THICKNESS	MAX JOINT SPACING
5"	13'-0"

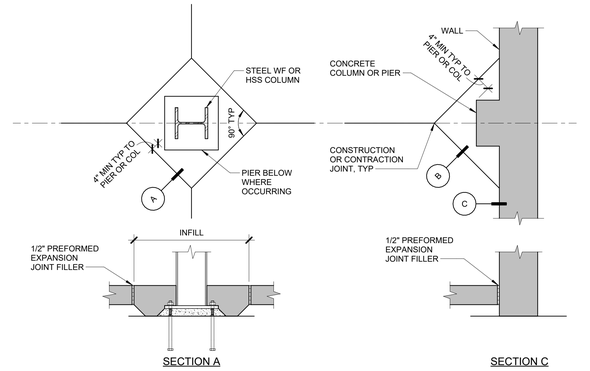


NOTES:

1. LOCATE CONSTRUCTION JOINTS AND CONTRACTION JOINTS ON ALL COLUMN GRID LINES AND SUBDIVIDE AS REQD TO LIMIT MAX SPACING BETWEEN JOINTS PER TABLE.
2. LOCATE JOINTS IN A PATTERN THAT SUBDIVIDES SLAB INTO SQUARE OR RECTANGULAR PANELS HAVING AN ASPECT RATIO BETWEEN 1.0 (PREFERRED) TO 1.5.
3. WHERE SLAB JOINTS ARE NOT PROVIDED AT RE-ENTRANT CORNERS, PROVIDE RE-ENTRANT REINFORCING.

9 SLAB-ON-GRADE JOINT ARRANGEMENT

3/4" = 1'-0"
2010-07

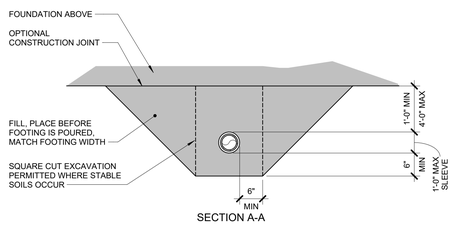


10 SLAB-ON-GRADE JOINTS AT COLUMNS/PIERS/WALLS

NO SCALE
2010-03

NOTES:

1. SLEEVING BELOW AND THROUGH FOUNDATION ELEMENTS IS ONLY PERMITTED FOR THE FOUNDATION ELEMENTS LISTED. SLEEVING UNDER OR THROUGH SPREAD FOOTINGS, PILES, PILE CAPS, OR MAT FOUNDATIONS IS PROHIBITED WITHOUT PRIOR EOR APPROVAL.
2. FOR SLEEVES THROUGH STRUCTURAL ELEMENTS, SLEEVE DIAMETER TO BE 4" LARGER THAN PIPE DIAMETER. CENTER PIPE IN THE SLEEVE AND PROVIDE 2" COMPRESSIBLE MATERIAL BETWEEN PIPE AND SLEEVE.
3. FOR SLEEVES BELOW STRUCTURAL ELEMENTS, WRAP PIPE WITH 2" OF FOAM OR UTILIZE PVC WITH DIAMETER 4" GREATER THAN PIPE AND PLACE AROUND THE PIPE. SEAL ALL WRAPPING TO PREVENT WATER INSTRUSION.
4. REFER TO GEOTECHNICAL REPORT FOR STRUCTURAL FILL MATERIAL. IF NO MATERIAL IS PROVIDED, FILL CAPACITY SHALL MATCH COMPRESSIVE STRENGTH OF CONCRETE OR SOIL, WHICHEVER IS LESS.



11 PIPES AT CONTINUOUS FOOTINGS, GRADE BEAMS, AND TURNDOWN SLAB EDGES

NO SCALE
2360-01

issue

Issue for 50% DD/PD Resubmittal	10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
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tel 312.481.8432

Woodhouse Tinucci Architects
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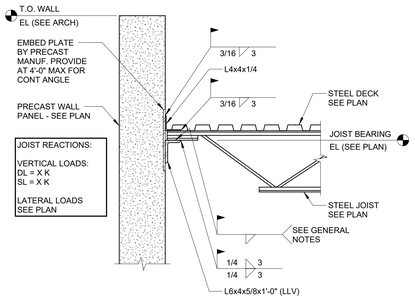
CONCRETE DETAILS

S3.0

IMEG
www.imegcorp.com
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003

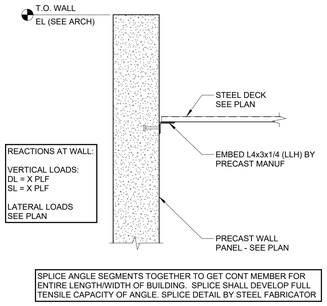
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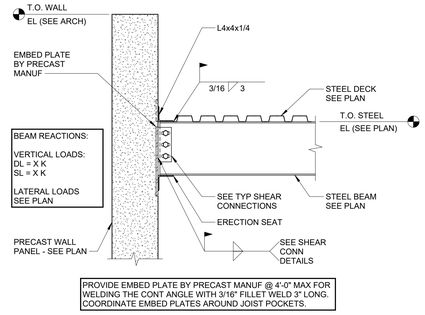
1 STEEL JOIST ON BEARING ANGLE AT PRECAST WALL

3/4" = 1'-0"
3560-01



2 ROOF DECK AT EMBEDDED BEARING ANGLE

3/4" = 1'-0"
3560-05



3 BEAM CONNECTION TO PRECAST WALL

3/4" = 1'-0"
3560-08

issue

Issue for 50% DD/PD Resubmittal	10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00

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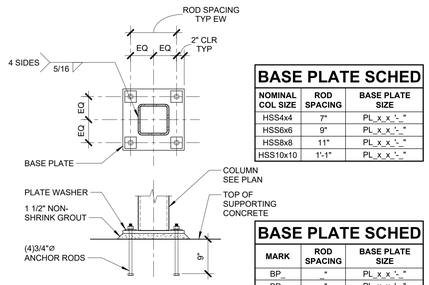
MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

PRECAST DETAILS

S3.1

SEE AISC MANUAL PART 14 FOR REQD BASE PLATE HOLE AND PLATE WASHER DIMENSIONS



BASE PLATE SCHED

NOMINAL COL SIZE	ROD SPACING	BASE PLATE SIZE
HSS4x4	7"	PL_x_x_-_"
HSS6x6	9"	PL_x_x_-_"
HSS8x8	11"	PL_x_x_-_"
HSS10x10	1'-1"	PL_x_x_-_"

BASE PLATE SCHED

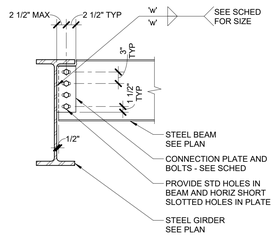
MARK	ROD SPACING	BASE PLATE SIZE
BP_	"	PL_x_x_-_"
BP_	"	PL_x_x_-_"
BP_	"	PL_x_x_-_"
BP_	"	PL_x_x_-_"

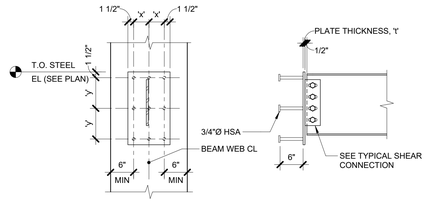
SINGLE PLATE CONNECTION SCHEDULE

BEAM SIZE	NO. OF BOLTS	CONNECTION WITH 3/4"Ø BOLTS	
		PL THICK	PL WELD
C8, C10	2	1/4"	3/16"
W8, W10	2	1/4"	3/16"
W12, W14	3	1/4"	3/16"
W16	4	5/16"	1/4"
W18	5	5/16"	1/4"
W21	6	5/16"	1/4"
W24, W27	7	3/8"	1/4"
W30	8	3/8"	1/4"
W33	9	3/8"	1/4"
W36	10	3/8"	1/4"
W40	11	3/8"	1/4"
W44	12	3/8"	1/4"

SINGLE PLATE CONNECTION SCHEDULE

BEAM SIZE	NO. OF BOLTS	CONNECTION WITH 1"Ø BOLTS	
		PL THICK	PL WELD
C8, C10	2	5/16"	1/4"
W8, W10	2	5/16"	1/4"
W12, W14	3	5/16"	1/4"
W16	4	3/8"	1/4"
W18	5	3/8"	1/4"
W21	6	3/8"	1/4"
W24, W27	7	3/8"	1/4"
W30	8	3/8"	1/4"
W33	9	1/2"	5/16"
W36	10	1/2"	5/16"
W40	11	1/2"	5/16"
W44	12	1/2"	5/16"





EMBED PLATE DIMENSIONS

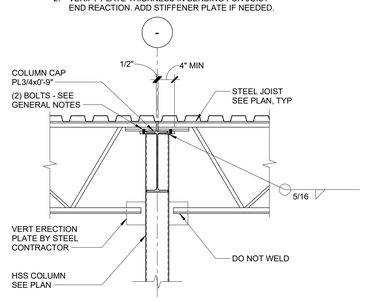
SUPPORTED BEAM	PLATE THICKNESS 't'	NUMBER VERTICAL COLUMNS	NUMBER HORIZONTAL ROWS	TOTAL QTY HSA'S	'x'	'y'
W8/W10	1/2"	2	2	4	8"	8"
W12/W14	1/2"	2	3	6	8"	6"
W16	1/2"	3	3	9	4"	8"
W18	3/4"	3	3	9	6"	9"
W21	3/4"	3	4	12	6"	7"
W24	3/4"	3	4	12	6"	8"
W27	3/4"	3	5	15	6"	7"

1 HSS COLUMN BASE PLATE

3/4" = 1'-0"
5100-05

NOTES:

1. ANGLE SEAT ACCOMMODATES K-, LH-, AND DLH 10-17 JOISTS. DOES NOT WORK FOR DLH-18+ SERIES.
2. VERIFY PLATE THICKNESS IN BENDING FOR JOIST END REACTION. ADD STIFFENER PLATE IF NEEDED.

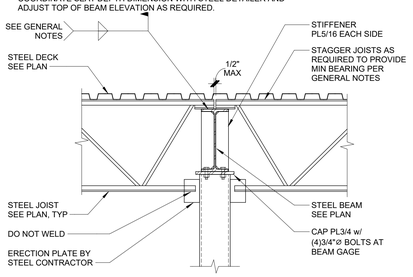


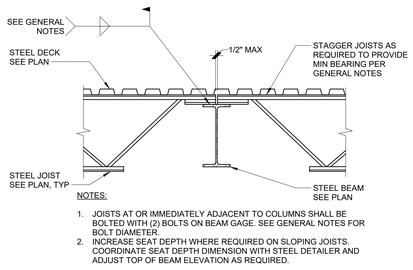
2 SHEAR CONNECTION TO BEAM

NO SCALE
5150-02

NOTES:

1. JOISTS AT OR IMMEDIATELY ADJACENT TO COLUMNS SHALL BE BOLTED WITH (2) BOLTS ON BEAM GAGE. SEE GENERAL NOTES FOR BOLT DIAMETER.
2. INCREASE SEAT DEPTH WHERE REQUIRED ON SLOPING JOISTS. COORDINATE SEAT DEPTH DIMENSION WITH STEEL DETAILER AND ADJUST TOP OF BEAM ELEVATION AS REQUIRED.



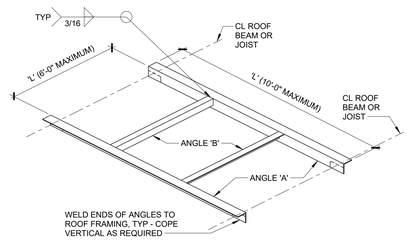


NOTES:

1. JOISTS AT OR IMMEDIATELY ADJACENT TO COLUMNS SHALL BE BOLTED WITH (2) BOLTS ON BEAM GAGE. SEE GENERAL NOTES FOR BOLT DIAMETER.
2. INCREASE SEAT DEPTH WHERE REQUIRED ON SLOPING JOISTS. COORDINATE SEAT DEPTH DIMENSION WITH STEEL DETAILER AND ADJUST TOP OF BEAM ELEVATION AS REQUIRED.

3 SHEAR CONNECTION TO EMBED PLATE

3/4" = 1'-0"
5150-06



'L'	ANGLE 'A'	ANGLE 'B'
UP TO 1'-0"	NONE	NONE
1'-1" TO 4'-6"	L4x4x1/4	L4x4x1/4
4'-7" TO 6'-0"	L4x4x5/16	L4x4x1/4
6'-1" TO 8'-0"	L4x4x3/8	-
8'-1" TO 10'-0"	L6x4x3/8 (LLV)	-

NOTES:

1. SEE ARCH AND MECHANICAL DRAWINGS FOR SIZE AND LOCATION OF ALL OPENINGS.
2. ROOF OPENING FRAMING NOT REQUIRED AT SIDE DISCHARGE ROOF DRAINS. COORDINATE WITH MECHANICAL CONTRACTOR.

4 BAR JOIST BEARING AT HSS COLUMN

3/4" = 1'-0"
5400-08

5 ROOF JOIST BEARING AT CONTINUOUS BEAM

3/4" = 1'-0"
5400-10

6 ROOF JOIST BEARING AT BEAM

3/4" = 1'-0"
5400-01

7 ROOF OPENING FRAMING

3/4" = 1'-0"
5331-01

issue

Issue for 50% DD/PD 10.05.2026
Resubmittal

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove

Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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1100 Dodge Ave. Evanston, IL 60202

FRAMING DETAILS

S5.0

IMEG
www.imegcorp.com
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003

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PROJECT #260000881.00



1 existing site plan
A1.0 SCALE: 1/16" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

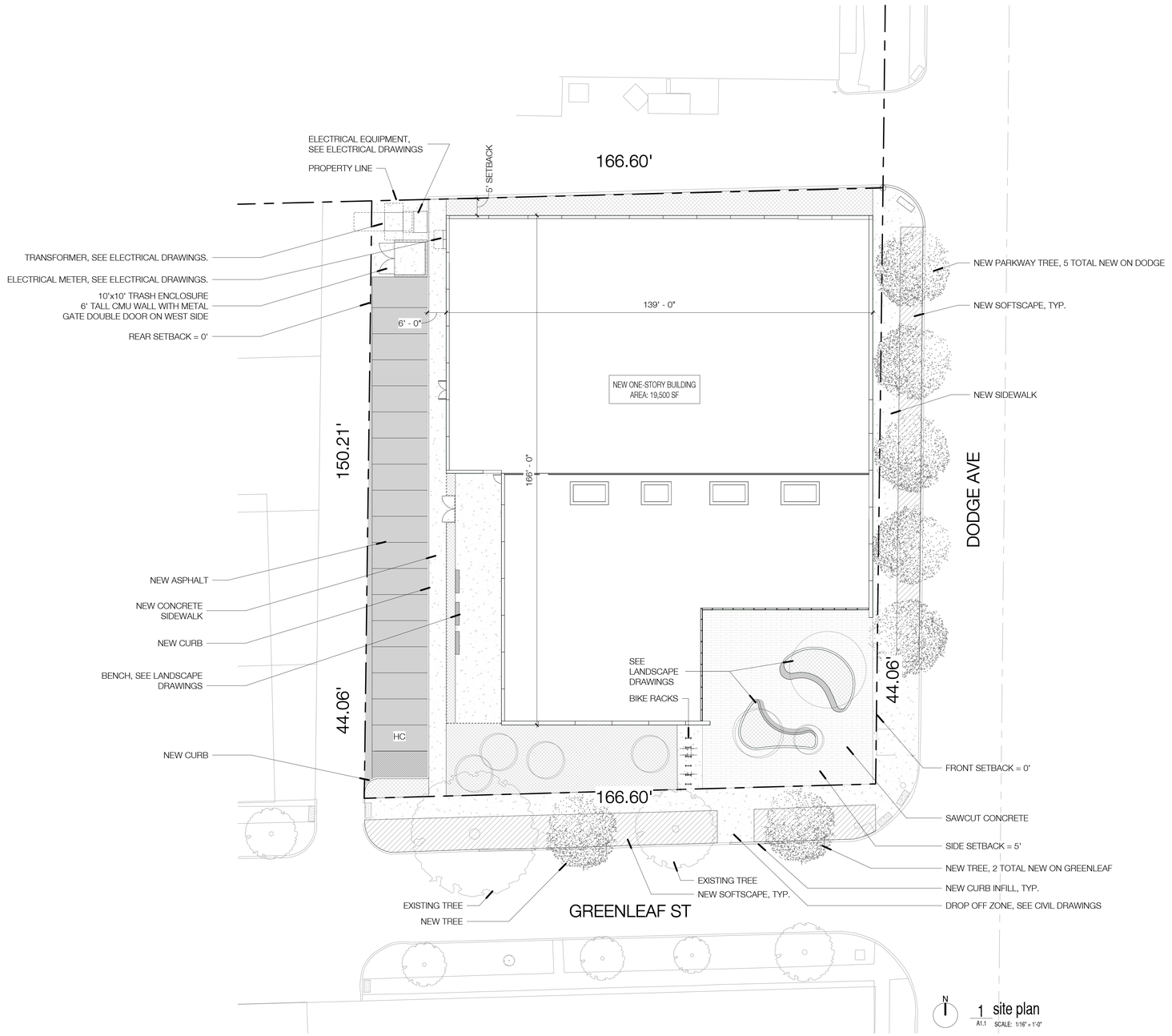
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existing site plan

A1.0



issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

PAVING LEGEND

- NEW ASPHALT
- NEW CONCRETE SIDEWALK
- NEW SOFTSCAPE
- NEW LANDSCAPING

project team

owner:
MetroSquash
XX
XX
tel xxx.xxx.xxxx

general contractor:
Bulley & Andrews
1755 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio St 4th Floor
Chicago, IL 60654
tel 312.467.0123

landscape:
Tgda Studio
3317 W Fullerton Ave No. 2
Chicago, IL 60647
tel 312.481.8432

structural, mechanical, electrical, plumbing:
IMEG Corp
225 W. Washington Street, Suite 2700
Chicago, IL 60606
tel 312.931.3740

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash
Evanston

1100 Dodge Ave. Evanston, IL
60202

new site plan

A1.1



1 overall floor plan
A2.0 SCALE: 1/8" = 1'-0"

issue

issue for 50% DD / PD Resbumittal	10.05.2026
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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floor plan

A2.0



N

1 reflected ceiling plan
A2.1 SCALE: 1/8" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

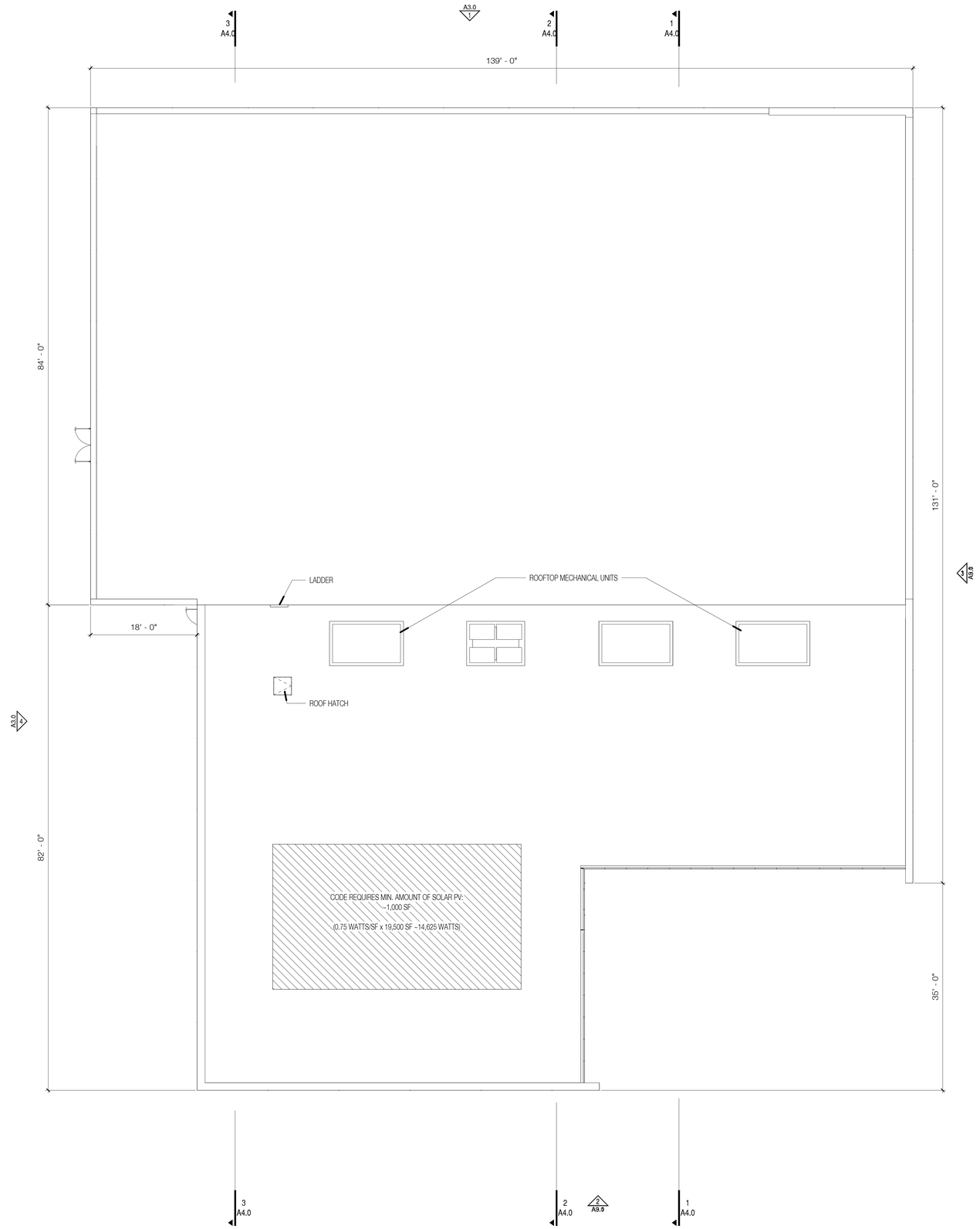
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reflected ceiling plan

A2.1



N

1 roof plan
A2.2 SCALE: 1/8" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

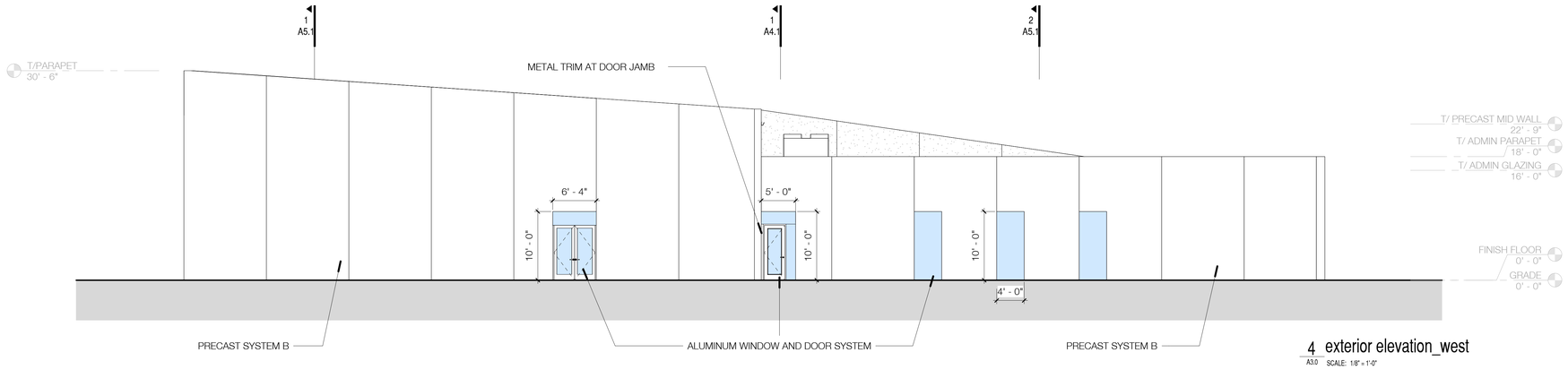
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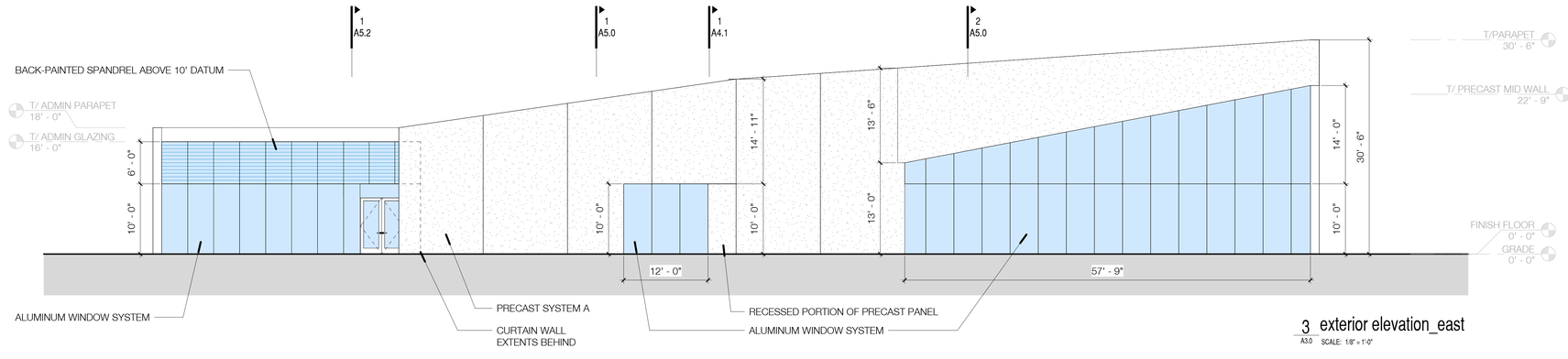
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roof plan

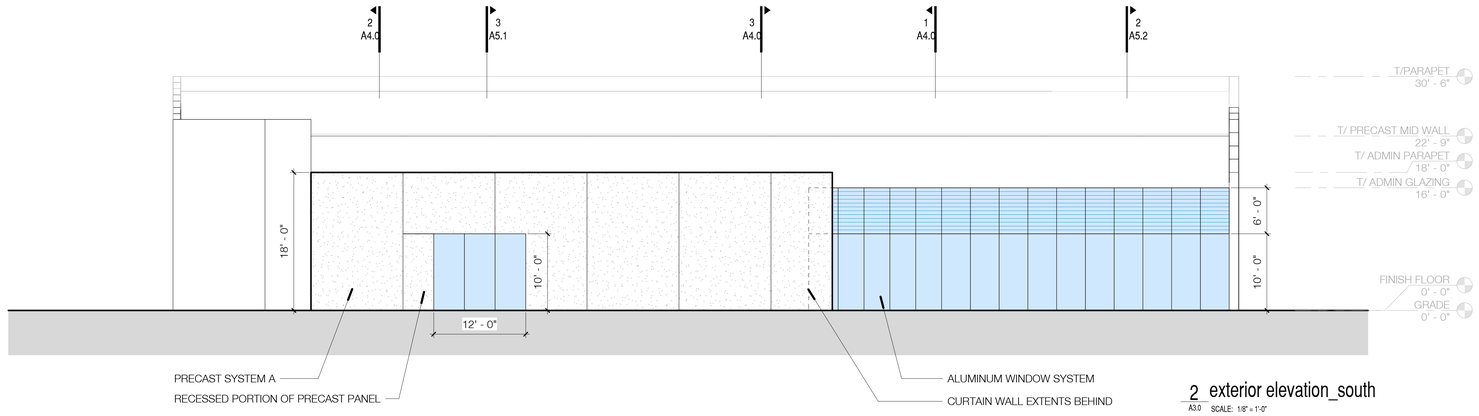
A2.2



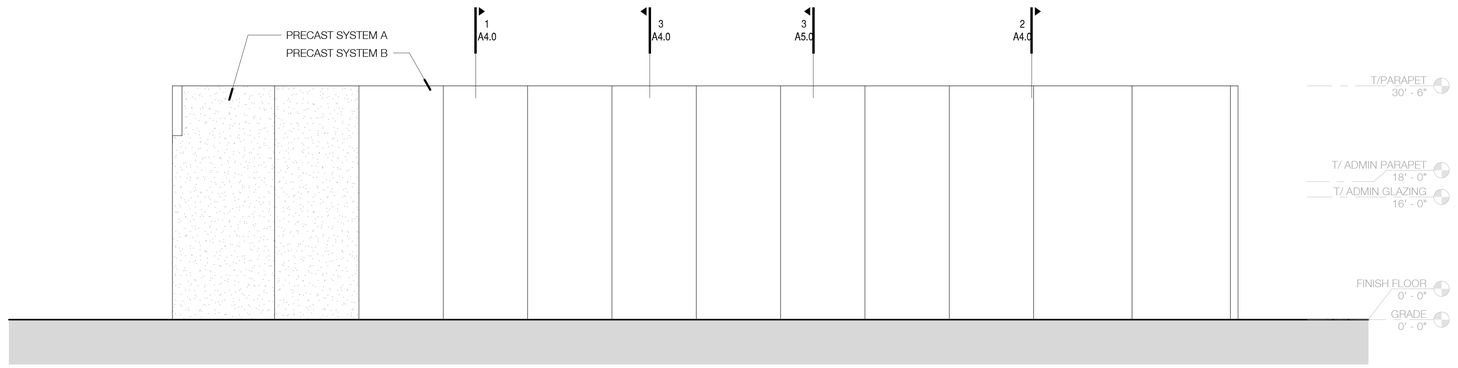
4 exterior elevation_west
A3.0 SCALE: 1/8" = 1'-0"



3 exterior elevation_east
A3.0 SCALE: 1/8" = 1'-0"



2 exterior elevation_south
A3.0 SCALE: 1/8" = 1'-0"



1 exterior elevation_north
A3.0 SCALE: 1/8" = 1'-0"

issue

issue for 50% DD / PD Resburmittal	10.05.2026
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
XX
XX
tel xxx.xxx.xxxx

general contractor:
Bulley & Andrews
1755 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio St 4th Floor
Chicago, IL 60654
tel 312.467.0123

landscape:
Tgda Studio
3317 W Fullerton Ave No. 2
Chicago, IL 60647
tel 312.481.8432

structural, mechanical, electrical, plumbing:
IMEG Corp
225 W. Washington Street, Suite 2700
Chicago, IL 60606
tel 312.931.3740

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

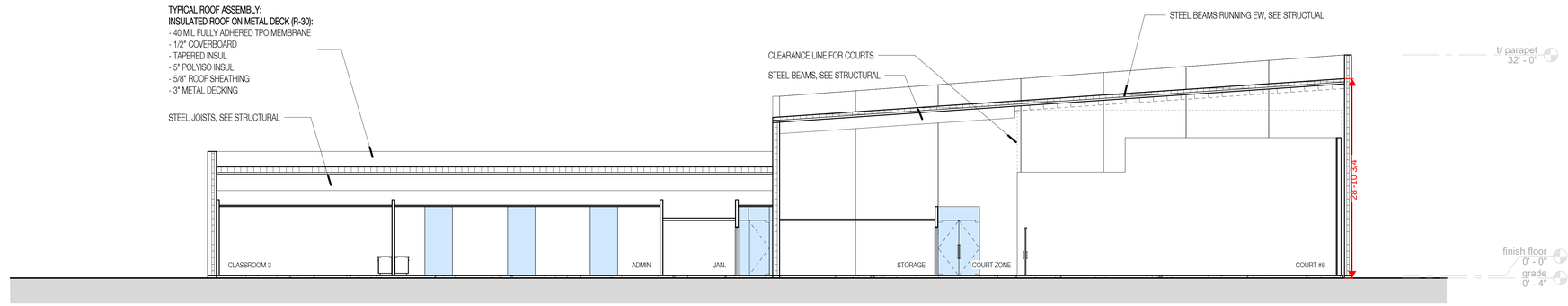
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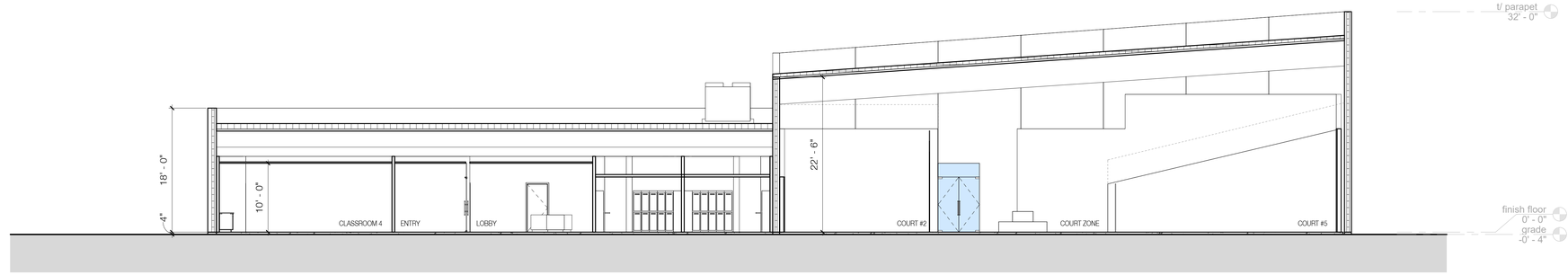
exterior elevations

A3.0



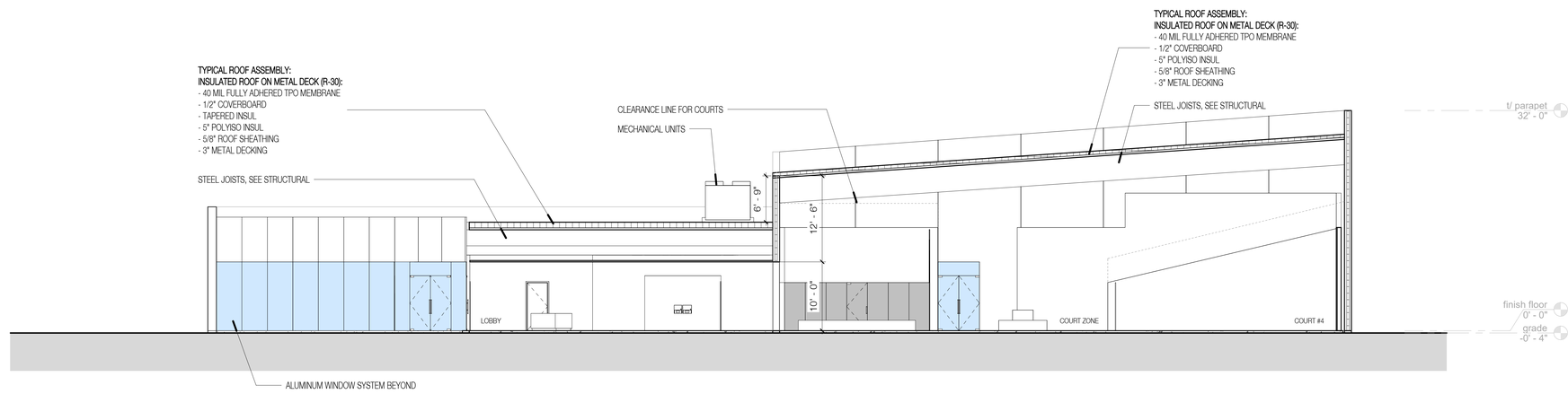
overall section_at doubles court n/s looking west

3 A4.0 SCALE: 1/8" = 1'-0"



overall section_at singles court n/s looking west

2 A4.0 SCALE: 1/8" = 1'-0"



overall section_at entry n/s looking west

1 A4.0 SCALE: 1/8" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

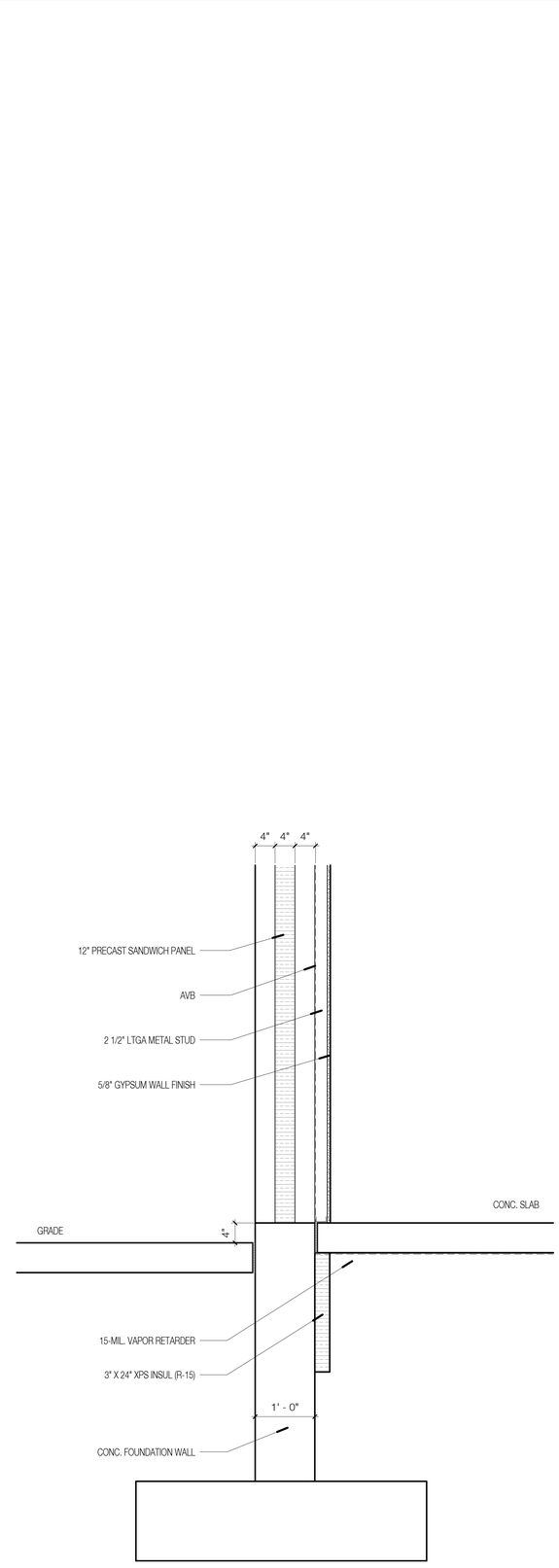
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

building sections

A4.0



wall section - precast wall assembly - west / north

1 A5.0 SCALE: 1" = 1'-0"

issue

issue for 50% DD / PD	10.05.2026
Resbumittal	
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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1100 Dodge Ave. Evanston, IL 60202

wall assemblies

A5.0



EXTERIOR VIEW - AT SOUTHEAST CORNER ENTRANCE



EXTERIOR VIEW - ON DODGE AVE.



INTERIOR VIEW - COURT ZONE



INTERIOR VIEW - CLASSROOM

issue

issue for 50% DD / PD Resburmittal	10.05.2026
issued for SD	08.07.2026

general notes

project team

owner:
MetroSquash
XX
XX
tel xxx.xxx.xxxx

general contractor:
Bulley & Andrews
1755 W Armitage Ave
Chicago, IL 60622
tel 773.235.2433

civil:
Terra Engineering
225 W Ohio St 4th Floor
Chicago, IL 60654
tel 312.467.0123

landscape:
Tgda Studio
3317 W Fullerton Ave No. 2
Chicago, IL 60647
tel 312.481.8432

structural, mechanical, electrical, plumbing:
IMEG Corp
225 W. Washington Street, Suite 2700
Chicago, IL 60606
tel 312.931.3740

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash
Evanston

1100 Dodge Ave. Evanston, IL
60202

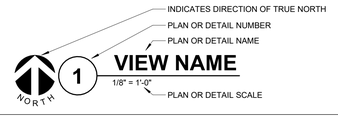
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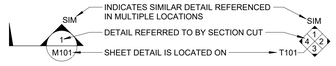
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VIEW KEY

NAME — LEVEL NAME
10'-0" — HEIGHT ABOVE PROJECT 0'-0"

1 — KEYNOTE: INDICATES NOTE USED TO DESCRIBE ADDITIONAL INFORMATION ABOUT WORK REQUIRED, SPECIFIC TO THE SHEET AND/OR DETAIL





LINE TYPE AND TAG KEY:

NEW WORK BY THIS CONTRACTOR (WIDE LINE)
——— NEW
- - - - - - - - EXISTING TO BE REMOVED (SHORT DASHED PATTERN)
— — — — NEW UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

EXISTING TO REMAIN OR WORK BY OTHERS (NARROW LINE)
——— EXISTING
- - - - - - - - EXISTING TO BE REMOVED BY OTHERS (SHORT DASHED PATTERN)
— — — — EXISTING UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

HALFTONING DOES NOT MODIFY SCOPE.

'TAG'-E — TAGS WITH DASH 'E' INDICATES THE REFERENCED OBJECT IS EXISTING

TAG-1 — UNDERLINED TAG INDICATES OBJECT IS IN-SCOPE. IF NEW, ADDITIONAL INFORMATION IS AVAILABLE IN A SCHEDULE, MATERIAL LIST, OR SYMBOL LIST

INDICATES AN EXISTING SYSTEM'S POINT OF CONNECTION/REMOVAL

FIRE / SMOKE BARRIER DESIGNATIONS

FIRE AND SMOKE SEPARATIONS ARE NOT SHOWN ON THESE DOCUMENTS. CONTRACTOR SHALL REVIEW THE ARCHITECTURAL PLANS AND DETERMINE THE LOCATIONS OF ALL FIRE AND SMOKE PARTITIONS, BARRIERS, AND WALLS. THIS INCLUDES FLOOR RATINGS. PRICING SHALL INCLUDE ALL MATERIALS AND LABOR REQUIRED TO MAINTAIN THE RATINGS OF ALL RATED SEPARATIONS, WHETHER SHOWN ON THE ENGINEERING PLANS OR NOT.

CONTRACTOR ABBREVIATION KEY

ABBR:	DESCRIPTION:
A.V.C.	AUDIO/VISUAL CONTRACTOR
C.C.	CIVIL CONTRACTOR
C.M.	CONSTRUCTION MANAGER
E.C.	ELECTRICAL CONTRACTOR
F.P.C.	FIRE PROTECTION CONTRACTOR
G.C.	GENERAL CONTRACTOR
M.C.	MECHANICAL CONTRACTOR
P.C.	PLUMBING CONTRACTOR
T.C.	TECHNOLOGY CONTRACTOR
T.C.C.	TEMPERATURE CONTROLS CONTRACTOR

DETAIL/DIAGRAM SYMBOLS - PIPE ACCESSORIES

SYMBOL	DESCRIPTION
	BALANCING VALVE (MANUAL)
	CHECK VALVE
	CONTROL VALVE (TWO WAY)
	PITCH PIPE IN DIRECTION
	PRESSURE / TEMPERATURE PLUG
	SHUTOFF VALVE (NORMALLY OPEN)
	TEMPERATURE SENSOR WITH WELL

MECHANICAL DESIGN CONDITIONS:

DESIGN CONDITIONS: — **BASED ON WEATHER DATA FOR: (CITY, STATE)**

SUMMER: ##°F DRY BULB, ##°F WET BULB
WINTER: ##°F DRY BULB
WINTER: (AIR SYSTEM'S OUTSIDE AIR STREAM) ##°F DRY BULB

TYPICAL ROOM SETPOINTS:

SUMMER DESIGN: ##°F DRY BULB, ##% RELATIVE HUMIDITY (NO HUMIDITY REQUIREMENT)
WINTER DESIGN: ##°F DRY BULB, ##% RELATIVE HUMIDITY (NO HUMIDITY REQUIREMENT)
SUMMER SETBACK: ##°F DRY BULB, ##% RELATIVE HUMIDITY (NO HUMIDITY REQUIREMENT)
WINTER SETBACK: ##°F DRY BULB, ##% RELATIVE HUMIDITY (NO HUMIDITY REQUIREMENT)

REFER TO CONTROL DIAGRAMS FOR ROOM SPECIFICS.

SPECIFIER: REFER TO 230500-LOADS11 - HOW TO PICK OUTSIDE DESIGN CONDITIONS FOR HELP IN DETERMINING OUTDOOR DESIGN CONDITIONS

SYMBOL LIST - PIPE ACCESSORIES

SYMBOL	DESCRIPTION
	BALANCING VALVE (MANUAL)
	CHECK VALVE
	CONTROL VALVE (TWO WAY)
	PITCH PIPE IN DIRECTION
	PRESSURE / TEMPERATURE PLUG
	SHUTOFF VALVE (NORMALLY OPEN)
	TEMPERATURE SENSOR WITH WELL

SYMBOL LIST - VENTILATION

SYMBOL	DESCRIPTION
SG-1 6/115	AIR TERMINAL PROPERTIES - TAG / NECK SIZE/CFM
	DUCT CAP
	DUCT DOWN, DUCT UP
	MANUAL VOLUME DAMPER
	POINT OF CONNECTION

SYMBOL LIST - SENSORS

SYMBOL	DESCRIPTION
C	CARBON MONOXIDE
T	THERMOSTAT

SYMBOL LIST - PIPING SYSTEMS

SYMBOL	DESCRIPTION
BF	BOILER FEED
LIQ	REFRIGERANT LIQUID

HVAC ABBREVIATION KEY

ABBR:	DESCRIPTION:
AD	ACCESS DOOR
AFF	ABOVE FINISHED FLOOR
C	COMMON
CO	CLEANOUT
CFSD	CONTROL/FIRE/SMOKE DAMPER
DN	DOWN
DPG (0-2")	DIFFERENTIAL PRESSURE GAUGE (RANGE)
DPS	DIFFERENTIAL PRESSURE SWITCH
EP	ELECTRICAL TO PNEUMATIC VALVE
FD	FIRE DAMPER
FOB	FLAT ON BOTTOM
FOT	FLAT ON TOP
FSD	FIRE/SMOKE DAMPER
MV	MIXING VALVE
N.C.	NORMALLY CLOSED
NIC	NOT IN CONTRACT
N.O.	NORMALLY OPEN
PS	PRESSURE SWITCH
SCCR	SHORT CIRCUIT CURRENT RATING
SD	SMOKE DAMPER
TAB	TERMINAL AIR BOX
TD	TRANSFER DUCT
TYP	TYPICAL
UC-1	DOOR UNDERCUT BY OTHERS (1" TYPICAL)
UON	UNLESS OTHERWISE NOTED

DUCT ABBREVIATION KEY

ABBR.	DESCRIPTION
OA	OUTSIDE AIR
RA	RETURN/RELIEF AIR
SA	SUPPLY AIR

APPLICABLE CODES

CONTRACTOR SHALL COMPLY WITH APPLICABLE CODES AND LOCAL AMENDMENTS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

BUILDING CODE:	2021 INTERNATIONAL BUILDING CODE WITH CITY OF EVANSTON AMENDMENTS
FIRE CODE:	2021 INTERNATIONAL FIRE CODE WITH CITY OF EVANSTON AMENDMENTS
PLUMBING CODE:	2014 ILLINOIS STATE PLUMBING CODE, 77 ILL. ADM. CODE 890 WITH CITY OF EVANSTON AMENDMENTS
MECHANICAL CODE:	2021 INTERNATIONAL MECHANICAL CODE WITH CITY OF EVANSTON AMENDMENTS
ELECTRICAL CODE:	2020 NATIONAL ELECTRICAL CODE (ORDINANCE 6590)
LIFE SAFETY CODE:	2021 NFPA 101 LIFE SAFETY CODE WITH CITY OF EVANSTON AMENDMENTS
ENERGY CONSERVATION CODE:	2023 ILLINOIS STRETCH ENERGY CODE - COMMERCIAL
LOCAL BUILDING CODE:	CITY OF EVANSTON CODE OF ORDINANCES AND APPLICABLE LOCAL AMENDMENTS

PIPE INSULATION SCHEDULE (HVAC)

GENERAL NOTES:
1. REFER TO THE SPECIFICATIONS FOR TYPE DESCRIPTIONS AND JACKETING REQUIREMENTS.
2. TYPE A INSULATION IS NOT PERMITTED IN NON-CONDITIONED OR HIGH-HUMIDITY SPACES (E.G., MECHANICAL ROOMS, EXTERIOR, ATTICS, AND AHU SUPPLY/RETURN AIR TUNNELS). AHU TUNNELS SHALL NOT BE CONSIDERED CONDITIONED SPACES.
3. TYPE B INSULATION GREATER THAN 1" THICK SHALL BE INSTALLED USING MULTIPLE LAYERS OF 3/4" OR 1" WITH STAGGERED SEAMS.
4. TYPE E IS NOT ALLOWED IN RETURN AIR PLENUMS, UNLESS LISTED AND LABELED AS 25/50 RATED PER ASTM E84/UL723
5. TYPE G 4" SHALL BE INSTALLED IN TWO (2) 2" LAYERS WITH STAGGERED SEAMS.
6. PROVIDE RIGID INSERT AT HANGERS, EITHER PRE-MANUFACTURED COUPLINGS (REFER TO PIPE HANGER AND SUPPORTS SPECIFICATIONS) OR TYPE C, D, OR E INSULATION. SEE SPEC. FOR MORE DETAILS.
7. DIRECT BURIED PIPING SHALL ONLY USE TYPE C OR TYPE E. REDUCTION IN THICKNESS FOR DIRECT BURIED PIPING IS ALLOWED PER ASHRAE / IECC AS APPLICABLE.

SYMBOL	PIPE SYSTEM	INSULATION TYPE	INSULATION THICKNESS PER NOMINAL PIPE OR TUBE SIZE					NOTES
			< 1"	1" TO < 1.5"	1.5" TO < 4"	4" TO < 8"	≥ 8"	
23 PIPING - REFRIGERANT								
LIQ	REFRIGERANT LIQUID	A (GlsFbr), B (Elasto), C (CelGla), E (Plyiso), F (Phenol)						
23 PIPING - STEAM								
BF	BOILER FEED	A (GlsFbr), H (MinWol)						

DUCTWORK INSULATION SCHEDULE

USAGE	MATERIAL	PRESSURE CLASS	SEAL CLASS†	INSULATION (Refer to Section 23 07 13 for insulation types)
Supply/Return/Exhaust Duct, Concealed Rectangular Duct	Galvanized Sheet Metal - Rectangular	2"	A	1-1/2" thick Type A
Supply/Return/Exhaust Duct, Concealed Round Duct	Galvanized Sheet Metal - Round	2"	A	1-1/2" thick Type A
Supply/Return/Exhaust Duct, Exposed Rectangular Duct	Galvanized Sheet Metal - Rectangular	2"	A	1" thick Type C
Main Supply/Return/Exhaust Duct, Exposed Round Duct	Galvanized Sheet Metal - Round	2"	A	1" thick Type C
Outside Air Duct - Concealed	Galvanized Sheet Metal	2"	A	1-1/2" thick Type A
Return Duct - Concealed	Galvanized Sheet Metal	2"	A	1-1/2" thick Type A
General Exhaust Duct - Concealed	Galvanized Sheet Metal	1"	A	1" thick Type A
Transfer Ducts - Lined	Galvanized Sheet Metal	1/2"	---	1" thick Type C
FCU Return Plenum - Exposed	Galvanized Sheet Metal	1/2"	---	1" thick Type C
† Seal Class is per SMACNA HVAC Air Duct Leakage Test Manual				

PIPING GENERAL NOTES:

1. THE SIZE OF BRANCH PIPING TO TERMINAL HEATING DEVICES AND COILS SHALL BE 3/4" UNLESS NOTED OTHERWISE.
2. PIPE DRAIN LINES FROM EQUIPMENT TO NEAREST FLOOR DRAIN.
3. INSTALL ALL REFRIGERANT LIQUID AND SUCTION PIPING SIZED PER EQUIPMENT MANUFACTURER RECOMMENDATIONS.

VENTILATION GENERAL NOTES:

1. UNLESS NOTED OTHERWISE, THE SIZE OF EACH BRANCH DUCT TO A TERMINAL AIR BOX (TAB) SHALL MATCH THE INLET SIZE UNLESS THE BRANCH IS GREATER THAN 6 FEET IN LENGTH, IN WHICH CASE THE BRANCH DUCT SHALL BE SIZED AT A PRESSURE DROP OF 0.07" W.C. PER 100' OF DUCTWORK.
2. UNLESS NOTED OTHERWISE, THE SIZE OF EACH BRANCH DUCT TO AN AIR TERMINAL (E.G. GRILLE, REGISTER, DIFFUSER) SHALL MATCH THE INLET SIZE.
3. UNLESS NOTED OTHERWISE, DUCT SIZES SHOWN ON DRAWINGS ARE INSIDE CLEAR DIMENSIONS. MAINTAIN CLEAR DIMENSIONS INSIDE ANY LINING
4. ALIGN TEMPERATURE SENSORS WITH LIGHT SWITCHES WHEN IN CLOSE PROXIMITY TO EACH OTHER.
5. PROVIDE ACCESS DOORS AT ALL DUCT MOUNTED EQUIPMENT.
6. CLEAN ALL SUPPLY, RETURN, AND EXHAUST DUCTWORK UPSTREAM OF ALL NEW CONNECTIONS PER SPECIFICATION SECTION 23 31 00.

MECHANICAL GENERAL NOTES:

THESE NOTES APPLY TO ALL MECHANICAL SHEETS AND TRADES, INCLUDING BUT NOT LIMITED TO, FIRE PROTECTION, PLUMBING, MEDICAL GAS, VENTILATION, PIPING AND TEMPERATURE CONTROL.

1. DRAWINGS SHOWING LOCATIONS OF EQUIPMENT, DUCTWORK, PIPING, ETC. ARE DIAGRAMMATIC AND MAY NOT ALWAYS REFLECT EXACT INSTALLATION CONDITIONS. DRAWINGS SHOW THE GENERAL ARRANGEMENT OF DUCTWORK, PIPING, EQUIPMENT, ETC., AND MAY NOT INCLUDE ALL OFFSETS AND FITTINGS REQUIRED FOR COMPLETE INSTALLATION. THE DRAWINGS SHALL BE FOLLOWED AS CLOSELY AS ACTUAL BUILDING CONSTRUCTION AND THE WORK OF OTHERS WILL PERMIT.
2. CATALOG AND MODEL NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESCRIPTION OF MATERIAL SCHEDULED ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL AND SCHEDULED PERFORMANCE TAKES PRECEDENCE OVER THE MODEL NUMBER. THE FIRST MANUFACTURER SCHEDULED IS THE BASIS OF DESIGN.
3. DETERMINATION OF QUANTITIES OF MATERIAL AND EQUIPMENT REQUIRED SHALL BE MADE BY THE CONTRACTOR FROM THE DOCUMENTS. WHERE MATERIAL AND/OR QUANTITY DISCREPANCIES ARISE BETWEEN DRAWINGS, SCHEDULES AND/OR SPECIFICATIONS, THE HIGHER QUALITY/ GREATER NUMBER SHALL GOVERN.
4. DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS AND CLEARANCES FROM ARCHITECTURAL, STRUCTURAL, SUBMITTALS, AND OTHER APPROPRIATE DRAWINGS OR PHYSICALLY AT SITE. REVIEW ALL DRAWINGS, INCLUDING THOSE OF OTHER TRADES.
5. COORDINATE ALL WORK WITH ALL OTHER TRADES PRIOR TO INSTALLATION TO PROVIDE CLEARANCES REQUIRED FOR OPERATION, MAINTENANCE, CODE COMPLIANCE, AND TO VERIFY NON-INTERFERENCE WITH OTHER WORK. DO NOT FABRICATE PRIOR TO VERIFICATION OF NECESSARY CLEARANCES FOR ALL TRADES. BRING ANY INTERFERENCES OR CONFLICTS TO THE ATTENTION OF THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH FABRICATION OR EQUIPMENT ORDERS.
6. REVIEW SPACE REQUIREMENTS OF EQUIPMENT SPECIFIED OR SUBSTITUTED AND MAKE REASONABLE ACCOMMODATIONS IN LAYOUT AND POSITIONING TO PROVIDE PROPER ACCESS.
7. ANY CHANGES REQUIRED TO ELIMINATE CONFLICTS OR THAT RESULT FROM A FAILURE TO COORDINATE SHALL BE MADE BY THE CONTRACTOR WITHOUT ADDITIONAL COST OR EXPENSE TO OTHERS.
8. EACH CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH ELECTRICAL CHANGES REQUIRED FOR EQUIPMENT PROPOSED THAT DIFFERS FROM THE BASIS OF DESIGN.
9. REFER TO ARCHITECTURAL REFLECTED CEILING PLAN, ELECTRICAL, TECHNOLOGY AUDIO/VISUAL, AND OTHER MECHANICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES, OTHER THAN SPRINKLERS.
10. EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
11. IN AREAS WITH DRYWALL CEILINGS COORDINATE LOCATIONS OF ACCESS PANELS WITH THE GC FOR ACCESS TO VALVES, DUCTWORK ACCESSORIES, DAMPERS, ETC. COORDINATE PANEL TYPE AND COLOR WITH ARCHITECT. NOTIFY THE GC OF THE REQUIRED ACCESS PANELS PRIOR TO BIDDING.
12. SEAL ALL FLOOR, WALL, AND ROOF PENETRATIONS AIRTIGHT WHERE CONDUITS, PIPING, AND DUCTS PENETRATE. PENETRATIONS THROUGH EXTERIOR WALLS AND ROOF SHALL BE SEALED AIRTIGHT WITH WATERPROOFING MATERIALS RECOMMENDED BY MANUFACTURER FOR OUTDOOR USE.
13. CAULK ALL PIPE AND DUCT PENETRATIONS OF FULL HEIGHT NON-FIRE RATED WALL, PARTITION, FLOOR, AND ROOF ASSEMBLIES. THIS IS ESSENTIAL TO PREVENT NOISE TRANSMISSION FROM ONE ROOM TO ANOTHER AND TO PROVIDE THE DESIRED NC LEVELS WITHIN ROOMS.
14. WHERE PIPES AND DUCTS ARE SHOWN TO PENETRATE FLOORS, PROVIDE SLEEVED OPENINGS WITH THE TOP EDGE RAISED ABOVE FLOOR SURFACE IN ACCORDANCE WITH ALL RELEVANT SPEC SECTIONS. SEAL SLEEVE PERIMETER TO BE WATERTIGHT.
15. EQUIPMENT SIZES AND SERVICE CLEARANCE REQUIREMENTS VARY AMONG DIFFERENT MANUFACTURERS. CONSULT APPROVED SHOP DRAWINGS FOR EQUIPMENT SIZES AND REQUIRED SERVICE CLEARANCES. COORDINATE WITH LAYOUT OF EQUIPMENT PADS, PIPING, DUCTWORK, ETC.
16. DO NOT BLOCK TUBE PULL OR EQUIPMENT SERVICE CLEARANCES.
17. MAINTAIN A MINIMUM WORKING CLEARANCE OF 3'-6" IN FRONT OF ALL ELECTRICAL EQUIPMENT REQUIRING MAINTENANCE, INSPECTION, AND TESTING INCLUDING BUT NOT LIMITED TO PANELS, DISTRIBUTION PANELS, SWITCHBOARDS, MOTOR CONTROL CENTERS, TRANSFORMERS, EQUIPMENT DISCONNECTS AND STARTERS.
18. MAINTAIN THE DEDICATED ELECTRICAL EQUIPMENT SPACE DEFINED BY THE WIDTH / DEPTH OF ELECTRICAL EQUIPMENT MEASURED FROM THE FLOOR TO A HEIGHT 6'-0" ABOVE THE EQUIPMENT OR THE STRUCTURAL CEILING, WHICHEVER IS LOWER. SYSTEMS FOREIGN TO THE ELECTRICAL DISTRIBUTION SYSTEM ARE NOT ALLOWED IN THE DEDICATED ELECTRICAL SPACE INCLUDING: DUCTWORK, PIPING, ETC.
19. PROVIDE CONCRETE EQUIPMENT PADS FOR ALL FLOOR-MOUNTED EQUIPMENT. PADS SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND ALL SIDES OF EQUIPMENT, UNLESS SUCH EXTENSION WOULD ENCROACH ON REQUIRED WORKING CLEARANCES AT CONTROL PANELS OR ELECTRICAL EQUIPMENT. PROVIDE 1/2-INCH CHAMFER (45-DEGREE) OR 1/2-INCH RADIUS AT ALL HORIZONTAL EDGES.
20. DO NOT EXCEED 25 LBS PER HANGER AND A MINIMUM SPACING OF 2'-0" ON CENTER WHEN ATTACHING TO METAL ROOF DECKING (LIMITATION NOT REQUIRED WITH CONCRETE ON METAL DECK). THIS 25 LBS. LOAD AND 2'-0" SPACING INCLUDE ADJACENT ELECTRICAL AND ARCHITECTURAL ITEMS HANGING FROM DECK. IF THE HANGER RESTRICTIONS CANNOT BE ACHIEVED, SUPPLEMENTAL FRAMING OFF STEEL FRAMING SHALL BE ADDED. ANCHORS EMBEDDED IN CONCRETE SHALL BE CRACKED CONCRETE APPROVED IN ACCORDANCE WITH SPECIFICATIONS.

TAB POST-CONSTRUCTION NOTES:

1. AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE, TESTING, ADJUSTING (TAB) AND BALANCING CONTRACTOR SHALL REBALANCE AIR HANDLING UNITS AND EXHAUST FANS AS REQUIRED TO ACHIEVE THE NEW AIRFLOW VALUES SHOWN ON THE CONSTRUCTION DRAWINGS.
2. AREAS SERVED BY THIS EQUIPMENT WHICH WERE NOT RENOVATED SHALL BE RE-BALANCED TO THE AIRFLOW RATES MEASURED BEFORE THE RENOVATION OCCURRED (REFER TO THE FINAL PRE- DEMOLITION REPORT).
3. IF DUCT TRAVERSE LOCATION AS MARKED ON THE DRAWINGS IS INACCESSIBLE FOR MEASUREMENT, THE TAB CONTRACTOR SHALL PERFORM THE TRAVERSE AT AN ALTERNATE LOCATION OR SHALL TAKE MULTIPLE DUCT TRAVERSES AND/OR GRILLE READINGS AS REQUIRED TO DETERMINE THE FLOW RATE. IN THE EVENT TRAVERSES ARE TAKEN AT AN ALTERNATE LOCATION(S), TAB CONTRACTOR SHALL INCLUDE A DRAWING THAT SHOWS THE LOCATIONS WHERE THE AC ACTUAL MEASUREMENTS WERE TAKEN.
4. A DUCT STATIC PRESSURE READING SHALL BE TAKEN AT EACH LOCATION WHERE A DUCT TRAVERSE READING IS TAKEN AND SHALL BE INCLUDED IN THE FINAL POST-CONSTRUCTION TAB REPORT.
5. TAB CONTRACTOR SHALL COMPILE AND SUBMIT COPIES OF THE FINAL POST-CONSTRUCTION TAB REPORT AS REQUIRED BY SECTION 23 05 93.
6. THE FINAL POST CONSTRUCTION REPORT SHALL INCLUDE ALL ITEMS REQUIRED IN THE SPECIFICATIONS.
7. DIFFERENTIAL PRESSURE CONTROLLED SPACES: TAB CONTRACTOR IS PERMITTED TO ADJUST RETURN AIR (RA) AIRFLOW RATES IN DP-CONTROLLED ROOMS AS NEEDED TO ACHIEVE SPECIFIED PRESSURE DIFFERENTIALS. ROOM RETURN CFMS SHOWN ON DRAWINGS ARE BASELINE ESTIMATES ONLY; ACTUAL VALUES MUST BE FIELD-ADJUSTED TO MAINTAIN SPECIFIED DP SETPOINTS.

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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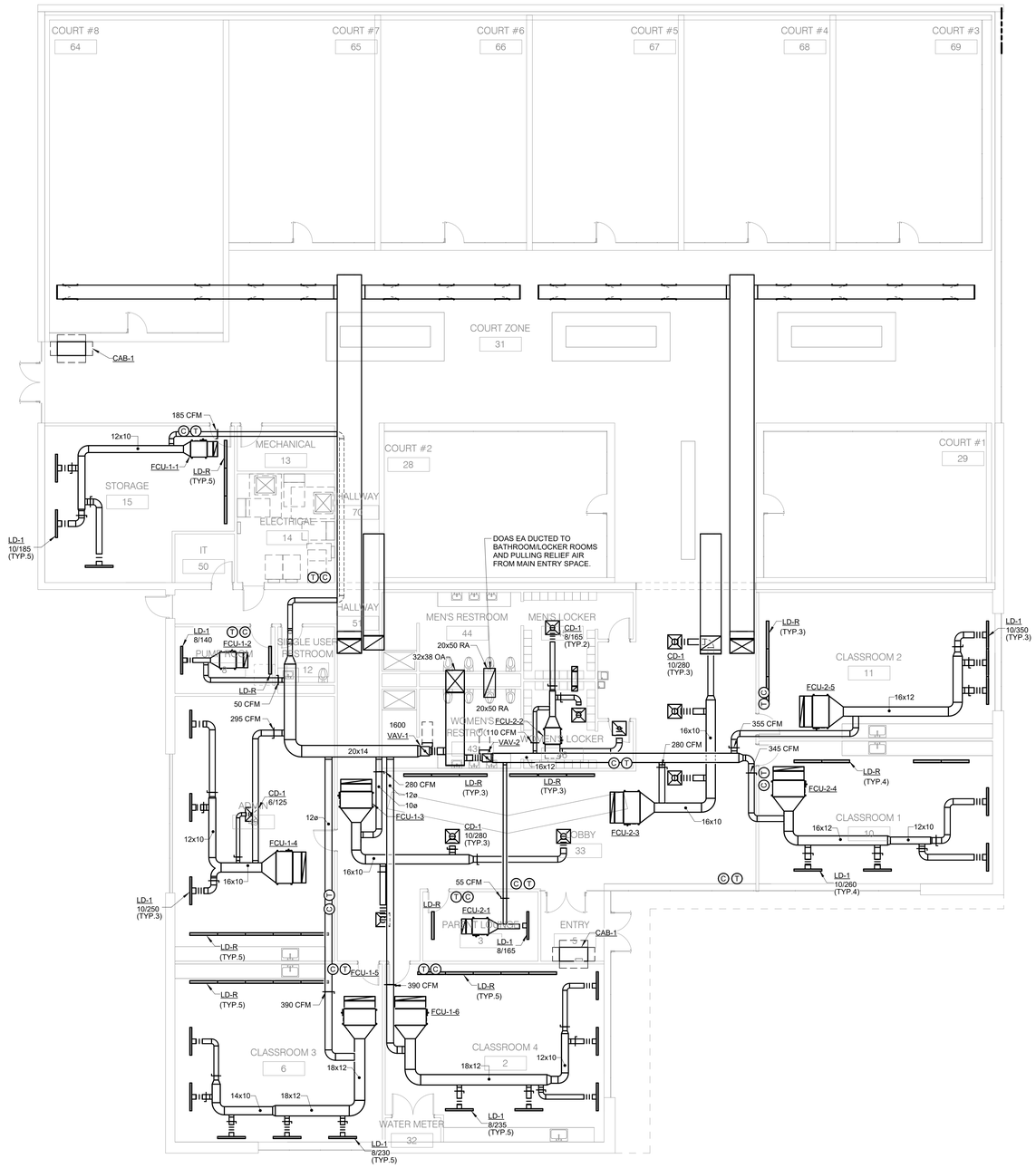
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REF. SCALE IN INCHES

PROJECT #26000881.00

MECHANICAL COVERSHEET

M0.0



NORTH 1 **FLOOR PLAN - MECHANICAL**

1/8" = 1'-0"

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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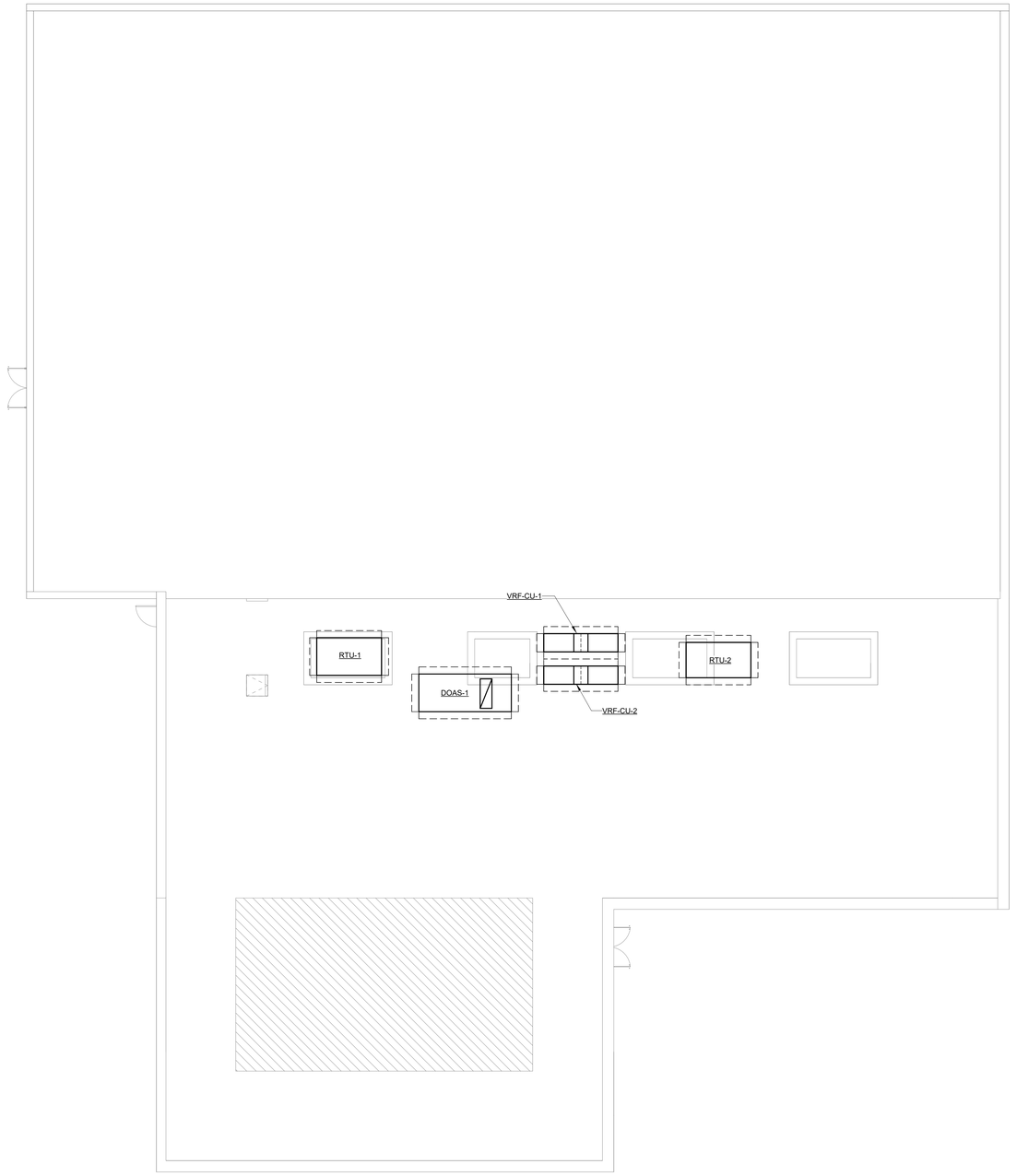
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PROJECT #26000881.00

FLOOR PLAN - MECHANICAL

M2.1



NORTH 1 **ROOF PLAN - MECHANICAL**
1/8" = 1'-0"

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG 225 W WASHINGTON STREET SUITE 2700 CHICAGO, IL 60606 P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00

ROOF PLAN - MECHANICAL

M2.2

DEDICATED OUTDOOR AIR UNIT SCHEDULE (SUMMARY) (DOAS)

REFER TO "DEDICATED OUTDOOR AIR UNIT COMPONENT SCHEDULES" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	SERVICE	FAN 1		FAN 2		REFRIGERATION		COIL 1	COIL 2	COIL 3	FILTER 1	ENERGY RECOVERY	ELECTRICAL										VIBRATION ISO	MAXIMUM DIMENSIONS			WEIGHT LBS			
		SERVICE	CFM DESIGN	SERVICE	CFM DESIGN	TYPE	CHARGE LBS	SERVICE	SERVICE	SERVICE	SERVICE	TYPE	EFF	VOLTS	PH	FLA	MCA	MOCP	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	TYPE	WIDTH	HEIGHT	DEPTH	OPERATING	MANUFACTURER	MODEL	NOTES
DOAS-1	LEVEL-01	SUPPLY FAN	3,600	EXHAUST FAN	3,000	R-454B	1426	COOLING COIL	PREHEAT COIL	REHEAT COIL	MERV 8	ERC-5245	73.2	460	3	87	91	100	MFR	NF	MFR	VFD	10	No		5'-4"	5'-0"	13'-1"	4,253	AAON	RNA-016	

DEDICATED OUTDOOR AIR UNIT COMPONENT SCHEDULE - ENERGY RECOVERY

REFER TO "DEDICATED OUTDOOR AIR UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	TYPE	EFF	ENERGY RECOVERY																	
			EXHAUST AIR		OUTSIDE AIR		SUMMER						WINTER							
			CFM DESIGN	A.P.D. IN. W.C.	CFM DESIGN	A.P.D. IN. W.C.	EXHAUST AIR °F				OUTSIDE ARI °F		EXHAUST AIR °F				OUTSIDE AIR °F			
							EAT DB	EAT WB	LAT DB	LAT WB	EAT DB	EAT WB	LAT DB	LAT WB	EAT DB	EAT WB	LAT DB	LAT WB	EAT DB	EAT WB	LAT DB	LAT WB
DOAS-1	ERC-5245	73.2	3,000	0.75	3,600	1.5	91	73.7	75	63	95	77	81.6	68.9	70	52	7.3	7.3	-10	-10	41	33.9

DEDICATED OUTDOOR AIR UNIT COMPONENT SCHEDULE - FANS

REFER TO "DEDICATED OUTDOOR AIR UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	FAN 1													FAN 2												
	SERVICE	TYPE	QTY	CFM		EXT S.P. IN. WC	TOTAL S.P. IN. WC	WHEEL DIA	RPM [D]	FEI	MOTOR			SERVICE	TYPE	QTY	CFM		EXT S.P. IN. WC	TOTAL S.P. IN. WC	WHEEL DIA	RPM [D]	FEI	MOTOR		
				DESIGN	EACH						QTY	MHP EA [E]	BHP EA [E]				DESIGN	EACH						QTY	MHP EA [E]	BHP EA [E]
DOAS-1	SUPPLY FAN	270D60	1	3,600	3,600	1.5	3.28	27 51/128"	1286	1.05	1	7.5	3.42	EXHAUST FAN	RM220AB70	1	3,000	3,000	0.75	1.56	22"	1225	1.35	1	2	1.15

DEDICATED OUTDOOR AIR UNIT COMPONENT SCHEDULE - COILS

REFER TO "DEDICATED OUTDOOR AIR UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	COOLING COIL								ELECTRIC PREHEAT COIL					RE HEAT COIL	
			MBH				EAT		LAT			EAT	LAT	ELECTRIC ELEMENT~					
	SERVICE	FLUID TYPE	TOTAL	SENSIBLE	A.P.D. IN. W.C.	FACE FPM	DB °F	WB °F	DB °F	WB °F	SERVICE	DB °F	DB °F	NO. OF STAGES	TOTAL KW (QTY * KW) QTY	KW	SERVICE	MBH
DOAS-1	COOLING COIL	REFRIGERANT	185.3	110.6	0.22	181	81.6	68.9	50.4	50.4	PREHEAT COIL	-10	7.2	1	1	20	REHEAT COIL	75.1

DEDICATED OUTDOOR AIR UNIT COMPONENT SCHEDULE - REFRIG.

REFER TO "DEDICATED OUTDOOR AIR UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	AMBIENT TEMP °F		REFRIGERATION						
				EFFICIENCY		COMPRESSOR		COND FAN	
	SUMMER DRY BULB	WINTER DRY BULB	TYPE	CLG EER	HTG COP	QTY	MHP EA	QTY	MHP EA
DOAS-1	95	77	R-454B	16.1	10.84	1	0	2	0.75

PACKAGED ROOFTOP UNIT SCHEDULE (SUMMARY) (RTU)

REFER TO "PACKAGED ROOFTOP UNIT COMPONENT SCHEDULES" FOR ADDITIONAL INFORMATION

NOTES:
1. OPERATING WEIGHT INCLUDES UNIT, CURB, ACCESSORIES AND UNIT MOUNTED POWER EXHAUST. DUCT MOUNTED ACCESSORIES AND EQUIPMENT ARE NOT INCLUDED. CONTRACTOR IS RESPONSIBLE FOR ALL CHANGES REQUIRED DUE TO ROOFTOP UNIT HEAVIER THAN THE BASIS OF DESIGN AT NO ADDITIONAL COST.

TAG NAME	SERVICE	TYPE	FAN 1		OUTSIDE AIR		REFRIGERATION		COIL 1	COIL 2	COIL 3	FILTER	ELECTRICAL												VIBRATION ISO	MAXIMUM DIMENSIONS			WEIGHT LBS			
			SERVICE	CFM DESIGN	MAX	MIN	TYPE	CHARGE LBS	SERVICE	SERVICE	SERVICE	SERVICE	VOLTS	PH	FLA	MCA	MOCP	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	TYPE	WIDTH	HEIGHT	DEPTH	OPERATING (NOTE 1)	MANUFACTURER	MODEL	NOTES
RTU-1	SEE DWGS	AIR COOLED	SUPPLY FAN	8,500	2,125	2,125	R-454B	814	COOLING COIL	EMERGENCY HEATING	RE-HEAT COIL	MERV 8	460	3	62	74	90	MFR	NF	MFR	VFD	10	No		5'-4"	5'-0"	9'-2"	3,376	AAON	RNA-025	
RTU-2	SEE DWGS	AIR COOLED	SUPPLY FAN	8,500	2,125	2,125	R-454B	814	COOLING COIL	EMERGENCY HEATING	RE-HEAT COIL	MERV 8	460	3	62	74	90	MFR	NF	MFR	VFD	10	No		5'-4"	5'-0"	9'-2"	3,376	AAON	RNA-025	

PACKAGED ROOFTOP UNIT COMPONENT SCHEDULE - FANS

REFER TO "PACKAGED ROOFTOP UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	FAN 1										
	SERVICE	TYPE	QTY	CFM		EXT S.P. IN. WC	TOTAL S.P. IN. WC	WHEEL DIA	RPM [D]	MOTOR	
				DESIGN	EACH					QTY	MHP EA [E]	BHP EA [E]
RTU-1	SUPPLY FAN	270	1	8,500	8,500	1	2.76	27 51/128"	1246	1	7.5	6.31
RTU-2	SUPPLY FAN	270	1	8,500	8,500	1	2.76	27 51/128"	1246	1	7.5	6.31

PACKAGED ROOFTOP UNIT COMPONENT SCHEDULE - REFRIG.

REFER TO "PACKAGED ROOFTOP UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1. STAGES: DIG = DIGITAL SCROLLS, VFD = INVERTER, # = NUMBER OF COMPRESSOR STAGES [NTD: YOU MAY USE "INFINITE" FOR DIGITAL / VFD STAGES AS AN OPTION].

TAG NAME	AMBIENT TEMP °F		REFRIGERATION							
						EFFICIENCY		COMPRESSOR		COND FAN	
	SUMMER DRY BULB	WINTER DRY BULB	TYPE	CHARGE LBS	STAGES (NOTE 1)	CLG EER	HTG COP	QTY	MHP EA	QTY	MHP EA
RTU-1	95	75	R-454B	814		10.6	3.3	2	0	3	0.75
RTU-2	95	75	R-454B	814		10.6	3.3	2	0	3	0.75

PACKAGED ROOFTOP UNIT COMPONENT SCHEDULE - COILS

REFER TO "PACKAGED ROOFTOP UNIT SCHEDULE (SUMMARY)" FOR ADDITIONAL INFORMATION

NOTES:
1.

TAG NAME	COIL 1									COIL 2							COIL 3			
			MBH				EAT		LAT			EAT	LAT	ELECTRIC ELEMENT						LAT
	SERVICE	FLUID TYPE	TOTAL	SENSIBLE	A.P.D. IN. W.C.	FACE FPM	DB °F	WB °F	DB °F	WB °F	SERVICE	TYPE	DB °F	DB °F	NO. OF STAGES	TOTAL KW (QTY * KW) QTY	KW	SERVICE	MBH	A.P.D. IN. W.C.	DB °F
RTU-1	COOLING COIL	REFRIGERANT	269.8	214.5	0.54	434	80	65.6	54.5	54	EMERGENCY HEATING	ELECTRIC	53.8	68.4		1	40	RE-HEAT COIL	159.4	0.1	72
RTU-2	COOLING COIL	REFRIGERANT	0	0	0	0	-459.7	-459.7	-459.7	-459.7	EMERGENCY HEATING	ELECTRIC	53.8	68.4		1	40	RE-HEAT COIL	159.4	0.1	72

VARIABLE REFRIGERANT FLOW SCHEDULE - OUTDOOR UNIT (VRF)

NOTES:
1. UNITS SHALL BE SELECTED FOR DESIGN COOLING LOAD.
2. COORDINATE ELECTRICAL CONNECTIONS WITH MANUFACTURER UNIT IS SUPPLIED AS MULTIPLE MODULES. EACH MODULE REQUIRES A SEPARATE ELECTRICAL CONNECTION AND DISCONNECT.
3. DESIGN COOLING CAPACITY SHALL BE RATED AT: INDOOR TEMP = 74°FDB/61.7°FWB, OUTDOOR TEMP = 95°FDB. EFFECTS OF ESTIMATED REFRIGERANT LINE LENGTH SHALL BE INCLUDED IN COMPUTING DESIGN CAPACITY.
4. DESIGN HEATING CAPACITY SHALL BE RATED AT: INDOOR TEMP = 70°FDB, OUTDOOR TEMP = 14°FDB. EFFECTS OF ESTIMATED REFRIGERANT LINE LENGTHS AND DEFROSTING SHALL BE INCLUDED IN COMPUTING DESIGN CAPACITY.

TAG NAME	SERVICE	ARRANGEMENT	NO. OF INDOOR UNITS	CONN. RATIO %	REFRIGERATION			COOLING	HEATING	EFFICIENCY		ELECTRICAL (SAME EACH MODULE)						ELECTRICAL MODULE 1					ELECTRICAL MODULE 2					MAXIMUM DIMENSIONS (EACH MODULE)			WEIGHT LBS (EACH MODULE)			
					TYPE	CHARGE LBS	NO. OF CURCUITS	MBH (NOTE 3)	MBH (NOTE 4)	CLG EER	HTG COP	VOLTS	PH	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/START ER BY [A]	EM PWR	FLA	MCA	MOCP	SCCR	OWN PWR	FLA	MCA	MOCP	SCCR	OWN PWR	WIDTH	HEIGHT	DEPTH	DRY	MANUFACTURER	MODEL	NOTES
VRF-CU-1	SEE DWG	AIR COOLED	0		R-32	32.6	1	160	180	11.65	3.88	460	3	EC	NF	MFR	No	0	31	35	5,000	Yes	0	25	30	5,000	Yes	4'-3"	5'-6"	2'-7"	675	SAMSUNG	AM168HCVTJS/AA	
VRF-CU-2	SEE DWG	AIR COOLED	0		R-32	32.6	1	160	180	11.65	3.88	460	3	EC	NF	MFR	No	0	31	35	5,000	Yes	0	25	30	5,000	Yes	4'-3"	5'-6"	2'-7"	675	SAMSUNG	AM168HCVTJS/AA	

VARIABLE REFRIGERANT FLOW SCHEDULE - INDOOR UNIT (VRF)

NOTES:
1. INDOOR UNITS SELECTED FOR SPACE PEAK LOADS.
2. PROVIDE 30% FILTERS FOR EACH UNIT. FILTER MAY BE INTEGRAL OR SUITABLE FOR FIELD INSTALLATION IN FABRICATED FILTER ANGLES. FILTER ANGLES PROVIDED BY M.C..
3. UNIT SHALL BE PROVIDED WITH CONDENSATE PUMP.
4. INDOOR UNIT CFM SELECTED AT HIGH CFM. INDOOR UNIT SHALL HAVE CAPABILITY TO ADJUST CFM FOR FINAL AIR BALANCING UP OR DOWN THROUGH FIELD ADJUSTMENT.
5. DUCTED CONCEALED UNITS SHALL BE PROVIDED WITH SUPPLY AND RETURN DUCT FLANGES.
6. UNIT SHALL BE PROVIDED WITH INTEGRAL LIFT/PUMP FOR CONDENSATE REMOVAL. IF NOT PROVIDED INTEGRAL WITH UNIT, CONTRACTOR SHALL PROVIDE SEPARATE CONDENSATE PUMP. CONDENSATE PUMP SHALL BE POWERED BY UNIT. IF NOT, MECHANCIAL CONTRACTOR IS RESPONSIBLE TO PROVIDE POWER FOR CONDENSATE PUMP.

TAG NAME	LOCATION			ALTITUDE	SERVICE	ARRANGEMENT	ASSOC. OUTDOOR UNIT	CFM		OA CFM	REFRIGERATION		COOLING	HEATING	EFFICIENCY		AUXILIARY HEAT		COND. PUMP		ELECTRICAL										FILTER		MAX DISCH NC	CONTROL			MAXIMUM DIMENSIONS			WEIGHT LBS		MANUFACTURER	MODEL	NOTES
	NAME	NO.						DESIGN	EXT S.P. IN. WC	DESIGN	TYPE	CHARGE LBS	TOTAL MBH	TOTAL MBH	CLG EER	HTG COP	NO. OF STAGES	TOTAL KW (QTY * KW) QTY.	KW	REQ'D	MHP	VOLTS	PH	NO. OF WIRES	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	TYPE	MERV		TYPE [H]	DIAGRAM	SMOKE SHUTOFF	WIDTH	HEIGHT	DEPTH	DRY	OPERATING			
FCU-2-5								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-2-4								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-1-6								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-1-5								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-1-4								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-1-2								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P06NMA U-E	
FCU-1-1								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P12NMA U-E	
FCU-2-1								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P06NMA U-E	
FCU-1-3								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-2-3								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P36NMA U-E	
FCU-2-2								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P12NMA U-E	
FCU-1-1								0	0	0		0	0	0				0	0	Yes	0	0	1	0	0	0	0				0	No			0				0"	0"	0"	0	0	MITSUBISHI	PEFY-P12NMA U-E	

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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REF. SCALE IN INCHES 0 1 2 3

PROJECT #26000881.00

HVAC SCHEDULES

M6.0

CABINET HEATER SCHEDULE - ELECTRIC (CAB)

NOTES:
1. COORDINATE COLOR SELECTION WITH ARCHITECT.

TAG NAME	LOCATION NAME	NO.	ALTITUDE	SERVICE	ARRANGEMENT	FINISH (NOTE 1)	DIMENSIONS WIDTH	HEIGHT	DEPTH	FAN CFM DESIGN	AIR DIRECTION	DRIVE	QTY	MHP EA	ELECTRIC ELEMENT MBH	EAT DB °F	LAT DB °F	NO. OF STAGES	TOTAL KW (QTY * KW) QTY.	KW	ELECTRICAL VOLTS	PH	NO. OF WIRES	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	CONTROL TYPE [H]	CONTROL DIAGRAM	MAXIMUM DIMENSIONS WIDTH	HEIGHT	DEPTH	WEIGHT LBS DRY	OPERATING	MANUFACTURER	MODEL	NOTES
CAB-1							0"	0"	0"	0			0	0	0	-459.7	-459.7		0	0	0	1	0					0	No			0"	0"	0"	0	0			
CAB-1							0"	0"	0"	0			0	0	0	-459.7	-459.7		0	0	0	1	0					0	No			0"	0"	0"	0	0			

DIFFUSER AND GRILLES

NOTES:
1. REFER TO DRAWINGS FOR NECK SIZE. ALL BRANCH DUCTWORK TO AIR TERMINALS SHALL BE NECK SIZE UNLESS NOTED OTHERWISE.
2. REFER TO DRAWINGS FOR FACE SIZES.
3. CONTRACTOR SHALL DETERMINE PROPER BORDER TYPE TO MATCH CEILING CONSTRUCTION.
4. DIFFUSERS WITH MULTIPLE SLOTS SHALL HAVE THE INNER MOST SLOT DIRECTED TOWARDS THE INTERIOR OF THE BUILDING, THE REMAINING SHALL BE DIRECTED TOWARDS THE EXTERIOR UNLESS NOTED OTHERWISE.

TAG NAME	MATERIAL	FINISH	FACE SIZE (IN.) (NOTE 2) WIDTH	LENGTH	LINEAR SLOTS SLOTS (NOTE 4) WIDTH	QTY	PLENUM YES / NO	INSUL	PATTERN CNTLR	VOLUME DAMPER REQUIRED	MANUFACTURER	MODEL	NOTES
CD-1	STEEL	WHITE	24"	0"						No	TITUS	OMNI	
LD-1	STEEL	WHITE	3 1/2"	4'-0"	3/4"	2				Yes	TITUS	TBD	
LD-R	ALUMINUM	WHITE	4 3/4"	4'-0"	0"	0				Yes	TITUS	FL	
RG-1	STEEL	WHITE	24"	0"						No	TITUS	PAR	DUCTED RETURN
SR-#	ALUMINUM	WHITE	0"	0"						Yes	Price Industries	SDGER Series	

SPLIT SYSTEM INDOOR UNIT SCHEDULE (SS)

NOTES:
1.

TAG NAME	LOCATION NAME	NO.	ALTITUDE	SERVICE	ARRANGEMENT	ASSOC OUTDOOR UNIT	CFM DESIGN	REFRIGERANT TYPE	CHARGE LBS	COOLING TOTAL MBH	HEATING TOTAL MBH	EFFICIENCY CLG EER	HTG COP	AUXILIARY HEAT NO. OF STAGES	TOTAL KW (QTY * KW) QTY.	KW	COND. PUMP REQ'D	MHP	ELECTRICAL VOLTS	PH	FLA	MCA	MOCP	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	FILTER TYPE	MERV	MAX DISCH NC	CONTROL TYPE [H]	CONTROL DIAGRAM	MAXIMUM DIMENSIONS WIDTH	HEIGHT	DEPTH	WEIGHT LBS DRY	OPERATING	MANUFACTURER	MODEL	NOTES

CONDENSING UNIT SCHEDULE - COOLING (CU)

NOTES:
1.

TAG NAME	LOCATION NAME	NO.	ALTITUDE	AMBIENT TEMP °F SUMMER DRY BULB	COOLING RANGE	SERVICE	ASSOC. INDOOR UNIT	REFRIGERANT TYPE	CHARGE LBS	NO. OF CURCUITS	SAT SUC TEMP °F	TONS	COMPRESSOR QTY	MHP EA	FANS QTY	MHP EA	ELECTRICAL VOLTS	PH	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	IEER	MAX SOUND POWER IN dB RE 10^{-12} WATTS OCTAVE BANDS MID FREQUENCY Hz 63	125	250	500	1000	2000	4000	8000	CONTROL DIAGRAM	CURB / PAD TYPE / BY [G]	HEIGHT	VIBRATION ISO TYPE	DEFL	MAXIMUM DIMENSIONS WIDTH	HEIGHT	DEPTH	WEIGHT LBS DRY	OPERATING	MANUFACTURER	MODEL	NOTES

VARIABLE REFRIGERANT FLOW SCHEDULE - SPLITTER BOX (SB)

NOTES:
1.

TAG NAME	LOCATION NAME	NO.	SERVICE	ARRANGEMENT	WATTS	ELECTRICAL VOLTS	PH	FLA	MCA	MOCP	DISCONNECT BY [A]	DISCONNECT TYPE [B]	CNTLR/STARTER BY [A]	CNTLR/STARTER TYPE [C]	SCCR	EM PWR	MAXIMUM DIMENSIONS WIDTH	HEIGHT	DEPTH	WEIGHT LBS DRY	OPERATING	MANUFACTURER	MODEL	NOTES

TERMINAL AIR BOX SCHEDULE - DUAL DUCT (TAB)

NOTES:
1. NEITHER RADIATED NOR DISCHARGE SOUND LEVELS SHALL EXCEED NC 35 AT 1.5" INLET STATIC PRESSURE WHEN TESTED PER AHRI STANDARD 885-2008 USING 5/8" 20-LB DENSITY MINERAL FIBER CEILING TILE.
2. TOTAL AIR PRESSURE DROP OF TAB AND REHEAT COIL SHALL NOT EXCEED 0.50" WC.

TAG NAME	LOCATION NAME	NO.	SERVICE	ARRANGEMENT	COOLING INLET DIA	COOLING CFM MAX	COOLING CFM MIN	HEATING INLET DIA	HEATING CFM MAX	HEATING CFM MIN	MAX NC VALUE DISCH	MAX NC VALUE RAD	CONTROL TYPE [H]	CONTROL CO2 SETPOINT	CONTROL DIAGRAM	WEIGHT LBS DRY	WEIGHT LBS OPERATING	MANUFACTURER	MODEL	NOTES (NOTE 1 & 2)
VAV-1					12"	0	0		0	0	0	0				0	0	TITUS	DESV	
VAV-2					10"	0	0		0	0	0	0				0	0	TITUS	DESV	

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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0 1 2 3
REF. SCALE IN INCHES

PROJECT #26000881.00

HVAC SCHEDULES

M6.1

PROJECT	DATE	BY	PROJECT NUMBER
METROSQUASH	10/5/2026	DRM	26000881

WATER CALCULATION WORKSHEET

1. Hydrant Test Results:

49	psi - Static Pressure	
46	psi - Residual Pressure	
1198	gpm- Flow Rate	
2	Hydrant Elevation	

2. Building Elevations :

0	Lowest Floor
0	Highest Floor
2	Highest CW Plumbing Fixture
2	Highest HW Plumbing Fixture
29	Highest Sprinkler or standpipe outlet

FIRE PROTECTION

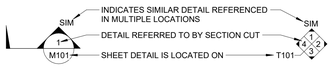
3.	**System residual pressure**	47	psi at	
4.	**System design flow rate**	500	gpm	
	System Component	**FP**	**Units**	**Notes**
5.	**Service main**	50	feet	Linear distance
		6	"	Pipe diameter
		500	gpm	
		2	feet	Total press. drop for main
		0.9	psi	Pressure Drop
		46.1	*psi*	*Subtotal*
6.	**Backflow Preventer**	8	psi	10 psi DBL CHK, 15 psi RPZ
		38.1	*psi*	*Subtotal*
7.	**Water Meter**	N/A		
		38.1	*psi*	*Subtotal*
8.	**Boost Pressure**	**0.0**	psi	
		38.1	*psi*	*Subtotal*
9.	**Water Softener**	N/A		
10.	**Water Heater**	N/A		
11.	**Mixing Valve**	N/A		
12.	**Future allowance**	5	psi	Typically 5 psi
		33.1	*psi*	*Subtotal*
13.	**Piping allowance**	10	psi	Typically 10 psi
		23.1	*psi*	*Subtotal*
14.	**Elevation Loss**	27	feet	from hydrant to sprinkler
		11.7	psi	
		11.4	*psi*	*Subtotal*
15.	**Remote pressure req'd**	10	psi	10-20 psi @ sprinkler
				65 psi @ 1 1/2" standpipe
				100 psi @ 2 1/2" standpipe
		1.4	*psi*	*Subtotal*
16.	**Piping Design Friction...**	N/A		
17.	**Booster Pump Required ?**	**No additional**		
18.	Boost pressure =	**0**	psi	

VIEW KEY

NAME — LEVEL NAME
10'-0" — HEIGHT ABOVE PROJECT 0'-0"

1 — KEYNOTE: INDICATES NOTE USED TO DESCRIBE ADDITIONAL INFORMATION ABOUT WORK REQUIRED, SPECIFIC TO THE SHEET AND/OR DETAIL





LINE TYPE AND TAG KEY:

NEW WORK BY THIS CONTRACTOR (WIDE LINE)
- NEW
- EXISTING TO BE REMOVED (SHORT DASHED PATTERN)
- NEW UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

EXISTING TO REMAIN OR WORK BY OTHERS (NARROW LINE)
- EXISTING
- EXISTING TO BE REMOVED BY OTHERS (SHORT DASHED PATTERN)
- EXISTING UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

HALFTONING DOES NOT MODIFY SCOPE.

'TAG'-E — TAGS WITH DASH 'E' INDICATES THE REFERENCED OBJECT IS EXISTING

TAG-1 — UNDERLINED TAG INDICATES OBJECT IS IN-SCOPE. IF NEW, ADDITIONAL INFORMATION IS AVAILABLE IN A SCHEDULE, MATERIAL LIST, OR SYMBOL LIST

INDICATES AN EXISTING SYSTEM'S POINT OF CONNECTION/REMOVAL

CONTRACTOR ABBREVIATION KEY

ABBR:	DESCRIPTION:
A.V.C.	AUDIO/VISUAL CONTRACTOR
C.C.	CIVIL CONTRACTOR
C.M.	CONSTRUCTION MANAGER
E.C.	ELECTRICAL CONTRACTOR
F.P.C.	FIRE PROTECTION CONTRACTOR
G.C.	GENERAL CONTRACTOR
M.C.	MECHANICAL CONTRACTOR
P.C.	PLUMBING CONTRACTOR
T.C.	TECHNOLOGY CONTRACTOR
T.C.C.	TEMPERATURE CONTROLS CONTRACTOR

SYMBOL LIST - PIPE ACCESSORIES

SYMBOL	DESCRIPTION
	BALANCING VALVE (MANUAL)
	CHECK VALVE
	CONTROL VALVE (TWO WAY)
	PITCH PIPE IN DIRECTION
	PRESSURE / TEMPERATURE PLUG
	SHUTOFF VALVE (NORMALLY OPEN)
	TEMPERATURE SENSOR WITH WELL

SYMBOL LIST - FIRE HAZARD ZONES

SYMBOL:	DESCRIPTION:
	FIRE ZONE BOUNDARY
NO HATCH	LIGHT HAZARD
	ORDINARY GROUP 1

FIRE PROTECTION ABBREVIATION KEY

ABBR:	DESCRIPTION:
AD	ACCESS DOOR
AFF	ABOVE FINISHED FLOOR
BFP	BACKFLOW PREVENTER
I.E.	INVERT ELEVATION
N.C.	NORMALLY CLOSED
NIC	NOT IN CONTRACT
N.O.	NORMALLY OPEN
SCCR	SHORT CIRCUIT CURRENT RATING
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED

APPLICABLE CODES

CONTRACTOR SHALL COMPLY WITH APPLICABLE CODES AND LOCAL AMENDMENTS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

BUILDING CODE:	2021 INTERNATIONAL BUILDING CODE WITH CITY OF EVANSTON AMENDMENTS
FIRE CODE:	2021 INTERNATIONAL FIRE CODE WITH CITY OF EVANSTON AMENDMENTS
PLUMBING CODE:	2014 ILLINOIS STATE PLUMBING CODE, 77 ILL. ADM. CODE 890 WITH CITY OF EVANSTON AMENDMENTS
MECHANICAL CODE:	2021 INTERNATIONAL MECHANICAL CODE WITH CITY OF EVANSTON AMENDMENTS
ELECTRICAL CODE:	2020 NATIONAL ELECTRICAL CODE (ORDINANCE 6590)
LIFE SAFETY CODE:	2021 NFPA 101 LIFE SAFETY CODE WITH CITY OF EVANSTON AMENDMENTS
ENERGY CONSERVATION CODE:	2023 ILLINOIS STRETCH ENERGY CODE - COMMERCIAL
LOCAL BUILDING CODE:	CITY OF EVANSTON CODE OF ORDINANCES AND APPLICABLE LOCAL AMENDMENTS

FIRE PROTECTION MATERIAL LIST

TAG NAME	DESCRIPTION	MANUFACTURER AND MODEL
FP-BFP-1	"REDUCED PRESSURE ZONE DETECTOR ASSEMBLY BACK FLOW PREVENTER - LISTED FOR USE IN FIRE PROTECTION SYSTEM. 175 PSI WWP AT 33°F TO 140°F, LEAD FREE STAINLESS STEEL CONSTRUCTION, SIZE SAME AS PIPE 6"". LEAD FREE, NON-CORROSIVE INTERNAL PARTS, STAINLESS STEEL SPRINGS. DIFFERENTIAL PRESSURE RELIEF VALVE BETWEEN SPRING-LOADED CHECK VALVES, OSY INDICATING BUTTERFLY SHUT-OFF VALVES ON INLET AND OUTLET, AIR GAP DRAIN FITTING. TEST PORTS WITH SHUT-OFF VALVES. 15 PSI (MAXIMUM) PRESSURE DROP AT 10 FPS, FACTORY TESTED, BYPASS CONSISTING OF WATER METER, AND BACKFLOW PREVENTER WITH TEST COCKS, ALL PARTS TO BE SERVICEABLE WITHOUT REMOVING UNIT FROM LINE, APPROVED BY USC FCCC & HR, AWWA C511-92, ASSE 1013, IAPMO AND SBCCI LISTED. MOUNT WITHIN 60"" OF FINISHED FLOOR. ROUTE DRAIN PIPE FROM AIR GAP FITTING TO FLOOR DRAIN. FLOW PRESSURE DROP CURVES SHALL BE SUBMITTED."	
RM-1	RISER MANIFOLD, 300 PSI. SCHEDULE 40 STEEL OR DUCTILE IRON BODY, GROOVED INLET AND OUTLET, HORIZONTAL OR VERTICAL INSTALLATION, PREASSEMBLED CONSISTING OF BUTTERFLY VALVE, CHECK VALVE, WATERFLOW SWITCH, INSPECTORS TEST AND DRAIN VALVE WITH PRESSURE RELIEF VALVE, AND PRESSURE GAUGE. INSPECTORS TEST AND DRAIN VALVE SIZED ACCORDING TO NFPA 13, ENTIRE ASSEMBLY AND ALL INDIVIDUAL COMPONENTS SHALL BE UL/FM APPROVED.	VICTAULIC (UMC), AGF (8611), TYCO (RM-2), RELIABLE (FCA2)

SYMBOL LIST - FIRE PROTECTION SYSTEMS

SYMBOL	DESCRIPTION
FP	FIRE PROTECTION

DETAIL/DIAGRAM SYMBOLS - FIRE PROTECTION

SYMBOL	DESCRIPTION

MECHANICAL GENERAL NOTES:

THESE NOTES APPLY TO ALL MECHANICAL SHEETS AND TRADES, INCLUDING BUT NOT LIMITED TO, FIRE PROTECTION, PLUMBING, MEDICAL GAS, VENTILATION, PIPING AND TEMPERATURE CONTROL.

1. DRAWINGS SHOWING LOCATIONS OF EQUIPMENT, DUCTWORK, PIPING, ETC. ARE DIAGRAMMATIC AND MAY NOT ALWAYS REFLECT EXACT INSTALLATION CONDITIONS. DRAWINGS SHOW THE GENERAL ARRANGEMENT OF DUCTWORK, PIPING, EQUIPMENT, ETC., AND MAY NOT INCLUDE ALL OFFSETS AND FITTINGS REQUIRED FOR COMPLETE INSTALLATION. THE DRAWINGS SHALL BE FOLLOWED AS CLOSELY AS ACTUAL BUILDING CONSTRUCTION AND THE WORK OF OTHERS WILL PERMIT.
2. CATALOG AND MODEL NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESCRIPTION OF MATERIAL SCHEDULED ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL AND SCHEDULED PERFORMANCE TAKES PRECEDENCE OVER THE MODEL NUMBER. THE FIRST MANUFACTURER SCHEDULED IS THE BASIS OF DESIGN.
3. DETERMINATION OF QUANTITIES OF MATERIAL AND EQUIPMENT REQUIRED SHALL BE MADE BY THE CONTRACTOR FROM THE DOCUMENTS. WHERE MATERIAL AND/OR QUANTITY DISCREPANCIES ARISE BETWEEN DRAWINGS, SCHEDULES AND/OR SPECIFICATIONS, THE HIGHER QUALITY/ GREATER NUMBER SHALL GOVERN.
4. DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS AND CLEARANCES FROM ARCHITECTURAL, STRUCTURAL, SUBMITTALS, AND OTHER APPROPRIATE DRAWINGS OR PHYSICALLY AT SITE. REVIEW ALL DRAWINGS, INCLUDING THOSE OF OTHER TRADES.
5. COORDINATE ALL WORK WITH ALL OTHER TRADES PRIOR TO INSTALLATION TO PROVIDE CLEARANCES REQUIRED FOR OPERATION, MAINTENANCE, CODE COMPLIANCE, AND TO VERIFY NON-INTERFERENCE WITH OTHER WORK. DO NOT FABRICATE PRIOR TO VERIFICATION OF NECESSARY CLEARANCES FOR ALL TRADES. BRING ANY INTERFERENCES OR CONFLICTS TO THE ATTENTION OF THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH FABRICATION OR EQUIPMENT ORDERS.
6. REVIEW SPACE REQUIREMENTS OF EQUIPMENT SPECIFIED OR SUBSTITUTED AND MAKE REASONABLE ACCOMMODATIONS IN LAYOUT AND POSITIONING TO PROVIDE PROPER ACCESS.
7. ANY CHANGES REQUIRED TO ELIMINATE CONFLICTS OR THAT RESULT FROM A FAILURE TO COORDINATE SHALL BE MADE BY THE CONTRACTOR WITHOUT ADDITIONAL COST OR EXPENSE TO OTHERS.
8. EACH CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH ELECTRICAL CHANGES REQUIRED FOR EQUIPMENT PROPOSED THAT DIFFERS FROM THE BASIS OF DESIGN.
9. REFER TO ARCHITECTURAL REFLECTED CEILING PLAN, ELECTRICAL, TECHNOLOGY AUDIO/VISUAL, AND OTHER MECHANICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES, OTHER THAN SPRINKLERS.
10. EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
11. IN AREAS WITH DRYWALL CEILINGS COORDINATE LOCATIONS OF ACCESS PANELS WITH THE GC FOR ACCESS TO VALVES, DUCTWORK ACCESSORIES, DAMPERS, ETC. COORDINATE PANEL TYPE AND COLOR WITH ARCHITECT. NOTIFY THE GC OF THE REQUIRED ACCESS PANELS PRIOR TO BIDDING.
12. SEAL ALL FLOOR, WALL, AND ROOF PENETRATIONS AIRTIGHT WHERE CONDUITS, PIPING, AND DUCTS PENETRATE. PENETRATIONS THROUGH EXTERIOR WALLS AND ROOF SHALL BE SEALED AIRTIGHT WITH WATERPROOFING MATERIALS RECOMMENDED BY MANUFACTURER FOR OUTDOOR USE.
13. CAULK ALL PIPE AND DUCT PENETRATIONS OF FULL HEIGHT NON-FIRE RATED WALL, PARTITION, FLOOR, AND ROOF ASSEMBLIES. THIS IS ESSENTIAL TO PREVENT NOISE TRANSMISSION FROM ONE ROOM TO ANOTHER AND TO PROVIDE THE DESIRED NC LEVELS WITHIN ROOMS.
14. WHERE PIPES AND DUCTS ARE SHOWN TO PENETRATE FLOORS, PROVIDE SLEEVED OPENINGS WITH THE TOP EDGE RAISED ABOVE FLOOR SURFACE IN ACCORDANCE WITH ALL RELEVANT SPEC SECTIONS. SEAL SLEEVE PERIMETER TO BE WATERTIGHT.
15. EQUIPMENT SIZES AND SERVICE CLEARANCE REQUIREMENTS VARY AMONG DIFFERENT MANUFACTURERS. CONSULT APPROVED SHOP DRAWINGS FOR EQUIPMENT SIZES AND REQUIRED SERVICE CLEARANCES. COORDINATE WITH LAYOUT OF EQUIPMENT PADS, PIPING, DUCTWORK, ETC.
16. DO NOT BLOCK TUBE PULL OR EQUIPMENT SERVICE CLEARANCES.
17. MAINTAIN A MINIMUM WORKING CLEARANCE OF 3'-6" IN FRONT OF ALL ELECTRICAL EQUIPMENT REQUIRING MAINTENANCE, INSPECTION, AND TESTING INCLUDING BUT NOT LIMITED TO PANELS, DISTRIBUTION PANELS, SWITCHBOARDS, MOTOR CONTROL CENTERS, TRANSFORMERS, EQUIPMENT DISCONNECTS AND STARTERS.
18. MAINTAIN THE DEDICATED ELECTRICAL EQUIPMENT SPACE DEFINED BY THE WIDTH / DEPTH OF ELECTRICAL EQUIPMENT MEASURED FROM THE FLOOR TO A HEIGHT 6 -0" ABOVE THE EQUIPMENT OR THE STRUCTURAL CEILING, WHICHEVER IS LOWER. SYSTEMS FOREIGN TO THE ELECTRICAL DISTRIBUTION SYSTEM ARE NOT ALLOWED IN THE DEDICATED ELECTRICAL SPACE INCLUDING: DUCTWORK, PIPING, ETC.
19. PROVIDE CONCRETE EQUIPMENT PADS FOR ALL FLOOR-MOUNTED EQUIPMENT. PADS SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND ALL SIDES OF EQUIPMENT, UNLESS SUCH EXTENSION WOULD ENCROACH ON REQUIRED WORKING CLEARANCES AT CONTROL PANELS OR ELECTRICAL EQUIPMENT. PROVIDE 1/2-INCH CHAMFER (45-DEGREE) OR 1/2-INCH RADIUS AT ALL HORIZONTAL EDGES.
20. DO NOT EXCEED 25 LBS PER HANGER AND A MINIMUM SPACING OF 2'-0" ON CENTER WHEN ATTACHING TO METAL ROOF DECKING (LIMITATION NOT REQUIRED WITH CONCRETE ON METAL DECK). THIS 25 LBS. LOAD AND 2'-0" SPACING INCLUDE ADJACENT ELECTRICAL AND ARCHITECTURAL ITEMS HANGING FROM DECK. IF THE HANGER RESTRICTIONS CANNOT BE ACHIEVED, SUPPLEMENTAL FRAMING OFF STEEL FRAMING SHALL BE ADDED. ANCHORS EMBEDDED IN CONCRETE SHALL BE CRACKED CONCRETE APPROVED IN ACCORDANCE WITH SPECIFICATIONS.

FIRE PROTECTION GENERAL NOTES:

1. FIRE PROTECTION CONTRACTOR SHALL DESIGN THE FIRE PROTECTION SYSTEM IN ACCORDANCE WITH THE SUPPLIED WATER CALCULATION WORKSHEET, INCLUDING THE DESIGN PRESSURES INDICATED THEREIN.
2. THE SYMBOLS AND THE MATERIAL LIST ARE FOR THE CONVENIENCE OF THE CONTRACTOR. CONTRACTOR SHALL VERIFY QUANTITIES AND FURNISH ALL MATERIALS REQUIRED FOR FULLY OPERATIONAL SYSTEMS, WHETHER SPECIFIED OR NOT.
3. CATALOG NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR COMPLETE DESCRIPTION OF MATERIAL ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL TAKES PRECEDENCE OVER THE CATALOG NUMBER. THE FIRST MANUFACTURER IS THE BASIS OF DESIGN.
4. CENTER SPRINKLERS IN CEILING TILES IN BOTH DIRECTIONS IN ALL AREAS. IN AREAS WITH 2'X4' CEILING TILES CENTERING USING A 2'X2' CEILING PATTERN IS ACCEPTABLE. SPRINKLER HEADS SHALL BE ALIGNED WITH OTHER SPRINKLER HEADS, LIGHTING, DIFFUSERS, AND ANY OTHER FEATURES IN THE CEILING.
5. NEW SPRINKLERS SHALL BE QUICK RESPONSE TYPE, UNLESS OTHERWISE NOTED. CONTRACTOR SHALL NOT MIX STANDARD RESPONSE SPRINKLERS WITH QUICK RESPONSE SPRINKLERS IN UNPARTITIONED SPACES.
6. PROVIDE COVERAGE ABOVE AND BELOW ALL EXPOSED DUCTWORK GREATER THAN 48" WIDE.
7. PROVIDE COVERAGE ABOVE (IF APPLICABLE) AND BELOW FLOATING CEILINGS, REFER TO ARCHITECTURAL PLANS.
8. FIRE PROTECTION PIPE ROUTING IS SHOWN FOR GENERAL LAYOUT. DETERMINE EXACT NUMBER OF SPRINKLERS, PIPE SIZING, AND PIPE ROUTING.
9. THE FIRE PROTECTION SYSTEM SHALL BE DESIGNED TO MEET OWNER'S INSURANCE COMPANY STANDARDS WHERE APPLICABLE. THE MORE STRINGENT OF THE OWNER'S INSURANCE UNDERWRITER'S DESIGN CRITERIA AND THE NFPA STANDARDS SHALL BE USED.
10. ALL BUILDING AREA SHALL BE FULLY SPRINKLERED INCLUDING CANOPIES, WALKWAYS, OVERHANGS, SOFFITS, AND BUILDING PROJECTIONS. ALL ACCESSIBLE COMBUSTIBLE CONCEALED SPACES SHALL BE FULLY PROTECTED BY THE SPRINKLER SYSTEM.
11. EACH ASSEMBLY SHALL INCLUDE **[CHECK VALVE]** BUTTERFLY CONTROL VALVE INDICATING "OPEN" OR "CLOSED" POSITION, TEST INSPECTION VALVE, FLOW SWITCH AND PRESSURE GAUGES.
12. PROVIDE RISER ROOM IDENTIFICATION SIGNAGE OUTSIDE THE FIRE RISER ROOM. COORDINATE EXACT SIGN LANGUAGE WITH AHJ.
13. WHERE FEASIBLE INSTALL PIPES HIGH AS POSSIBLE TO AVOID CONFLICT WITH OTHER DISCIPLINES.
14. INSTALL SYSTEM DRAINS AT LOW POCKET AREAS CONTAINING FIVE GALLONS OF WATER OR MORE, PROVIDE WITH ISOLATION VALVE AND THREADED HOSE CONNECTION.
15. MAIN PIPING PASSING BELOW SKYLIGHTS OR CLERESTORIES ARE NOT PERMITTED.
16. FOLLOW STRUCTURAL DETAILS WHEN PENETRATING OR PASSING THROUGH STRUCTURAL ELEMENTS. ALTERNATE DESIGNS WILL NEED TO BE APPROVED THROUGH THE STRUCTURAL ENGINEER.
17. PROVIDE INTERMEDIATE TEMPERATURE SPRINKLER HEADS WHERE REQUIRED BY NFPA 13 UNLESS OTHERWISE NOTED.
18. FINAL HEAD LOCATION, TYPE AND FINISH SHALL BE REVIEWED AND APPROVED BY THE ARCHITECT.
19. A GRAPHIC ANNUNCIATOR PANEL SHALL BE PROVIDED TO INCLUDE AREAS BEING PROVIDED WITH A PRE-ACTION OR CLEAN AGENT SYSTEM WHICH HAVE CONCEALED AREAS.
20. EXACT LOCATION OF THE ALL PANELS SHALL BE VERIFIED ON SITE AND COORDINATED WITH THE ELECTRICAL CONTRACTOR.
21. PAINT ALL EXPOSED PIPING TO MATCH BACKGROUND OR AS DIRECTED BY THE ARCHITECT.
22. THE OWNER MUST BE NOTIFIED PRIOR TO EACH AND EVERY DRAINING OR RECHARGING OF THE SPRINKLER SYSTEM.
23. THE CONTRACTOR SHALL PREPARE A COORDINATED SET OF SHOP DRAWINGS AND SHALL OBTAIN APPROVAL FROM THE AUTHORITIES HAVING JURISDICTION AND THE LOCAL FIRE DEPARTMENT PRIOR TO ANY INSTALLATION.
24. DRAWINGS SHOW LOCATIONS OF EQUIPMENT, DUCTWORK, PIPING, ETC. ARE DIAGRAMMATIC AND MAY NOT ALWAYS REFLECT EXACT INSTALLATION CONDITIONS. DRAWINGS SHOW THE GENERAL ARRANGEMENT OF DUCTWORK, PIPING, EQUIPMENT, ETC. AND MAY NOT INCLUDE ALL OFFSETS AND FITTINGS REQUIRED FOR COMPLETE INSTALLATION. THE DRAWINGS SHALL BE FOLLOWED AS CLOSELY AS ACTUAL BUILDING CONSTRUCTION AND THE WORK OF OTHERS WILL PERMIT.
25. VERIFY ALL DIMENSIONS AND CLEARANCES FROM ARCHITECTURAL, STRUCTURAL, SUBMITTALS, AND OTHER APPROPRIATE DRAWINGS OR PHYSICALLY AT SITE. REVIEW ALL DRAWINGS, INCLUDING THOSE OF OTHER TRADES.

FIRE SPRINKLER USAGE SCHEDULE

AREA TYPE (NOTE 1 & 6)	AREA HAZARD	SPRINKLER						MANUFACTURER & MODEL	REMARKS
		SYMBOL (NOTES 4 & 5)	TYPE	RESPONSE	FINISH	K-FACTOR	TEMPERATURE °F		
EXPOSED STRUCTURE WITH NO OBSTRUCTIONS	SEE PLANS	SPR-1	PENDANT	QUICK	ROUGH BRASS	8.0	155	VIKING VK, RELIABLE F1FR, TYCO TY-FRB, VICTAULIC V2708	NOTE 3
EXPOSED STRUCTURE WITH OBSTRUCTIONS	SEE PLANS	SPR-2	UPRIGHT	QUICK	ROUGH BRASS	8.0	155	VIKING VK, RELIABLE F1FR, TYCO TY-FRB, VICTAULIC V2704	NOTE 3
FINISHED CEILINGS	SEE PLANS	SPR-3	CONCEALED	QUICK	CHROME...	8.0	155	VIKING VK, RELIABLE F1FR, FINISHED CEILINGSTYCO TY-FRB, VICTAULIC...	NOTES 2, 3
MECHANICAL ROOMS, ELECTRICAL, AND IT CLOSETS	SEE PLANS	SPR-4	CONCEALED	QUICK	CHROME PLATED	8.0	200	VIKING VK, RELIABLE G4A, TYCO RFII, VICTAULIC V3802	NOTE 3
SOFFITED CEILINGS	SEE PLANS	SPR-7	CONCEALED SIDEWALL	STANDARD	CHROME PLATED	8.0	155	VIKING VK, RELIABLE G/F1, TYCO TY-B, VICTAULIC V2709	NOTE 2, 3

NOTES:

1. SEE FLOOR PLANS FOR ZONING REQUIREMENTS.
2. SPRINKLER SHALL HAVE COLOR CODED BULB THERMAL...
3. ALL SPRINKLERS SHALL BE UL LISTED.
4. CONTRACTOR TO VERIFY SPRINKLER REQUIREMENTS BASED ON ACTUAL INSTALLATION, USAGE, ARCHITECTURAL CEILING PLAN AND NFPA 13 REQUIREMENTS.
5. SYMBOL IS PRIMARILY FOR INDENTIFYING SPRINKLERS IN SUBMITTALS. IT MAY OR MAY NOT BE FOUND ELSEWHERE ON THE DRAWINGS. CONTRACTOR TO SUBMIT ALL SPRINKLER TYPES TO BE USED.
6. AREAS ARE GENERAL IN NATURE. CONTRACTOR TO MATCH UNSCHEDULED AREAS TO SIMILAR SPACES.
7. NON-FERROUS SPRINKLER FOR USE IN MAGNETIC AND CORROSIVE ENVIRONMENTS.

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

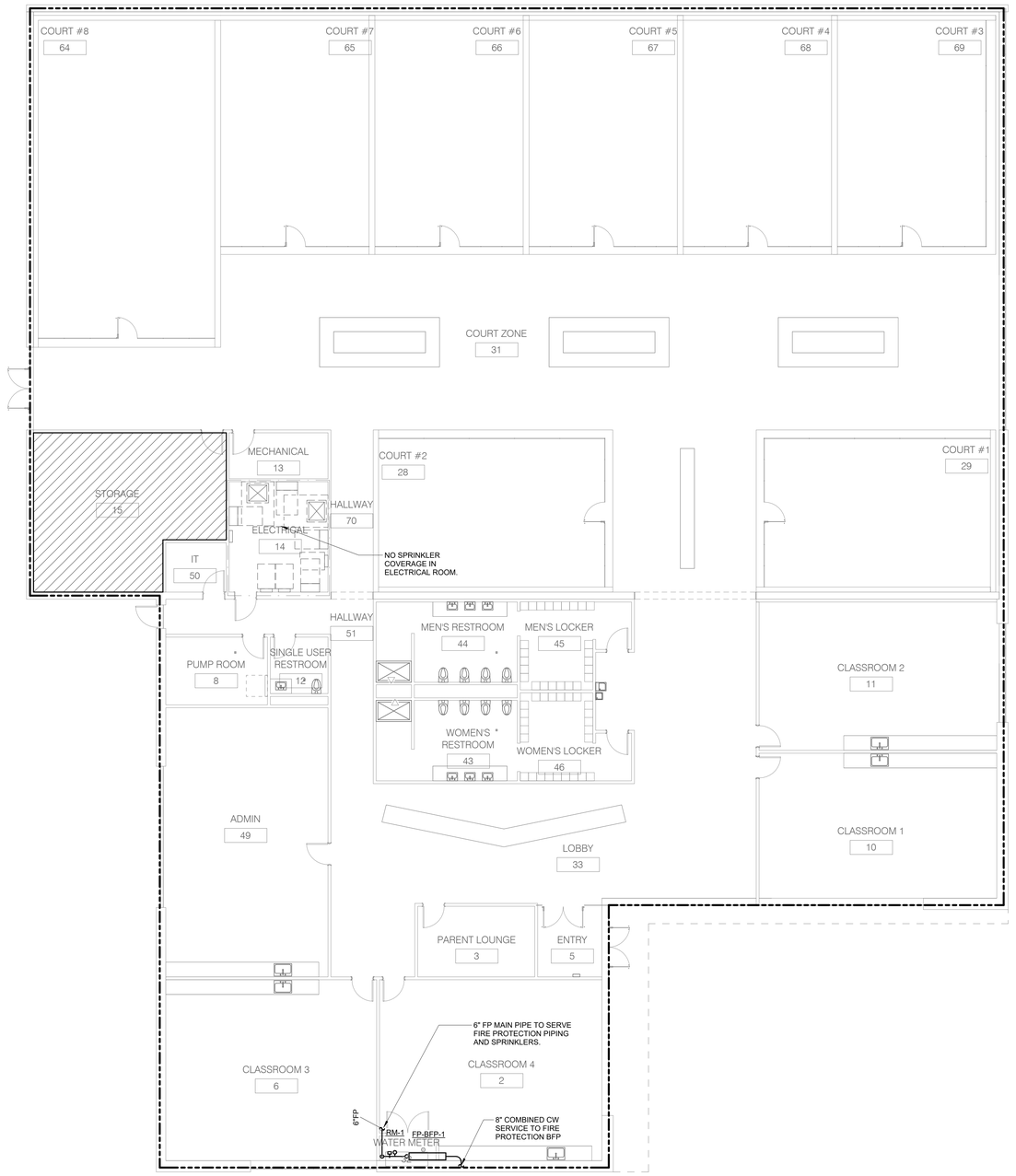
IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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Illinois Design Firm Registration #184008976-0014

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REF. SCALE IN INCHES PROJECT #26000881.00

FIRE PROTECTION COVERSHEET

F0.0



NORTH

1 FLOOR PLAN - FIRE PROTECTION

1/8" = 1'-0"

GENERAL SHEET NOTES:

1. PLACEMENT OF SPRINKLER HEADS SHALL MEET NFPA GUIDELINES. PLACEMENT AND COVERAGE SHALL CONSIDER NEW CABINETRY, CEILING MOUNTED EQUIPMENT AND NOT POSE OBSTRUCTION WITH OTHER TRADES ONCE COMPLETED. SPRINKLER LAYOUT AND PLACEMENT WHERE THESE INSTANCES OCCUR SHALL BE CLOSELY COORDINATED WITH THE ARCHITECT AND ENGINEER PRIOR TO INSTALLATION.
2. REFER TO ARCHITECTURAL REFLECTED CEILING PLANS FOR CEILING TYPES, CONFIGURATION AND ORIENTATION. COORDINATE CEILING MOUNTED EQUIPMENT WITH ALL TRADES. COORDINATE METHOD OF LAYOUT WITH OTHER TRADES TO ALLOW FOR PLACEMENT OF MAINS AND SYSTEM BRACING PER DIV. 21 SPECIFICATIONS AND NFPA GUIDELINES. PROVIDE COVERAGE ABOVE SUSPENDED CEILING FEATURES AS REQUIRED TO AVOID OBSTRUCTION TO SPRINKLER DISTRIBUTION.
3. FINAL SPRINKLER BRANCH PIPING SHALL BE ROUTED IN A MANNER TO AVOID LOW POINTS IN THE SYSTEM. PIPING SHALL NOT BE INSTALLED WITHOUT MEANS OF DRAINAGE.
4. SYSTEM SHALL HAVE MEANS OF VENTING FIRE PROTECTION SYSTEM. PROVIDE AAV-1 HIGH-POINT, END OF RUN VENT AND THE TOP OF SUPPLY RISERS FOR FIRE PROTECTION SYSTEM.
5. ALL EXPOSED FIRE PROTECTION PIPING SHALL BE FIELD PAINTED. CONFIRM FINAL COLOR WITH ARCHITECT.
7. UNLESS INDICATED OTHERWISE, ALL NEW SPRINKLER HEADS SHALL BE CONCEALED TYPE. CONFIRM COLOR OF COVER WITH ARCHITECT PRIOR TO INSTALLATION.
9. CONTRACTOR SHALL PROVIDE NEW SPRINKLERS AND BRANCH PIPING AND PROVIDE FULL COVERAGE PER NFPA 13 AND IFC 2021 FOR LIGHT HAZARD CLASSIFICATION IN THIS AREA.
12. PROVIDE HIGH TEMPERATURE HEAD(S) IN IT ROOM. NO PIPING OTHER THAN BRANCH PIPE FOR HEAD WITHIN ROOM. DO NOT ROUTE BRANCH PIPE OVER EQUIP, COORDINATE WITH EQUIPMENT LAYOUT.
13. FIRE PROTECTION SYSTEM SHALL NOT SERVE 2H RATED ELECTRICAL ROOM. DO NOT ROUTE SPINKLER PIPING OVER ELECTRICAL ROOM.

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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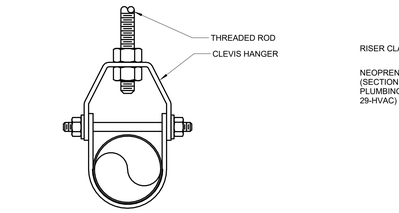
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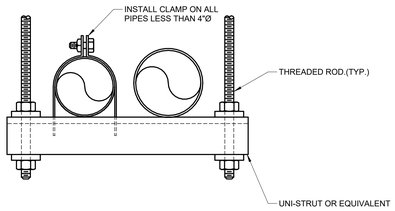
PROJECT #26000881.00

FLOOR PLAN - FIRE PROTECTION

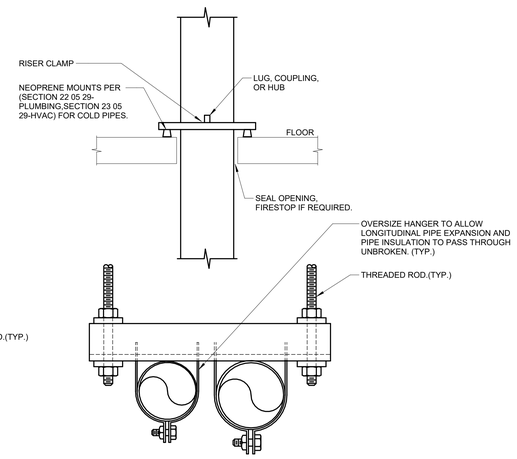
F2.1



CLEVIS HANGER



TRAPEZE HANGER



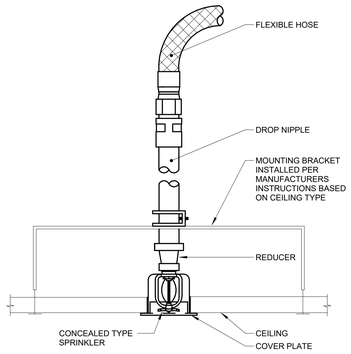
STRUCT CLAMP HANGERS

NOTES:

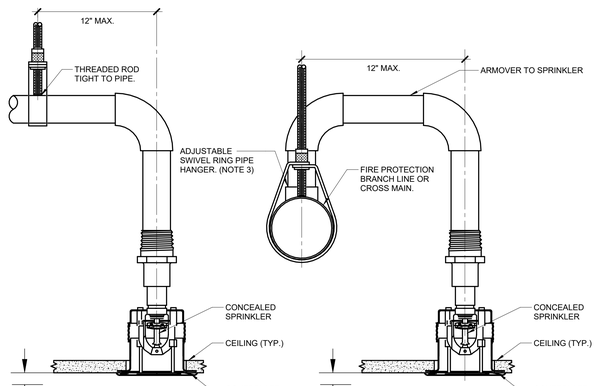
1. REFER TO SPECIFICATION SECTION 21 05 29.

1 PIPE SUPPORT - FIRE PROTECTION

NO SCALE



FLEX HOSE



ARMOVER (>12" IN LENGTH)

(NOTE 2)

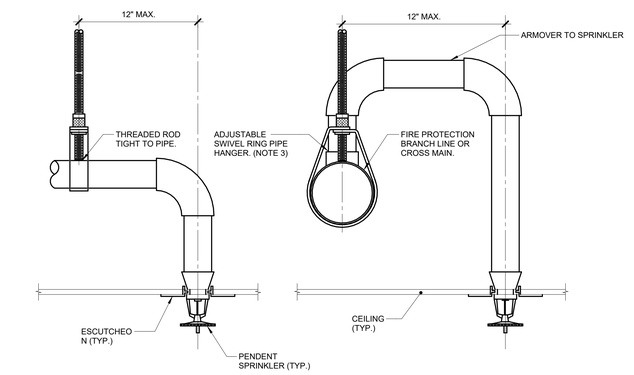
ARMOVER (<12" IN LENGTH)

NOTES:

1. APPLIES TO ARMOVER WHERE CUMULATIVE HORIZONTAL LENGTH IS GREATER THAN 12".
2. CLEVIS HANGERS AND ADJUSTABLE SWIVEL RING HANGERS WITH SURGE SUPPRESSOR OR RESTRAINING CLIP ARE ALSO ACCEPTABLE, SEE NFPA 13.
3. END-OF-LINE SPRINKLER CONNECTIONS ARE NOT ALLOWED. THE END OF A HORIZONTAL SPRINKLER BRANCH MUST BE CAPPED. ALL CONNECTIONS TO A SPRINKLER BRANCH MUST BE ARMOVER CONNECTIONS.

3 CONCEALED SPRINKLER PIPE FLEX HOSE ARMOVER HANGER

NO SCALE



ARMOVER (>12" IN LENGTH)

(NOTE 2)

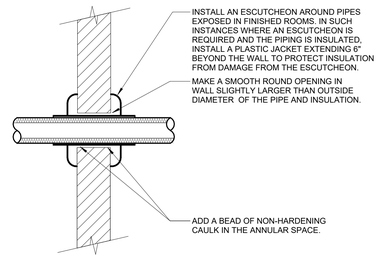
ARMOVER (<12" IN LENGTH)

NOTES:

1. APPLIES TO ARMOVER WHERE CUMULATIVE HORIZONTAL LENGTH IS GREATER THAN 12".
2. CLEVIS HANGERS AND ADJUSTABLE SWIVEL RING HANGERS WITH SURGE SUPPRESSOR OR RESTRAINING CLIP ARE ALSO ACCEPTABLE, SEE NFPA 13.

2 PENDENT SPRINKLER PIPE ARMOVER HANGER

NO SCALE

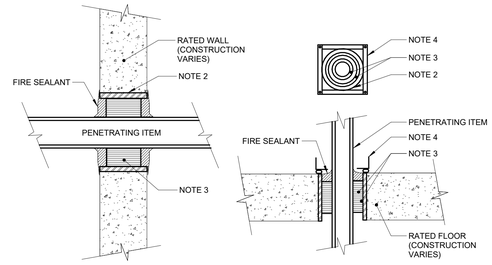


NOTES:

1. THIS DETAIL APPLIES TO ALL PIPES. THE INTENTION IS TO CONTINUE THE INSULATION AND VAPOR BARRIER THROUGH ALL PENETRATIONS. PERMIT THERMAL EXPANSION WITHOUT DAMAGING INSULATION, AND TO SEAL AIRTIGHT AROUND INSULATED AND UNINSULATED PIPES FOR NOISE TRANSMISSION CONTROL.
2. SEE SPECIFICATION SECTIONS (SECTION 22 05 29 - PLUMBING, SECTION 23 05 29 - HVAC) FOR ADDITIONAL INFORMATION.
3. FLOOR OPENINGS ARE SIMILAR. SEE SPECIFICATION SECTION (SECTION 22 05 29 - PLUMBING, SECTION 23 05 29 - HVAC) FOR DIFFERENCES BETWEEN FLOOR AND WALL PENETRATIONS.

4 WALL PENETRATION - NON-FIRE RATED

NO SCALE



NOTES:

1. THIS GENERAL DETAIL APPLIES TO ALL ITEMS PENETRATING FIRE RATED WALLS OR FLOORS. THE INTENT IS TO MAINTAIN THE FIRE RATING AND TO ALLOW LONGITUDINAL MOVEMENT. REFER TO SPECIFICATION SECTION 07840 (07 84 00) (SECTION 21 05 03 - FIRE PROTECTION, SECTION 22 05 03 - PLUMBING , SECTION 23 05 03 - HVAC) FOR SELECTION OF THROUGH PENETRATION FIRE STOPPING.
2. SCHEDULE 5 PIPE SLEEVE EMBEDDED IN WALL OR FLOOR, OR SMOOTH CORE DRILL. EACH CONTRACTOR FURNISHES SLEEVE TO G.C., COORDINATES SLEEVE LOCATIONS AND DEBURS SLEEVE. G.C. BUILDS SLEEVE INTO WALL OR FLOOR ALLOWING NO GAP AROUND SLEEVE. IF SLEEVE IS NOT PROVIDED WHEN WALL OR FLOOR IS BUILT, CONTRACTOR SHALL INSTALL SLEEVE. SLEEVE SIZE SHALL ALLOW ANNULAR SPACE REQUIRED BY THE SELECTED FIRE STOP SYSTEM.
3. INSTALL BACKING MATERIAL, SUCH AS MINERAL WOOL SAFING, AS REQUIRED FOR FIRE STOP SYSTEM. INSTALL IN ACCORDANCE WITH FIRE STOP SYSTEM APPLICATION LISTING. SECURE TO WALL OR FLOOR TO ALLOW LONGITUDINAL MOVEMENT OF PENETRATING ITEM WITHOUT MOVEMENT OF FIRE BARRIER.
4. WATERTIGHT WELDED 1"x1" 20 GAUGE MINIMUM GALVANIZED SHEET METAL ANGLE FRAME, BY CONTRACTOR IN EQUIPMENT ROOMS FOR WATER STOP. PLACE A BEAD OF WATERPROOF SEALANT BETWEEN FLOOR AND BOTTOM OF ANGLE FRAME. SECURE TO FLOOR WITH MASONRY ANCHORS IN CORNERS AND ON 12" MAXIMUM CENTERS. MULTIPLE PENETRATING ITEMS MAY BE ENCLOSED IN ONE FRAME.

5 FLOOR/WALL PENETRATION - RATED FIRE BARRIER

NO SCALE

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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REF. SCALE IN INCHES

PROJECT #26000881.00

FIRE PROTECTION DETAILS

F4.0

PROJECT	DATE	BY	PROJECT NUMBER
METROSQUASH	10/5/2026	DRM	26000881

WATER CALCULATION WORKSHEET

1. Hydrant Test Results:

49	psi - Static Pressure
46	psi - Residual Pressure
1198	gpm- Flow Rate
2	Hydrant Elevation

2. Building Elevations :

0	Lowest Floor
0	Highest Floor
2	Highest CW Plumbing Fixture
2	Highest HW Plumbing Fixture
29	Highest Sprinkler or standpipe outlet

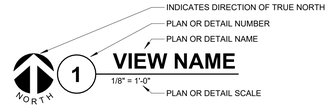
PLUMBING

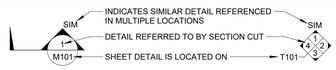
3.	**System residual pressure**	48	psi at			
4.	**System design flow rate**	75	gpm			
	System Component	**CW**	**Units**	**HW**	**Units**	**Notes**
5.	**Service main**	50	feet			Linear distance
		6	"			Pipe diameter
		75	gpm			
		1	feet			Total press. drop for main
		0.4	psi			Pressure Drop
		47.6	*psi*			*Subtotal*
6.	**Backflow Preventer**	12	psi			15 psi RPZ
		35.6	*psi*			*Subtotal*
7.	**Water Meter**	5	psi			Typically 5 psi
		30.6	*psi*			*Subtotal*
8.	**Boost Pressure**	**0.0**	psi	**0.0**	psi	
		30.6	*psi*	*30.6*	*psi*	*Subtotal*
9.	**Water Softener**	0	psi	0	psi	Typically 15psi
		30.6	*psi*	*30.6*	*psi*	*Subtotal*
10.	**Water Heater**	N/A		0	psi	Tank type 0 psi
						Instantaneous up to 10 psi
				30.6	*psi*	*Subtotal*
11.	**Mixing Valve**	N/A		0	psi	Design pressure drop (5-40 psi)
				30.6	*psi*	*Subtotal*
12.	**Future allowance**	0	psi	0	psi	Typically 0-5 psi
		30.6	*psi*	*30.6*	*psi*	*Subtotal*
13.	**Piping allowance**	N/A		N/A		
14.	**Elevation Loss**	0		0	feet	from hydrant to fixture
		0.0	psi	0.0	psi	
		30.6	*psi*	*30.6*	*psi*	*Subtotal*
15.	**Remote pressure req'd**	25	psi	25	psi	30 psi @ emergency fixture
						25 psi @ flush valve W.C.
						10-45 psi @ shower
						5 psi @ faucet or tank W.C.
						Other: ? psi @ ? (sterilizer, etc.)
		5.6	*psi*	*5.6*	*psi*	*Subtotal*
16.	**Piping Design Friction...**	150	feet	150	feet	Distance from meter to fixture
		1.3	x	1.3	x	x fitting allowance (typ. 1.5x)
		195	feet	195	feet	TOTAL EQUIVALENT DIST.
		2.85	psi/100'	2.85	psi/100'	Design friction rate maximum
		5.6	psi	5.6	psi	Pressure drop for piping
		0.0	*psi*	*0.0*	*psi*	*Subtotal*
17.	**Booster Pump Required ?**	**No additional**		**No additional**		
18.	Boost pressure =	**0**	psi	**0**	psi	

VIEW KEY

NAME — LEVEL NAME
10'-0" — HEIGHT ABOVE PROJECT 0'-0"

1 — KEYNOTE: INDICATES NOTE USED TO DESCRIBE ADDITIONAL INFORMATION ABOUT WORK REQUIRED, SPECIFIC TO THE SHEET AND/OR DETAIL





LINE TYPE AND TAG KEY:

NEW WORK BY THIS CONTRACTOR (WIDE LINE)
——— NEW
– – – – – – – – EXISTING TO BE REMOVED (SHORT DASHED PATTERN)
— — — — NEW UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

EXISTING TO REMAIN OR WORK BY OTHERS (NARROW LINE)
——— EXISTING
– – – – – – – – EXISTING TO BE REMOVED BY OTHERS (SHORT DASHED PATTERN)
— — — — EXISTING UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

HALFTONING DOES NOT MODIFY SCOPE.

'TAG'-E — TAGS WITH DASH 'E' INDICATES THE REFERENCED OBJECT IS EXISTING

TAG-1 — UNDERLINED TAG INDICATES OBJECT IS IN-SCOPE. IF NEW, ADDITIONAL INFORMATION IS AVAILABLE IN A SCHEDULE, MATERIAL LIST, OR SYMBOL LIST

INDICATES AN EXISTING SYSTEM'S POINT OF CONNECTION/REMOVAL

DETAIL/DIAGRAM SYMBOLS - PIPE ACCESSORIES

SYMBOL	DESCRIPTION
	BALANCING VALVE (MANUAL)
	CHECK VALVE
	CONTROL VALVE (TWO WAY)
	PITCH PIPE IN DIRECTION
	PRESSURE / TEMPERATURE PLUG
	SHUTOFF VALVE (NORMALLY OPEN)
	TEMPERATURE SENSOR WITH WELL

SYMBOL LIST - PIPE ACCESSORIES

SYMBOL	DESCRIPTION
	BALANCING VALVE (MANUAL)
	CHECK VALVE
	CONTROL VALVE (TWO WAY)
	PITCH PIPE IN DIRECTION
	PRESSURE / TEMPERATURE PLUG
	SHUTOFF VALVE (NORMALLY OPEN)
	TEMPERATURE SENSOR WITH WELL

APPLICABLE CODES

CONTRACTOR SHALL COMPLY WITH APPLICABLE CODES AND LOCAL AMENDMENTS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING:

BUILDING CODE:	2021 INTERNATIONAL BUILDING CODE WITH CITY OF EVANSTON AMENDMENTS
FIRE CODE:	2021 INTERNATIONAL FIRE CODE WITH CITY OF EVANSTON AMENDMENTS
PLUMBING CODE:	2014 ILLINOIS STATE PLUMBING CODE, 77 ILL. ADM. CODE 890 WITH CITY OF EVANSTON AMENDMENTS
MECHANICAL CODE:	2021 INTERNATIONAL MECHANICAL CODE WITH CITY OF EVANSTON AMENDMENTS
ELECTRICAL CODE:	2020 NATIONAL ELECTRICAL CODE (ORDINANCE 6590)
LIFE SAFETY CODE:	2021 NFPA 101 LIFE SAFETY CODE WITH CITY OF EVANSTON AMENDMENTS
ENERGY CONSERVATION CODE:	2023 ILLINOIS STRETCH ENERGY CODE - COMMERCIAL
LOCAL BUILDING CODE:	CITY OF EVANSTON CODE OF ORDINANCES AND APPLICABLE LOCAL AMENDMENTS

CONTRACTOR ABBREVIATION KEY

ABBR:	DESCRIPTION:
A.V.C.	AUDIO/VISUAL CONTRACTOR
C.C.	CIVIL CONTRACTOR
C.M.	CONSTRUCTION MANAGER
E.C.	ELECTRICAL CONTRACTOR
F.P.C.	FIRE PROTECTION CONTRACTOR
G.C.	GENERAL CONTRACTOR
M.C.	MECHANICAL CONTRACTOR
P.C.	PLUMBING CONTRACTOR
T.C.	TECHNOLOGY CONTRACTOR
T.C.C.	TEMPERATURE CONTROLS CONTRACTOR

SYMBOL LIST - PLUMBING SYSTEMS

SYMBOL	DESCRIPTION
CW	COLD WATER - POTABLE
HW	HOT WATER - POTABLE
HWC	HOT WATER CIRCULATING - POTABLE
SAN	SANITARY DRAINAGE
V	VENT

PLUMBING ROUGH-IN SCHEDULE

NOTES: (APPLIES TO ALL PLUMBING FIXTURES LISTED BELOW)
1) SIZES SHOWN ARE MINIMUMS. LARGER SIZES SHOWN ON THE DRAWING SHALL DICTATE THE ROUGH-IN SIZE. 2) SANITARY RISERS UP IN WALL TO FIXTURES SHALL BE A MINUMUM OF 2". 3) DOMESTIC WATER BRANCH PIPING OUTSIDE OF THE WALL/CHASE SHALL BE A MINIMUM OF 3/4" UNLESS NOTED OTHERWISE. ONLY THE FINAL RISE-DROP SHALL BE SMALLER. 4) FINAL SANITARY SIZE SHALL MATCH P-TRAP SIZE (REFER TO MATERIAL LIST).

TAG NAME	DESCRIPTION	CW	HW	SAN	VENT
EWC-1	ELECTRIC WATER COOLER (ACCESSIBLE)	1/2"	-	1 1/2"	1 1/2"
FD-1	FLOOR DRAIN	-	-	6	2"
FD-2	FLOOR DRAIN			2"	1 1/2"
L-1	LAVATORY	1/2"	1/2"	1 1/2"	1 1/2"
SH-1	SHOWER	1/2"	1/2"	2"	1 1/2"
SK-1	SINK (ACCESSIBLE)	1/2"	1/2"	1 1/2"	1 1/2"
WC-1	WATER CLOSET	1 1/2"	-	4"	2"

PLUMBING SLOPE REQUIREMENTS:

BASED ON PLUMBING CODE: [IPC-2018]

INTERIOR:

SANITARY WASTE:	≤2-1/2"ø=1/4" PER FOOT ≥3"ø = 1/8" PER FOOT ≥8"ø = 1/16" PER FOOT
GREASE WASTE:	1/4" PER FOOT
STORM (GRAVITY):	1/8" PER FOOT
CONDENSATE AND INDIRECT DRAINAGE:	1/8" PER FOOT
SANITARY AND GREASE VENT:	NO SPECIFIC PITCH, PITCH TO FIXTURES
DOMESTIC WATER:	NO SPECIFIC PITCH, PITCH TO FIXTURES

PLUMBING STORM DESIGN CRITERIA:

100 YEAR, 1 HOUR DESIGN RAINFALL RATE:
PRIMARY STORM: [____] "/hr
SECONDARY STORM: [____] "/hr

STORM SHELTER AREA RAINFALL RATE:
PRIMARY STORM: [____] "/hr
SECONDARY STORM: [____] "/hr

RAINFALL RATE INFORMATION SOURCE:
[IPC RAINFALL MAP 1106.1(1,2,3,4,5)]
[UPC RAINFALL BY CITY TABLE D 101.1, CITY: _____]
[NOAA ATLAS 14 POINT PRECIPITATION MAP (https://hdsc.nws.noaa.gov/pfds/index.html)]
[LOCAL CITY CODE _____]

PLUMBING ABBREVIATION KEY

ABBR:	DESCRIPTION:
AD	ACCESS DOOR
AFF	ABOVE FINISHED FLOOR
BFP	BACKFLOW PREVENTER
BT	BATHTUB
CB	CATCH BASIN
CI	CAST IRON
CO	CLEANOUT
CS	CLINICAL SINK
DB	DIALYSIS BOX
DF	DRINKING FOUNTAIN
DI	DUCTILE IRON
DN	DOWN
E	EXISTING
EE	EMERGENCY EYEWASH
ES	EMERGENCY SHOWER
ESE	EMERGENCY SHOWER/EYEWASH
EWC	ELECTRIC WATER COOLER
FCO	FLOOR CLEANOUT
FD	FLOOR DRAIN
FM	FLOW METER
FS	FLOOR SINK
GD	GARBAGE DISPOSER
GI	GREASE INTERCEPTOR
HB	HOSE BIBB
I.E.	INVERT ELEVATION (FOR REFERENCE ONLY)
L or LAV	LAVATORY
MB	MOP BASIN
MH	MANHOLE
MV	MIXING VALVE
NIC	NOT IN CONTRACT
NT	NEUTRALIZATION TANK
OS	OIL SEPARATOR
RD	ROOF DRAIN
SCCR	SHORT CIRCUIT CURRENT RATING
SH	SHOWER
SK	SINK
SS	SERVICE SINK
TD	TRENCH DRAIN
TP	TRAP PRIMER
TYP	TYPICAL
UR	URINAL
VTR	VENT THROUGH ROOF
WC	WATER CLOSET
WCO	WALL CLEANOUT
WF	WASH FOUNTAIN
WH	WATER HEATER
WMF	WASHING MACHINE FIXTURE
WM	WATER METER
WS	WATER SOFTENER
UB	UTILITY BOX
UON	UNLESS OTHERWISE NOTED
YCO	YARD CLEANOUT

PLUMBING GENERAL NOTES:

1. THE SYMBOLS AND THE MATERIAL LIST ARE FOR THE CONVENIENCE OF THE CONTRACTOR. CONTRACTOR SHALL VERIFY QUANTITIES AND FURNISH ALL MATERIALS REQUIRED FOR FULLY OPERATIONAL SYSTEMS, WHETHER SPECIFIED OR NOT.
2. CATALOG NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR A COMPLETE DESCRIPTION OF MATERIAL ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL TAKES PRECEDENCE OVER THE CATALOG NUMBER. THE FIRST MANUFACTURER LISTED IS THE BASIS OF DESIGN.
3. CONTRACTOR SHALL VERIFY THAT FIXTURES SUPPLIED ARE APPROVED PER ALL APPLICABLE STATE, LOCAL AND GOVERNING AUTHORITIES.
4. ALL FIXTURES SHALL CONFORM TO NSF/ANSI STANDARD 61 AND 372.
5. INVERT ELEVATIONS ARE FROM EXISTING DRAWINGS AND MAY NOT BE ACCURATE. VERIFY ALL ELEVATIONS BEFORE BEGINNING WORK.
6. VERIFY UNDERGROUND PIPE SIZES, INVERT ELEVATIONS, AND LOCATIONS PRIOR TO BEGINNING ANY WORK.
7. REFER TO THE PLUMBING ROUGH-IN SCHEDULE FOR THE SIZES OF BRANCH PIPES TO PLUMBING FIXTURES.
8. FOR CLARITY, NOT ALL VALVES HAVE BEEN SHOWN. PROVIDE SHUTOFF VALVES IN DOMESTIC WATER PIPING SERVING EACH ROOM WITH FIXTURES. ANGLE STOPS SHALL NOT BE CONSIDERED SHUTOFF VALVES.
9. EXISTING CONDITIONS ON DEMOLITION PLANS ARE PROVIDED TO INDICATE THE GENERAL SCOPE OF ITEMS TO BE REMOVED. REFER TO SPECIFICATION SECTION 22 05 05 FOR ADDITIONAL DEMOLITION INFORMATION.
10. P.C. SHALL CUT AND PATCH EXISTING AS REQUIRED FOR NEW OR DEMOLITION WORK UNLESS NOTED OTHERWISE. REFER TO SPECIFICATION SECTION 22 05 05 FOR ADDITIONAL INFORMATION.

MECHANICAL GENERAL NOTES:

THESE NOTES APPLY TO ALL MECHANICAL SHEETS AND TRADES, INCLUDING BUT NOT LIMITED TO, FIRE PROTECTION, PLUMBING, MEDICAL GAS, VENTILATION, PIPING AND TEMPERATURE CONTROL.

1. DRAWINGS SHOWING LOCATIONS OF EQUIPMENT, DUCTWORK, PIPING, ETC. ARE DIAGRAMMATIC AND MAY NOT ALWAYS REFLECT EXACT INSTALLATION CONDITIONS. DRAWINGS SHOW THE GENERAL ARRANGEMENT OF DUCTWORK, PIPING, EQUIPMENT, ETC., AND MAY NOT INCLUDE ALL OFFSETS AND FITTINGS REQUIRED FOR COMPLETE INSTALLATION. THE DRAWINGS SHALL BE FOLLOWED AS CLOSELY AS ACTUAL BUILDING CONSTRUCTION AND THE WORK OF OTHERS WILL PERMIT.
2. CATALOG AND MODEL NUMBERS SHALL NOT BE CONSIDERED COMPLETE, BUT ARE GIVEN AS AN AID TO THE CONTRACTOR AND TO INDICATE THE QUALITY REQUIRED. CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE DESCRIPTION OF MATERIAL SCHEDULED ON THESE DRAWINGS AND IN THE SPECIFICATIONS BEFORE ORDERING. THE DESCRIPTION OF THE MATERIAL AND SCHEDULED PERFORMANCE TAKES PRECEDENCE OVER THE MODEL NUMBER. THE FIRST MANUFACTURER SCHEDULED IS THE BASIS OF DESIGN.
3. DETERMINATION OF QUANTITIES OF MATERIAL AND EQUIPMENT REQUIRED SHALL BE MADE BY THE CONTRACTOR FROM THE DOCUMENTS. WHERE MATERIAL AND/OR QUANTITY DISCREPANCIES ARISE BETWEEN DRAWINGS, SCHEDULES AND/OR SPECIFICATIONS, THE HIGHER QUALITY/ GREATER NUMBER SHALL GOVERN.
4. DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS AND CLEARANCES FROM ARCHITECTURAL, STRUCTURAL, SUBMITTALS, AND OTHER APPROPRIATE DRAWINGS OR PHYSICALLY AT SITE. REVIEW ALL DRAWINGS, INCLUDING THOSE OF OTHER TRADES.
5. COORDINATE ALL WORK WITH ALL OTHER TRADES PRIOR TO INSTALLATION TO PROVIDE CLEARANCES REQUIRED FOR OPERATION, MAINTENANCE, CODE COMPLIANCE, AND TO VERIFY NON-INTERFERENCE WITH OTHER WORK. DO NOT FABRICATE PRIOR TO VERIFICATION OF NECESSARY CLEARANCES FOR ALL TRADES. BRING ANY INTERFERENCES OR CONFLICTS TO THE ATTENTION OF THE ARCHITECT/ENGINEER BEFORE PROCEEDING WITH FABRICATION OR EQUIPMENT ORDERS.
6. REVIEW SPACE REQUIREMENTS OF EQUIPMENT SPECIFIED OR SUBSTITUTED AND MAKE REASONABLE ACCOMMODATIONS IN LAYOUT AND POSITIONING TO PROVIDE PROPER ACCESS.
7. ANY CHANGES REQUIRED TO ELIMINATE CONFLICTS OR THAT RESULT FROM A FAILURE TO COORDINATE SHALL BE MADE BY THE CONTRACTOR WITHOUT ADDITIONAL COST OR EXPENSE TO OTHERS.
8. EACH CONTRACTOR IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH ELECTRICAL CHANGES REQUIRED FOR EQUIPMENT PROPOSED THAT DIFFERS FROM THE BASIS OF DESIGN.
9. REFER TO ARCHITECTURAL REFLECTED CEILING PLAN, ELECTRICAL, TECHNOLOGY AUDIO/VISUAL, AND OTHER MECHANICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES, OTHER THAN SPRINKLERS.
10. EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
11. IN AREAS WITH DRYWALL CEILINGS COORDINATE LOCATIONS OF ACCESS PANELS WITH THE GC FOR ACCESS TO VALVES, DUCTWORK ACCESSORIES, DAMPERS, ETC. COORDINATE PANEL TYPE AND COLOR WITH ARCHITECT. NOTIFY THE GC OF THE REQUIRED ACCESS PANELS PRIOR TO BIDDING.
12. SEAL ALL FLOOR, WALL, AND ROOF PENETRATIONS AIRTIGHT WHERE CONDUITS, PIPING, AND DUCTS PENETRATE. PENETRATIONS THROUGH EXTERIOR WALLS AND ROOF SHALL BE SEALED AIRTIGHT WITH WATERPROOFING MATERIALS RECOMMENDED BY MANUFACTURER FOR OUTDOOR USE.
13. CAULK ALL PIPE AND DUCT PENETRATIONS OF FULL HEIGHT NON-FIRE RATED WALL, PARTITION, FLOOR, AND ROOF ASSEMBLIES. THIS IS ESSENTIAL TO PREVENT NOISE TRANSMISSION FROM ONE ROOM TO ANOTHER AND TO PROVIDE THE DESIRED NC LEVELS WITHIN ROOMS.
14. WHERE PIPES AND DUCTS ARE SHOWN TO PENETRATE FLOORS, PROVIDE SLEEVED OPENINGS WITH THE TOP EDGE RAISED ABOVE FLOOR SURFACE IN ACCORDANCE WITH ALL RELEVANT SPEC SECTIONS. SEAL SLEEVE PERIMETER TO BE WATERTIGHT.
15. EQUIPMENT SIZES AND SERVICE CLEARANCE REQUIREMENTS VARY AMONG DIFFERENT MANUFACTURERS. CONSULT APPROVED SHOP DRAWINGS FOR EQUIPMENT SIZES AND REQUIRED SERVICE CLEARANCES. COORDINATE WITH LAYOUT OF EQUIPMENT PADS, PIPING, DUCTWORK, ETC.
16. DO NOT BLOCK TUBE PULL OR EQUIPMENT SERVICE CLEARANCES.
17. MAINTAIN A MINIMUM WORKING CLEARANCE OF 3'-6" IN FRONT OF ALL ELECTRICAL EQUIPMENT REQUIRING MAINTENANCE, INSPECTION, AND TESTING INCLUDING BUT NOT LIMITED TO PANELS, DISTRIBUTION PANELS, SWITCHBOARDS, MOTOR CONTROL CENTERS, TRANSFORMERS, EQUIPMENT DISCONNECTS AND STARTERS.
18. MAINTAIN THE DEDICATED ELECTRICAL EQUIPMENT SPACE DEFINED BY THE WIDTH / DEPTH OF ELECTRICAL EQUIPMENT MEASURED FROM THE FLOOR TO A HEIGHT 6'-0" ABOVE THE EQUIPMENT OR THE STRUCTURAL CEILING, WHICHEVER IS LOWER. SYSTEMS FOREIGN TO THE ELECTRICAL DISTRIBUTION SYSTEM ARE NOT ALLOWED IN THE DEDICATED ELECTRICAL SPACE INCLUDING: DUCTWORK, PIPING, ETC.
19. PROVIDE CONCRETE EQUIPMENT PADS FOR ALL FLOOR-MOUNTED EQUIPMENT. PADS SHALL EXTEND A MINIMUM OF 6 INCHES BEYOND ALL SIDES OF EQUIPMENT, UNLESS SUCH EXTENSION WOULD ENCROACH ON REQUIRED WORKING CLEARANCES AT CONTROL PANELS OR ELECTRICAL EQUIPMENT. PROVIDE 1/2-INCH CHAMFER (45-DEGREE) OR 1/2-INCH RADIUS AT ALL HORIZONTAL EDGES.
20. DO NOT EXCEED 25 LBS PER HANGER AND A MINIMUM SPACING OF 2'-0" ON CENTER WHEN ATTACHING TO METAL ROOF DECKING (LIMITATION NOT REQUIRED WITH CONCRETE ON METAL DECK). THIS 25 LBS. LOAD AND 2'-0" SPACING INCLUDE ADJACENT ELECTRICAL AND ARCHITECTURAL ITEMS HANGING FROM DECK. IF THE HANGER RESTRICTIONS CANNOT BE ACHIEVED, SUPPLEMENTAL FRAMING OFF STEEL FRAMING SHALL BE ADDED. ANCHORS EMBEDDED IN CONCRETE SHALL BE CRACKED CONCRETE APPROVED IN ACCORDANCE WITH SPECIFICATIONS.

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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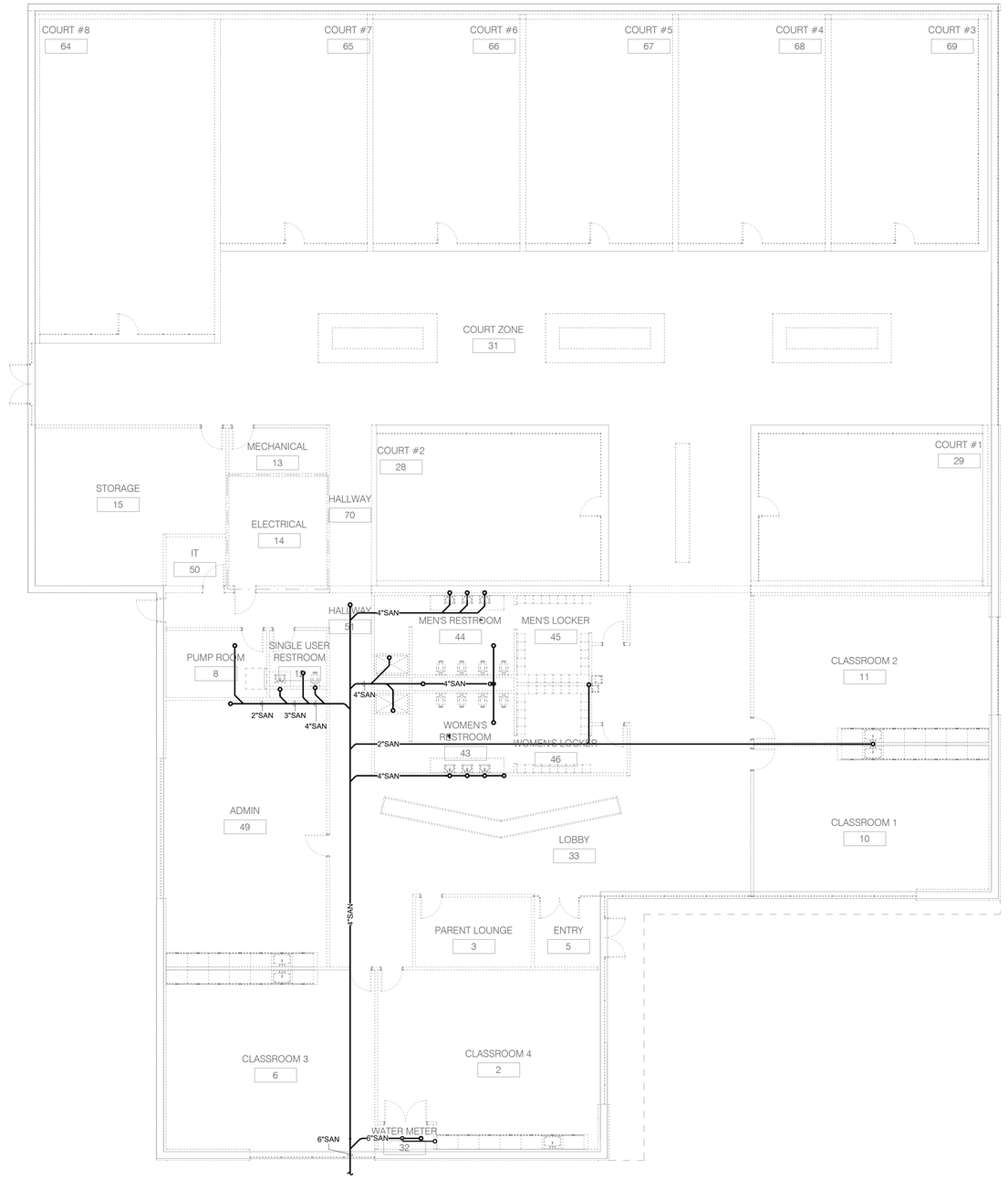
Illinois Design Firm Registration #184008976-0014

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REF. SCALE IN INCHES

PROJECT #26000881.00

PLUMBING COVERSHEET

P0.0



NORTH

1 **UNDERFLOOR PLAN - PLUMBING**

1/8" = 1'-0"

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project

team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
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Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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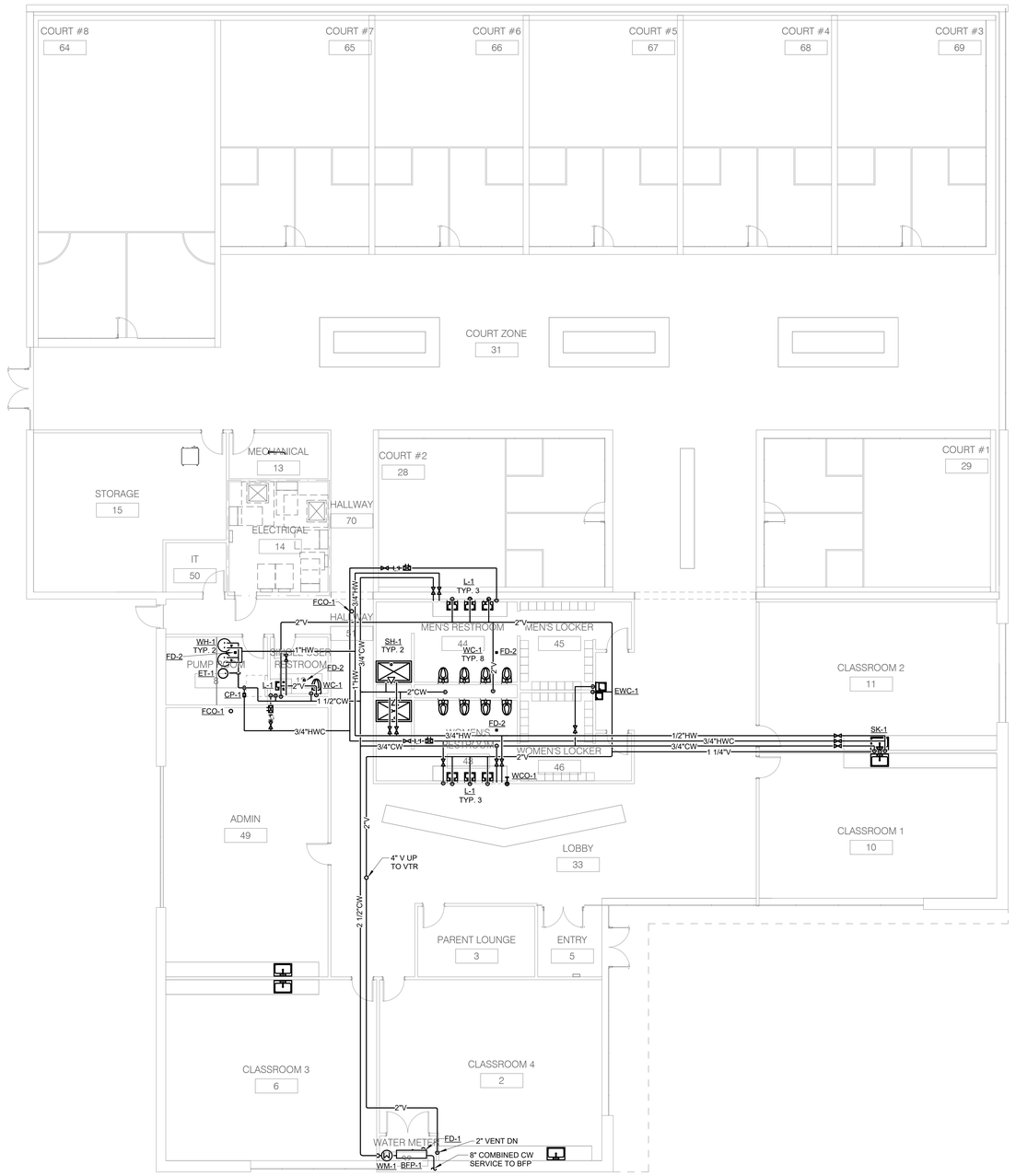
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PROJECT #26000881.00

UNDERFLOOR PLAN - PLUMBING

P2.0



NORTH

1 **FLOOR PLAN - PLUMBING**
1/8" = 1'-0"

issue

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general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
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Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
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MetroSquash Evanston

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225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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FLOOR PLAN - PLUMBING

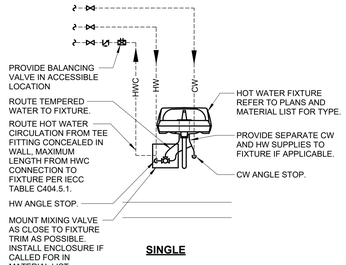
P2.1

INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
MAXIMUM ALLOWABLE PIPE LENGTH FROM THE NEAREST SOURCE OF HEATED WATER (CIRCULATED TEE FITTING) TO THE TERMINATION OF THE FIXTURE SUPPLY PIPE.

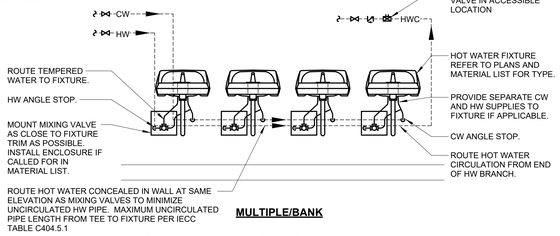
TABLE C404.5.1
PIPING VOLUME AND MAXIMUM PIPING LENGTHS

NOMINAL PIPE SIZE (inches)	VOLUME (liquid ounces per foot length)	MAXIMUM PIPING LENGTH (feet)	
		Public lavatory faucets	Other fixtures and appliances
1/4	0.33	6	50
5/16	0.5	4	50
3/8	0.75	3	50
1/2	1.5	2	43
5/8	2	1	32
3/4	3	0.5	21
7/8	4	0.5	16
1	5	0.5	13
1 1/4	8	0.5	8
1 1/2	11	0.5	6
2 or larger	18	0.5	4

For SI: 1 inch = 25.4 mm, 1 foot = 304.8 mm, 1 liquid ounce = 0.030 L, 1 gallon = 128 ounces.



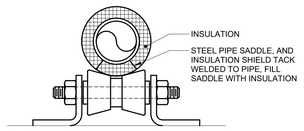
SINGLE



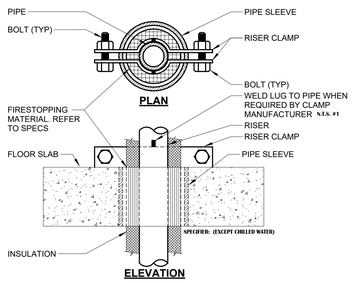
MULTIPLE/BANK

LAVATORY SHOWN; DETAIL IS APPLICABLE TO ALL HW FIXTURES AND DEVICES (E.G. LAVATORIES, SINKS, SHOWERS, TUBS, MOP SINKS, LAUNDRY TUBS, ETC.).

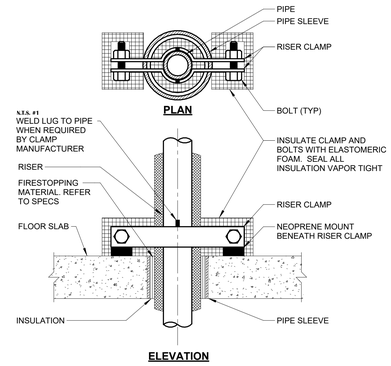
1 LAVATORY MIXING VALVE
NO SCALE



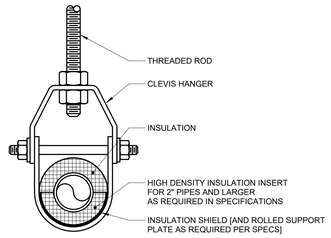
INSULATED HOT PIPE 4" AND LARGER



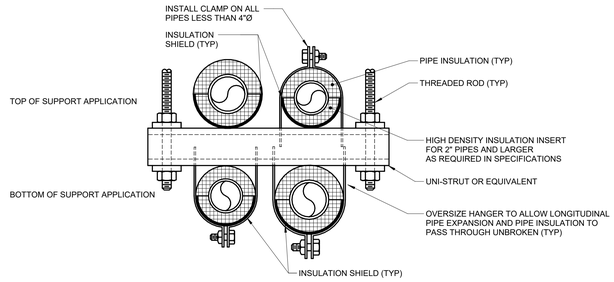
INSULATED HOT PIPE RISER SUPPORT



INSULATED COLD PIPE RISER SUPPORT



INSULATED COLD PIPE HANGER



TRAPEZE HANGER

NOTES:

1. REFER TO SPECIFICATION SECTIONS (SECTION 22 05 29-PLUMBING, SECTION 23 05 29-HVAC) & (SECTION 22 07 19-PLUMBING, SECTION 23 07 19-HVAC).

2 PIPE - HANGERS AND SUPPORTS
NO SCALE

issue

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general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
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mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
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3233 W. Le Moyne St, No. 1
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Woodhouse Tinucci Architects
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00

PLUMBING DETAILS

P4.0

PLUMBING MATERIAL LIST

TAG NAME	DESCRIPTION	MANUFACTURER AND MODEL
BFP-1	BACK FLOW PREVENTER - REDUCED PRESSURE ZONE, LEAD FREE BRONZE CONSTRUCTION, SIZE SAME AS PIPE [1/2"" to 2""], NON-CORROSIVE INTERNAL PARTS, STAINLESS STEEL SPRINGS, DIFFERENTIAL PRESSURE RELIEF VALVE BETWEEN SPRING-LOADED CHECK VALVES, BALL STYLE SHUT-OFF VALVES ON INLET AND OUTLET OF UNIT, AIR GAP DRAIN FITTING, TEST PORTS WITH SHUT-OFF VALVES, RATED FOR 175 PSI AT 33°F TO 140°F, 15 PSI (MAXIMUM) PRESSURE DROP AT 10 FPS, FACTORY TESTED, ALL PARTS TO BE SERVICEABLE WITHOUT REMOVING UNIT FROM LINE, APPROVED BY USC FCCC & HR, AWWA C511-92, ASSE 1013, IAPMO AND SBCCI LISTED. MOUNT WITHIN 60"" OF FINISHED FLOOR. ROUTE DRAIN PIPE FROM AIR GAP FITTING TO FLOOR DRAIN. PROVIDE AND INSTALL BRONZE OR EPOXY COATED STRAINER UPSTREAM OF EACH UNIT AND ADDITIONAL VALVE UPSTREAM OF EACH STRAINER. FLOW PRESSURE DROP CURVES SHALL BE SUBMITTED.	APOLLO (RPLF4A), WATTS (LF919), ZURN WILKINS (975XL2)
ET-1	EXPANSION TANK - WELDED STEEL CONSTRUCTION, GUARANTEED AIRTIGHT AND LEAKPROOF, STAINLESS STEEL SYSTEM CONNECTION, HEAVY DUTY BUTYL DIAPHRAGM AND RIGID POLYPROPYLENE LINER MECHANICALLY BONDED TO TANK TO PROVIDE A 100% NON-CORROSIVE WATER RESERVOIR, DIAPHRAGM AND LINER SHALL BE APPROVED FOR USE IN POTABLE WATER SYSTEMS, ALL WETTED COMPONENTS OF FDA APPROVED MATERIALS. PROVIDE STANDARD SCHRADER AIR VALVE FOR FIELD CHARGING. TANK SHALL COMPLY WITH FEDERAL ACT S.3874. STATIC SYSTEM PRESSURE [___] MAXIMUM TANK DESIGN PRESSURE [___] MINIMUM TANK VOLUME TO BE [___] GALLONS MINIMUM ACCEPTING VOLUME TO BE [___] GALLONS TANK SHALL HAVE A WORKING TEMPERATURE OF 200°F AND A WORKING PRESSURE OF 150 PSIG. FACTORY PRE-CHARGED FOR SHIPPING. FIELD CHARGE TANK TO [MATCH FIELD VERIFIED STATIC SYSTEM PRESSURE][___ PSIG].	EXPANSION TANK - AMTROL (THERM-X-TROL ST-[___]), B&G (PT), FLEXTRON (FTT), WATTS (PLT), WESSELS (T)
FCO-1	FLOOR CLEANOUT - ADJUSTABLE, CAST IRON HOUSING, ANCHOR FLANGE, TAPERED THREAD PLUG, SECURED NICKEL BRONZE TOP. TOP STYLE SHALL MATCH FLOOR FINISH AS FOLLOWS: UNFINISHED FLOOR - [ROUND][SQUARE] SOLID SCORIATED TOP TILE OR TERRAZZO - [ROUND][SQUARE] RECESSED TOP CARPET - ROUND TOP WITH CARPET [MARKER][FLANGE].	ZURN (Z1400), JOSAM (55000), MIFAB (C1100), SMITH (4000), WADE (6000), WATTS (CO-200), SIOUX CHIEF (854 OR 834 SERIES)
FD-1	FLOOR DRAIN - CAST IRON BODY, NICKEL BRONZE ADJUSTABLE TOP, [5][6][7][8][9][10]"" [ROUND] [4][5][6][8][9]"" [SQUARE], [2][3][4]"" BOTTOM OUTLET, FLASHING COLLAR[, SURFACE MEMBRANE CLAMP]. [TRAP SEAL - [2][3][4]"", PLASTIC HOUSING WITH FLEXIBLE DIAPHRAGM, SEALING GASKETS, RECLOSES AND SEALS WHEN DISCHARGE IS COMPLETED, ASSE 1072.] [TRAP PRIMER - PROVIDE A SIDE CONNECTION FOR A TRAP PRIMER LINE.]	FLOOR DRAIN - ZURN (Z-415), SMITH (2005), WADE (1100), JOSAM (30000), WATTS (FD-100), MIFAB (F1100), SUN (FD1000), SIOUX CHIEF (862-N) TRAP SEAL - SURE SEAL (SS), PROVENT (TRAP GUARD), SMITH (QUAD CLOSE), GREEN DRAIN, MIFAB (MI-GARD), ZURN (Z1072), SIOUX CHIEF (835)
FD-2	FLOOR DRAIN - CAST IRON BODY, NICKEL BRONZE ADJUSTABLE TOP, [5][6][7][8][9][10]"" [ROUND] [4][5][6][8][9]"" [SQUARE], [2][3][4]"" BOTTOM OUTLET, FLASHING COLLAR[, SURFACE MEMBRANE CLAMP]. [TRAP SEAL - [2][3][4]"", PLASTIC HOUSING WITH FLEXIBLE DIAPHRAGM, SEALING GASKETS, RECLOSES AND SEALS WHEN DISCHARGE IS COMPLETED, ASSE 1072.] [TRAP PRIMER - PROVIDE A SIDE CONNECTION FOR A TRAP PRIMER LINE.]	FLOOR DRAIN - ZURN (Z-415), SMITH (2005), WADE (1100), JOSAM (30000), WATTS (FD-100), MIFAB (F1100), SUN (FD1000), SIOUX CHIEF (862-N) TRAP SEAL - SURE SEAL (SS), PROVENT (TRAP GUARD), SMITH (QUAD CLOSE), GREEN DRAIN, MIFAB (MI-GARD), ZURN (Z1072), SIOUX CHIEF (835)
L-1	LAVATORY - [ACCESSIBLE,] WALL MOUNTED, WHITE VITREOUS CHINA, 20""x18"", 4"" HIGH CONTOURED BACKSPLASH, [SINGLE FAUCET HOLE][FAUCET HOLES ON [4][8]"" CENTERS], DRILLED FOR CONCEALED ARM CARRIER. LAVATORY TRIM - LAVATORY TRIM - SENSOR ACTIVATED [NON-]MIXING FAUCET, BATTERY POWERED, BRASS CONSTRUCTION, CHROME-PLATED FINISH, CONVENTIONAL SPOUT WITH [AERATOR][LAMINAR FLOW OUTLET][SPRAY PATTERN OUTLET], SINGLE HOLE INSTALLATION, INTEGRAL CHECK VALVES, PERFORATED GRID STRAINER WITH 1-1/4"" 17 GAUGE TAILPIECE, [EXTERNAL ADJUSTABLE TEMPERATURE]. MAXIMUM FLOW TO BE [0.5 GPM IN COMPLIANCE WITH ENERGY POLICY ACT OF 2005 AND ASME/ANSI STANDARD A112.18.1M.] [0.35 GPM WATERSENSE LABELED PER LEED REQUIREMENTS.] FAUCET SHALL COMPLY WITH FEDERAL ACT S.3874. PROVIDE RESTRICTIVE DEVICE AND ESCUTCHEON PLATE AS REQUIRED. MIXING VALVE - POINT-OF-USE ANTI-SCALD THERMOSTATIC MIXING VALVE ARRANGEMENT FOR TEMPERED WATER CONTROL, ALL BRONZE/BRASS CONSTRUCTION, ROUGH FINISH, UNION/THREADED INLETS WITH STRAINERS, COMBINATION CHECK STOPS OR SEPARATE SUPPLY CHECK VALVES AND SHUT OFF VALVES. [CABINET - [SEMI-RECESSED][SURFACE MOUNTED] 18 GAUGE [STAINLESS] [PAINTED] STEEL CABINET WITH 16 GAUGE [LOCKING HINGED DOOR] [REMOVABLE DOOR WITH VANDAL RESISTANT SCREWS] TO ENCLOSE VALVE, INLET STOPS, OUTLET THERMOMETER, AND OUTLET VALVES.] RATED FOR [___] GPM OUTPUT MAXIMUM AT [___] PSI DIFFERENTIAL AND 0.5 GPM OUTPUT MINIMUM. UNIT TO MIX [120] [140] [___] DEGREE F HOT WATER SUPPLY AND 40 DEGREE F COLD WATER SUPPLY FOR 110 DEGREE F OUTLET. UNIT SHALL BE ASSE 1070 LISTED AND APPROVED. VALVE SHALL COMPLY WITH FEDERAL ACT S.3874.] [PROGRAMMING UNIT - HAND HELD, CAPABLE OF CHANGING SETTINGS, RUNNING DIAGNOSTICS, AND SCAN FAUCETS WITH ISSUES. PROVIDE ONE CONTROLLER FOR EVERY [25][50][100][ ] FAUCETS.] [ELECTRONIC SENSOR FAUCETS SHALL HAVE PROGRAMMABLE AUTOMATIC FLUSH SET FOR [30 SECONDS ONCE PER DAY].] [INSULATION KIT - INCLUDE FOR EXPOSED TRAPS, REFER TO 22 40 00. ARMAFLEX WITH TAPE IS NOT ACCEPTABLE IN LIEU OF INSULATION KIT.] [ENCLOSURE - PROVIDE A PREMANUFACTURED RIGID ENCLOSURE FOR TRAP, STOP VALVES AND SUPPLY LINES. REFER TO 22 40 00.] MOUNT LAVATORY WITH SUPPORT CARRIER BOLTED SECURELY TO FLOOR. TOP OF RIM SHALL BE AT [31""][34""] ABOVE FLOOR [IN COMPLIANCE WITH LATEST ADA STANDARD]. [PROVIDE 29"" MINIMUM CLEARANCE FROM FLOOR TO BOTTOM OF APRON IN COMPLIANCE WITH LATEST ANSI A117.1 AND ADA STANDARDS.]	LAVATORY - [Use following for single hole] AMERICAN STANDARD (0356.421), KOHLER (K-2007), SLOAN (SS-3103), TOTO (LT307), ZURN (Z5361) [Use following for 4"" centers] AMERICAN STANDARD (0355.012), KOHLER (K-2005), SLOAN (SS-3003), TOTO (LT307), ZURN (Z5364) [Use following for 8"" centers] AMERICAN STANDARD (0356.015), KOHLER (K-2006), SLOAN (SS-3803), TOTO (LT307), ZURN (Z5368) LAVATORY TRIM - [Use following manufacturers for mixing] AMERICAN STANDARD (7755.205), CHICAGO FAUCET (116.221.AB.1), HYDROTEK (HB-5000EM-LR), MOEN (8554), SLOAN (EAF-150), SYMMONS (S-6080) [Use following manufacturers for non-mixing] AMERICAN STANDARD (7755.105), CHICAGO FAUCET (116.201.AB.1), HYDROTEK (HB-5000E-LR), MOEN (8553), SLOAN (EAF-150), SYMMONS (S-6080), AMTC (AEF-300) MIXING VALVE - MIXING VALVE - LEONARD (170-LF/270-LF/370-LF), ACORN CONTROLS (ST7069), APOLLO (34BLF), BRADLEY (S59 SERIES), LAWLER (310/570), POWERS (SERIES LFLM495), CHICAGO FAUCETS (122-ABNF), SYMMONS (8210CK MAXLINE SERIES), WATTS (LFMMV), WILKINS (ZW1070XL)

PLUMBING MATERIAL LIST

TAG NAME	DESCRIPTION	MANUFACTURER AND MODEL
SH-1	SHOWER VALVE - SINGLE HANDLE PRESSURE BALANCED MIXING FAUCET, BRASS OR BRONZE CONSTRUCTION, POLISHED CHROME CAST METAL LEVER HANDLE, WASHERLESS DESIGN, OFF-COLD-HOT TEMPERATURE RANGE INDICATOR DIAL, INTEGRAL CHECK STOPS, ADJUSTABLE TEMPERATURE LIMIT STOP, ASSE 1016 LISTED. ACCESSORIES - CHROME-PLATED BRASS SHOWERHEAD WITH SWIVEL BALL JOINT, ADJUSTABLE SPRAY, CHROME-PLATED BRASS ARM AND FLANGE. MAXIMUM FLOW TO BE [2.5 GPM IN COMPLIANCE WITH ENERGY POLICY ACT OF 2005 AND ASME/ANSI STANDARD A112.18.1M][2.0][1.5] GPM WATERSENSE LABELED PER LEED REQUIREMENTS]. SET SAFETY LIMIT STOP TO 110 DEGREE F DISCHARGE.	MOEN COMMERCIAL (8375[EP15]), SYMMONS (1-100), AMERICAN STANDARD (T675.501), DELTA (R10000-UNWS/T13H122), LEONARD (PAM-II), POWERS (PB413-K1)
SK-1	SINK - [ACCESSIBLE,] SELF-RIMMING SINGLE COMPARTMENT WITH FAUCET DECK [AND OVERFLOW], 18 GAUGE TYPE [304][316] STAINLESS STEEL, [L]"" (SIDE-TO-SIDE) x [W]"" (FRONT-TO-BACK) OVERALL SIZE, [L]"" x [W]"" x [D]"" DEEP BOWL, SOUND DEADENING ON BOTTOM OF BASIN, 3-1/2"" DIAMETER DRAIN OUTLET LOCATION [CENTERED][OFF-CENTERED REAR][OFF-CENTERED LEFT][OFF-CENTERED RIGHT] IN BOWL, [PERFORATED TYPE [304][316] STAINLESS STEEL GRID STRAINER.][REMOVABLE TYPE [304][316] STAINLESS STEEL BASKET STRAINER WITH NEOPRENE STOPPER.] SINK TRIM - SINK TRIM - SENSOR ACTIVATED NON-MIXING FAUCET, BATTERY POWERED, BRASS CONSTRUCTION, CHROME-PLATED FINISH, 7"" GOOSENECK SPOUT, SINGLE HOLE INSTALLATION, INTEGRAL CHECK VALVES, PERFORATED GRID STRAINER WITH 1-1/4"" 17 GAUGE TAILPIECE. MAXIMUM FLOW TO BE [1.5 GPM] [0.5 GPM] [0.35 GPM] [IN COMPLIANCE WITH ENERGY POLICY ACT OF 2005 AND ASME/ANSI STANDARD A112.18.1M AND PROJECT WATER CONSERVATION REQUIREMENTS (LEED.)] FAUCET SHALL COMPLY WITH FEDERAL ACT S.3874. PROVIDE RESTRICTIVE DEVICE AND ESCUTCHEON PLATE AS REQUIRED. MIXING VALVE - POINT-OF-USE ANTI-SCALD THERMOSTATIC MIXING VALVE ARRANGEMENT FOR TEMPERED WATER CONTROL, ALL BRONZE/BRASS CONSTRUCTION, ROUGH FINISH, UNION/THREADED INLETS WITH STRAINERS, COMBINATION CHECK STOPS OR SEPARATE SUPPLY CHECK VALVES AND SHUT OFF VALVES. [CABINET - [SEMI-RECESSED][SURFACE MOUNTED] 18 GAUGE [STAINLESS] [PAINTED] STEEL CABINET WITH 16 GAUGE [LOCKING HINGED DOOR] [REMOVABLE DOOR WITH VANDAL RESISTANT SCREWS] TO ENCLOSE VALVE, INLET STOPS, OUTLET THERMOMETER, AND OUTLET VALVES.] RATED FOR [___] GPM OUTPUT MAXIMUM AT [___] PSI DIFFERENTIAL AND 0.5 GPM OUTPUT MINIMUM. UNIT TO MIX [120] [140] [___] DEGREE F HOT WATER SUPPLY AND 40 DEGREE F COLD WATER SUPPLY FOR 110 DEGREE F OUTLET. UNIT SHALL BE ASSE 1070 LISTED AND APPROVED. VALVE SHALL COMPLY WITH FEDERAL ACT S.3874. [INSULATION KIT - INCLUDE FOR EXPOSED TRAPS, REFER TO 22 40 00. ARMAFLEX WITH TAPE IS NOT ACCEPTABLE IN LIEU OF INSULATION KIT.]	ADA models SINK - ELKAY (LRAD/LKAD18[LKAD35]), JUST (SL-ADAU-ADA-35-FS[J-ADA-35]), FRANKE (ALBS), ACORN-SINKS (SDADA/[BST]) Standard Models SINK - ELKAY (LR/LK18B[LK99]), JUST (SLJ-35-SSF[JB-99]), FRANKE (LBS), ACORN-SINKS (SD[/BST]) SINK TRIM - AMTC (AEF-322) MIXING VALVE - MIXING VALVE - LEONARD (170-LF/270-LF/370-LF), ACORN CONTROLS (ST7069), APOLLO (34BLF), BRADLEY (S59 SERIES), LAWLER (310/570), POWERS (SERIES LFLM495), CHICAGO FAUCETS (122-ABNF), SYMMONS (8210CK MAXLINE SERIES), WATTS (LFMMV), WILKINS (ZW1070XL)
WC-1	WATER CLOSET - [ACCESSIBLE,] WALL MOUNTED, FLUSH VALVE TYPE, WHITE VITREOUS CHINA, SIPHON JET, WATER SAVING, ELONGATED BOWL, 1-1/2"" TOP SPUD. FLUSH VALVE - FLUSH VALVE - EXPOSED, SENSOR OPERATED, BATTERY POWERED, 1.28 GALLONS PER FLUSH, CHROME PLATED 1"" I.P.S. SCREWDRIVER STOP-CHECK VALVE, CHEMICAL RESISTANT MATERIAL, VACUUM BREAKER, SPUD COUPLING AND FLANGE, WALL FLANGE WITH SET SCREW, MECHANICAL OVER-RIDE BUTTON, LOW BATTERY INDICATOR LIGHT, RANGE ADJUSTMENT SCREW, 3 YEAR WARRANTY, [WATERSENSE LABELED PER LEED REQUIREMENTS]. [ELECTRONIC SENSOR FLUSH VALVES SHALL HAVE PROGRAMMABLE AUTOMATIC FLUSH SET FOR [1 FLUSH PER DAY].] SEAT - WHITE, EXTRA HEAVY, OPEN FRONT, INJECTION MOLDED SOLID [ANTI-MICROBIAL] PLASTIC, SELF-SUSTAINING HINGE, STAINLESS STEEL OR PLATED STEEL POSTS AND NUTS. CONTRACTOR OPTION: COMBINATION WATER CLOSET/FLUSH VALVE PACKAGED SYSTEM BY AMERICAN STANDARD, KOHLER, SLOAN, OR ZURN ACCESSORIES - WATER CLOSET SUPPORT CARRIER RATED FOR 500 LBS. MOUNT WATER CLOSET WITH CARRIER BOLTED SECURELY TO FLOOR. TOP OF SEAT SHALL BE AT [16""-17""][17""-19""] ABOVE FINISHED FLOOR (VERIFY EXACT MOUNTING HEIGHT WITH MANUFACTURER). [FLUSH HANDLE SHALL BE LOCATED ON THE WIDE SIDE OF THE TOILET STALL AND BE AT 12"" (MAXIMUM) ABOVE BOWL RIM AND OPERATE WITH NO GREATER THAN 5 LB FORCE IN COMPLIANCE WITH LATEST ADA STANDARDS.] VERIFY EQUIPMENT REQUIREMENTS AND ROUGH-IN LOCATIONS.	WATER CLOSET - AMERICAN STANDARD (2257.101), GERBER (25-030), KOHLER (K-84325), SLOAN (ST-2053), TOTO (CT708), ZURN (Z5610) FLUSH VALVE - ZURN (ZER6000AV-HET), SLOAN (111-1.28SFSM), HYDROTEK (HBB-128), MOEN (8311), TOTO (TET1LA32#CP), AMTC (AEF-801-CT-12) SEAT - [Use following for NON-anti-microbial] [BEMIS (1655SSCT), CHURCH (9500C), BENEKE (533), KOHLER (K-4666-C), OLSONITE (95), CENTOCO (550STSCCSS-001), SAME AS WATER CLOSET MANUFACTURER] [Use following for anti-microbial] BEMIS (3155SSCT), CHURCH (3155C), BENEKE (533PC), OLSONITE (95), SAME AS WATER CLOSET MANUFACTURER]
WCO-1	WALL CLEANOUT - END CAP, CAST IRON ACCESS BODY, GAS AND WATERTIGHT BRONZE OR BRASS THREADED PLUG, [VANDAL RESISTANT] ROUND STAINLESS STEEL ACCESS COVER, EXTENDED MACHINE SCREW.	JR SMITH (4422), WADE (W-8480-R/8550), JOSAM (58600-CO), WATTS (CO-380-RD), MIFAB (C1450-RD), SIOUX CHIEF (853-FV WITH 870/874)
WM-1	WATER METER - COMPOUND TYPE INCLUDING NUTATING DISC FOR LOW FLOW AND AWWA CLASS 2 TURBINE FOR HIGH FLOW, LEAD FREE BRONZE CONSTRUCTION, [___]"" SIZE, TOP READING CUMULATIVE DIAL WITH FACE PLATE CAP [AND REMOTE READOUT], AWWA COMPLIANT. PROVIDE [STRAINER, TEST PORT AND] FULL SIZE BYPASS WITH LOCKABLE VALVE.	NEPTUNE (TRU/FLO), BADGER, HERSEY

PLUMBING (WITH POWER) MATERIAL LIST

TAG NAME	DESCRIPTION	ELECTRICAL																MANUFACTURER AND MODEL
		WATTS	# OF STAGES	TOTAL (QTY*KW) QTY	TOTAL (QTY*KW) KW	HP (NOTE E)	FLA	MCA	MOCP	VOLTAGE	PHASES	SCCR	# OF WIRES	DISCONNECT BY (NOTE A)	DISCONNECT TYPE (NOTE B)	CONTROLLER /STARTER BY (NOTE A)	CONTROLLER /STARTER TYPE (NOTE C)	EMERGENCY POWER	
CP-1	CIRCULATING PUMP - VARIABLE SPEED CONTROLLER WITH SETTINGS TO ADJUST AND MAINTAIN A CONSTANT SPEED, FIXED PRESSURE, OR PROPORTIONAL PRESSURE. LEAD FREE BRONZE OR STAINLESS STEEL CONSTRUCTION, PERMANENTLY LUBRICATED SEALED BEARINGS, MECHANICAL SEAL, OIL LUBRICATED, ECM MOTOR WITH INTEGRATED VARIABLE SPEED CONTROL, FLANGED CONNECTIONS, RATED FOR 125 PSIG AT 225°F, UL LISTED. 6 GPM @ 15 FEET OF HEAD. ELECTRICAL REQUIREMENTS - HARD-WIRE					0.1	0.65	0	0	120	1	0	0	EC	NF	MFR	FV	No	PUMP - GRUNDFOS (ALPHA2 15-55SF/LC [ALPHA2 15-55SF]), B&G (ECOCIRC SERIES), ARMSTRONG (COMPASS 20-20 SS SERIES)
EWC-1	ELECTRIC WATER COOLER - WALL HUNG, BI-LEVEL UNITS, ADA COMPLIANT WITH MATCHING STAINLESS STEEL CANE APRON INSTALLED UNDER UPPER UNIT 18 GAUGE STAINLESS STEEL CABINETS AND NON-SPLASH BASINS WITH STAINLESS STEEL FINISH, STREAM PROJECTORS WITH PROTECTIVE HOODS, PUSH BAR OR LEVER OPERATING CONTROLS ON FRONT AND BOTH SIDES, BUILT-IN FLOW REGULATOR, PLASTIC P-TRAP ASSEMBLY, ADJUSTABLE THERMOSTAT, MOUNTING ACCESSORIES. TANK DRAIN AND ANGLE STOPS. HERMETIC COMPRESSOR TO OPERATE ON R-32/454B REFRIGERANT. COMPLIANT TO LATEST ANSI A117.1 AND ADA STANDARDS. UNIT SHALL COMPLY WITH NSF/ANSI STANDARD 61 AND 372. UNIT SHALL PROVIDE 8.0 GPH OF WATER FROM 80°F TO 50°F AT 90°F AMBIENT. WATER SYSTEM SHALL BE OF LEAD FREE CONSTRUCTION. TANK SHALL BE TESTED TO 125 PSIG. ORIFICE SHALL BE AT 36" (MAXIMUM) ABOVE FINISHED FLOOR ON LOWER UNIT AND 40" ABOVE FINISHED FLOOR ON UPPER UNIT. BOTTOM OF APRON SHALL BE 27" ABOVE FLOOR ON LOWER UNIT IN COMPLIANCE WITH LATEST ADA STANDARDS. ELECTRICAL REQUIREMENTS - CORD AND PLUG, PLAIN RECEPTACLE MOUNTED WITHIN EWC LOWER ENCLOSURE, GFCI BREAKER.	0				0.2	0	0	0	120	1	0	0	EC	PLUG			No	ELECTRIC WATER COOLER -ELKAY (LZSTL8LC), OASIS (PG8ACSL)
WH-1	80-GALLON RESIDENTIAL/COMMERCIAL-GRADE HYBRID ELECTRIC HEAT PUMP WATER HEATER WITH PREMIUM SMART VALVE TECHNOLOGY, ENERGY STAR® CERTIFIED (3.88 UEF), DUAL 4,500W COPPER ELEMENTS, 3/4-INCH TOP/FRONT WATER CONNECTIONS, AND INTEGRATED T&P RELIEF VALVE.	4500					23.6	0	30	208	1	0	0	EC	SWITCH	MFR	RELAY	No	AO SMITH HPTA-80 210 VOLTEX

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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Illinois Design Firm Registration #184008976-0014

0 1 2 3
REF. SCALE IN INCHES PROJECT #26000881.00

PLUMBING SCHEDULES

P6.0

CONDUIT INSTALLATION SCHEDULE

THE FOLLOWING SCHEDULE SHALL BE ADHERED TO UNLESS THEY CONSTITUTE A VIOLATION OF APPLICABLE CODES OR ARE NOTED OTHERWISE ON THE DRAWINGS. THE INSTALLATION OF RMC CONDUIT WILL BE PERMITTED IN PLACE OF ALL CONDUIT SPECIFIED IN THIS SCHEDULE. REFER TO CONDUIT AND BOXES SPECIFICATION 26 05 33 FOR ADDITIONAL INFORMATION.

INSTALLATION TYPE	RMC	IMC	EMT	PVC	PVC CONCRETE ENCASED	RTRC
FEEDERS; SWITCHBOARDS, DISTRIBUTION PANELS, PANELBOARDS, MOTOR CONTROL CENTERS, ETC.		X	X			
BRANCH CIRCUITS: LIGHTING, RECEPTACLES, CONTROLS, ETC.		X	X			
MECHANICAL EQUIPMENT FEEDERS: PUMPS, CHILLERS, AIR HANDLING UNITS, ETC.		X	X			
FLOOR MOUNTED EQUIPMENT FEEDERS: PUMPS, ETC. (INCLUDE NO MORE THAN 6 FEET OF LFMC TO PUMP)		X	X			
CONTROLS (LIGHTING, POWER, BUILDING AUTOMATION, ETC.)		X	X			
ELEVATED CONCRETE SLABS (ABOVE GRADE)	X			X		
INTERIOR LOCATIONS WITH FINISHED CEILING AND WALLS: CONCEALED IN WALLS AND ABOVE FINISHED CEILINGS			X			
INTERIOR LOCATIONS WITHOUT FINISHED CEILINGS: CONCEALED IN WALL, EXPOSED ABOVE CEILINGS		X	X			
UNDERGROUND / SLABS ON GRADE (IN OR UNDER SLABS ON GRADE)						
WITHIN THE PERIMETER OF THE BUILDING, UNDER SLAB ON GRADE	X			X		
WITHIN 5' OF ANY BUILDING WALL OR FOUNDATION WHEN PENETRATING THE STRUCTURAL POUNDATION OR WALL	X				X	X
UNDERGROUND SITE CONDUITS:						
WITHIN 5' FROM THE PERIMETER OF A BUILDING FOUNDATION	X				X	X
5' OR GREATER FROM THE PERIMETER OF A BUILDING FOUNDATION	X			X		X
UNDER ROADS, DRIVES, AND VEHICLE TRAVELED WAYS. WHEN HDPE DIRECTIONAL BORING IS ALLOWED: PROVIDE PRESSURIZED GROUT				X	X	
HAZARDOUS (CLASSIFIED) LOCATIONS AS DEFINED BY THE NATIONAL ELECTRICAL CODE: COMPLETE WITH SCREWED FITTINGS AND CONDUIT SEALS	X					
FIRE RATED ASSEMBLIES: FIRE RATED ASSEMBLIES LISTED WITH PHENOLIC RTRC RACEWAY						X
DEFINITIONS:						
CONCRETE ENCASEMENT: CONDUIT WITH A MINIMUM OF 3" THICKNESS BETWEEN THE SURFACE OF THE CONCRETE AND THE NEAREST CONDUIT. CONCRETE TO BE DOWELED INTO THE FOUNDATION.						

ELECTRICAL SYMBOL LIST - RECEPTACLES

SYMBOL	TAG	EQUIP ABBREV	SPEC SECTION	DESCRIPTION
#		REC-DUP	26 27 26	DUPLEX RECEPTACLE, 125V
	WP	REC-DUP-WP	26 27 26	DUPLEX GFI WEATHERPROOF RECEPTACLE, 125V - NEMA 4X WHILE NOT IN-USE COVER
		REC-DUP-GFI	26 27 26	DUPLEX RECEPTACLE, GROUND FAULT CIRCUIT INTERRUPTER, 125V
	<varies>	REC-TAMP-GFI	26 27 26	DUPLEX RECEPTACLE, TAMPER RESISTANT, GROUND FAULT CIRCUIT INTERRUPTER, 125V
	<varies>	REC-TAMP	26 27 26	DUPLEX RECEPTACLE, TAMPER RESISTANT, 125V

ELECTRICAL SYMBOL LIST - POWER

SYMBOL	EQUIP ABBREV	SPEC SECTION	DESCRIPTION
E	ECONN	26 05 33	ELECTRICAL CONNECTION - CEILING/SURFACE
	PANEL-'##'	26 24 16	PANELBOARD - SURFACE MOUNT
	DP-#	26 24 16	DISTRIBUTION PANEL
	TR-#	26 22 00	DRY TRANSFORMER(S)

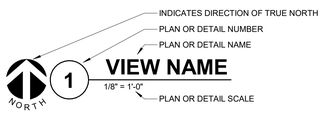
ELECTRICAL SYMBOL LIST - FIRE ALARM

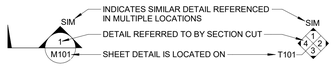
SYMBOL	TAG	EQUIP ABBREV	SPEC SECTION	DESCRIPTION
		FACP-#	28 31 00	CONTROL PANEL - FIRE ALARM
		FAA-#	28 31 00	ANNUNCIATOR - FIRE ALARM
# S	H	FA-120	28 31 00	SMOKE DETECTOR - COMBINATION SMOKE / HEAT DETECTOR
#	##	FA-200	28 31 00	VISUAL ALARM DEVICE - ## INDICATES CANDELA RATING
# F	##	FA-211	28 31 00	COMBINATION AUDIO (HORN/CHIME) / VISUAL ALARM DEVICE - ## INDICATES CANDELA RATING
# F	##	FA-211	28 31 00	COMBINATION AUDIO (HORN/CHIME) / VISUAL ALARM DEVICE - ## INDICATES CANDELA RATING

VIEW KEY

NAME — LEVEL NAME
10'-0" — HEIGHT ABOVE PROJECT 0'-0"

1 — KEYNOTE: INDICATES NOTE USED TO DESCRIBE ADDITIONAL INFORMATION ABOUT WORK REQUIRED. SPECIFIC TO THE SHEET AND/OR DETAIL





LINE TYPE AND TAG KEY:

NEW WORK BY THIS CONTRACTOR (WIDE LINE)
- NEW
- EXISTING TO BE REMOVED (SHORT DASHED PATTERN)
- NEW UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

EXISTING TO REMAIN OR WORK BY OTHERS (NARROW LINE)
- EXISTING
- EXISTING TO BE REMOVED BY OTHERS (SHORT DASHED PATTERN)
- EXISTING UNDERFLOOR OR UNDERGROUND (LONG DASHED PATTERN)

HALFTONING DOES NOT MODIFY SCOPE.

'TAG'-E — TAGS WITH DASH 'E' INDICATES THE REFERENCED OBJECT IS EXISTING

TAG-1 — UNDERLINED TAG INDICATES OBJECT IS IN-SCOPE. IF NEW, ADDITIONAL INFORMATION IS AVAILABLE IN A SCHEDULE, MATERIAL LIST, OR SYMBOL LIST

INDICATES AN EXISTING SYSTEM'S POINT OF CONNECTION/REMOVAL

CONTRACTOR ABBREVIATION KEY

ABBR:	DESCRIPTION:
A.V.C.	AUDIO/VISUAL CONTRACTOR
C.C.	CIVIL CONTRACTOR
C.M.	CONSTRUCTION MANAGER
E.C.	ELECTRICAL CONTRACTOR
F.P.C.	FIRE PROTECTION CONTRACTOR
G.C.	GENERAL CONTRACTOR
M.C.	MECHANICAL CONTRACTOR
P.C.	PLUMBING CONTRACTOR
T.C.	TECHNOLOGY CONTRACTOR
T.C.C.	TEMPERATURE CONTROLS CONTRACTOR

EQUIPMENT ABBREVIATION KEY

ABBR:	DESCRIPTION:
AD	AUTOMATIC DOOR OPERATOR WITH SENSOR
COF	COFFEE
COPY	COPIER
DB	DOOR BELL
DOOR	DOOR OPERATOR, ELECTRIC
EPT	ELECTRONIC PAPER TOWEL DISPENSER (NON-BATTERY)
ESP	ESPRESSO MACHINE
EWC	ELECTRIC WATER COOLER
EWCC	ELECTRIC WATER COOLER CONDENSER
FAN	CEILING FAN
FDO	FIRE DOOR OPERATOR
FFE	OWNER FURNISHED FIXTURES, FURNITURE, AND EQUIPMENT
FURN	OWNER FURNITURE
HD	HAND DRYER
MW	MICROWAVE
PP	PUSH PAD AUTOMATIC DOOR OPERATOR (REFER TO ARCHITECTURAL PLANS FOR FINAL LOCATION)
SIGN	DEDICATED SIGNAGE CIRCUIT
SINK	SCRUB SINK
TRSH	TRASH COMPACTOR
TV	TELEVISION - MONITOR - DISPLAY
UCF	UNDERCOUNTER FREEZER
UCM	UNDERCOUNTER MICROWAVE
UCR	UNDERCOUNTER REFRIGERATOR
VEND	VENDING MACHINE

RECEPTACLE SUBSCRIPT KEY:

DEVICE KEY:

DEVICE — # = MOUNTING (IF APPLICABLE)
1 = CIRCUIT NUMBER

*IF LABEL IS ORIENTED HORIZONTALLY A SLASH WILL SEPARATE THIS INFORMATION. EX: A / 1

ELECTRICAL MOUNTING SUBSCRIPT KEY:

A	MOUNT AT +6" TO CENTERLINE ABOVE COUNTER OR BACKSPLASH
C	MOUNT AT CEILING (DEVICE OR ROUGH-IN CONTEXT)
H	MOUNT ORIENTED HORIZONTALLY
L	MOUNT IN CASEWORK
M	MOUNT IN MODULAR FURNITURE
R	MOUNT IN SURFACE RACEWAY
SM	SURFACE MOUNTED
WG	WIRE GUARD
+#	MOUNT AT # TO CENTERLINE ABOVE FINISHED FLOOR

SHADED DEVICE INDICATES DEVICE IS CONNECTED TO AN EMERGENCY CIRCUIT.

DEVICE E

ELECTRICAL EQUIPMENT TAGS

TAG:	DESCRIPTION:	RELATED SPECIFICATION
ATS-#	AUTOMATIC TRANSFER SWITCH, REFER TO TRANSFER SWITCH SCHEDULE	26 36 00
BAT-#	BATTERY RACK	26 32 13
C-#	GENERAL PURPOSE CONTACTOR	26 28 21
DP-#	DISTRIBUTION PANEL	26 24 16
DTR-#	TRANSFORMER - DISTRIBUTION TYPE REFER TO TRANSFORMER SCHEDULE	26 12 19 26 12 13 26 12 16 26 12 21
EVCS-#	ELECTRICAL VEHICLE CHARGING STATION	26 27 29
INV-#	LIGHTING INVERTER	26 52 00
M-#	METER DISTRIBUTION CENTER	26 20 00
MC-#	EXTERIOR MOUNTED METERING CABINET	26 20 00
MX-#	MANUAL SWITCH, REFER TO DISCONNECT AND STARTER SCHEDULE	26 24 19
R-#	RELAY	26 09 39
SPD-#	SURGE PROTECTION DEVICE	26 43 00
VFD-#	VARIABLE FREQUENCY DRIVE - REFER TO VFD SCHEDULE	26 29 23

ELECTRICAL INSTALLATION NOTES:

1. THE COMPLETE INSTALLATION SHALL BE IN ACCORDANCE WITH THE 2010 (LATEST PUBLISHED) ADA STANDARDS FOR ACCESSIBLE DESIGN. REFER TO THE ADA STANDARDS FOR ALL CONFIGURATION DETAILS ON THIS PAGE FOR ADDITIONAL INFORMATION.
2. CIRCUIT NUMBERS ARE SHOWN FOR CIRCUIT IDENTIFICATION. CIRCUITING SHALL AGREE WITH NUMBERING ON THE PANEL PROVIDED. COMMON NEUTRALS MAY NOT BE USED FOR BRANCH CIRCUITS. BALANCE THE LOAD ON PANEL AS EVENLY AS POSSIBLE BETWEEN EACH PHASE.
3. LIFE SAFETY, CRITICAL, EQUIPMENT BRANCH WIRING FOR FEEDERS AND BRANCH CIRCUITS SHALL BE ROUTED IN SEPARATE RACEWAY, JUNCTION BOXES, PULL BOXES, AND CABINETS. WIRING FOR EACH BRANCH SHALL BE INDEPENDENT FROM OTHER BRANCHES, INCLUDING THE NORMAL BRANCH.
4. FLUSH MOUNT ALL LIGHTING CONTROL DEVICES AT +42" FROM FLOOR (CENTERLINE DIMENSION), EXCEPT WHERE OTHERWISE NOTED.
5. FLUSH MOUNT ALL DUPLEX RECEPTACLES AND TECHNOLOGY OUTLETS AT +18" FROM FLOOR (CENTERLINE DIMENSION), EXCEPT WHERE OTHERWISE NOTED. RECEPTACLES AND OUTLETS MAY BE SURFACE MOUNTED WHEN CONDUIT IS SPECIFIED EXPOSED. MOUNT EXTERIOR LOCATED RECEPTACLES WITH WHILE-IN-USE COVERS AT +20" FROM FINISHED GRADE (CENTER DIMENSIONS) TO MAINTAIN INSTALLATION ADA COMPLIANCE.
6. ALL MATERIALS USED TO SEAL PENETRATIONS OF FIRE RATED WALLS AND FLOORS SHALL BE TESTED AND CERTIFIED AS A SYSTEM PER ASTM E814 STANDARDS FOR FIRE TESTS OF THROUGH-PENETRATION FIRESTOPS. REFER TO [27 05 03 AND 28 05 03] [DIVISION 7] [26 05 03] FOR ADDITIONAL INFORMATION AND REQUIREMENTS SPECIFIC TO FIRESTOPPING.
7. CONNECTION FOR ELECTRIC WATER COOLERS (EWC) SHALL BE A JUNCTION BOX CONCEALED BEHIND WATER COOLER ACCESS PLATE OR BE A GFI RECEPTACLE LOCATED DIRECTLY BELOW AND CENTERED ON EWC. CONTRACTOR SHALL VERIFY TYPE OF EWC TO BE INSTALLED.
8. MOUNT ALL FIRE ALARM PULL STATIONS AT +42" FROM FLOOR (CENTERLINE DIMENSION) EXCEPT WHERE OTHERWISE NOTED.
9. INSTALL ALL WALL MOUNTED FIRE ALARM NOTIFICATION DEVICES AT 90" ABOVE FINISHED FLOOR OR 6" BELOW THE CEILING, WHICHEVER IS LOWER, EXCEPT WHERE OTHERWISE NOTED. HEIGHT SHALL BE MEASURED TO THE TOP OF THE DEVICE.
10. CONTRACTOR SHALL COORDINATE THE LOCATION OF ALL CEILING MOUNTED DEVICES AND EQUIPMENT WITH LUMINAIRES, SPRINKLER, AND CEILING DIFFUSERS. CENTER ALL DEVICES IN CEILING TILE PATTERN. SMOKE DETECTORS,CARBON MONOXIDE DETECTORS, AND OCCUPANCY/VACANCY SENSORS SHALL BE LOCATED NO CLOSER THAN 3 FEET TO AN AIR SUPPLY DIFFUSER OR RETURN GRILLE. CARBON MONOXIDE DETECTORS SHALL BE LOCATED 10 PLUS FT FROM FIRE PLACES, COOKING, AND SIMILAR FUEL-BURNING APPLIANCES.
11. CONTRACTOR SHALL VERIFY ALL FURNITURE, MODULAR FURNITURE, AND EQUIPMENT LOCATIONS WITH ARCHITECTURAL PLANS, ELEVATIONS, AND REVIEWED SHOP DRAWINGS. PRIOR TO MAKING THE ACTUAL ELECTRICAL INSTALLATION, THIS CONTRACTOR SHALL ADJUST RECEPTACLES, OUTLETS, OR CONNECTION LOCATIONS TO ACCOMMODATE FURNITURE AND/OR EQUIPMENT.
12. ELECTRICAL AND TECHNOLOGY EQUIPMENT SHALL BE MOUNTED TO AVOID IMPEDANCE OF, OPERATION OF, AND/OR ACCESS TO ELECTRICAL AND MECHANICAL EQUIPMENT. ALL MOUNTING OF ELECTRICAL AND TELECOMMUNICATIONS EQUIPMENT, ON EQUIPMENT SUPPLIED BY ANOTHER CONTRACTOR, SHALL BE APPROVED IN ADVANCE BY THE OTHER CONTRACTOR.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL OPENINGS REQUIRED IN WALLS. ALL OPENINGS SHALL BE REPAIRED TO MATCH EXISTING BY A QUALIFIED CONTRACTOR AT THE EXPENSE OF THIS CONTRACTOR. ALL CONDUITS THROUGH WALLS SHALL BE GROUTED OR SEALED INTO OPENINGS.
14. EACH CONTRACTOR IS RESPONSIBLE FOR DAMAGE CAUSED BY THEIR ACTIONS TO THE WALLS, FLOORS, CEILINGS, AND ROOFS. THE CONTRACTOR WHOSE WORK CAUSES DAMAGE IS RESPONSIBLE FOR PATCHING TO MATCH ORIGINAL CONSTRUCTION, FIRE RATING, AND FINISH.
15. REFER TO ARCHITECTURAL REFLECTED CEILING PLAN, ELECTRICAL, TECHNOLOGY AUDIO/VISUAL, AND OTHER ELECTRICAL PLANS FOR EXACT LOCATIONS OF ALL CEILING MOUNTED DEVICES, OTHER THAN SPRINKLERS.
16. ELECTRICAL IDENTIFICATION. REFER TO SPECIFICATION SECTION 26 05 53 FOR COLOR/LABEL REQUIREMENTS FOR CONDUIT, BOX, CABLE/WIRE, AND EQUIPMENT.

ELECTRICAL ABBREVIATION KEY

ABBR:	DESCRIPTION:
ABV	ABOVE
AFC	ABOVE FINISHED CEILING
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
ASR	ARCHITECTURAL SURFACE RACEWAY
BC	BELOW COUNTER
C	CONDUIT (BRANCH CIRCUIT OR FEEDER CONTEXT)
CO	CONDUIT AND BOX ROUGH-IN ONLY (ROUGH-IN ONLY)
EG	EQUIPMENT GROUND
EGC	EQUIPMENT GROUNDING CONDUCTOR
EOL	END OF LINE
EPO	EMERGENCY POWER OFF
GFR	GROUND FAULT REMOTE
HOA	HAND/OFF/AUTO
ITR	IT RACK MOUNTED RECEPTACLE
NC	NORMALLY CLOSED
NEMA #	NEMA RATING
NIC	NOT IN CONTRACTED SCOPE
NO	NORMALLY OPEN
ROOF	EQUIPMENT LOCATED ON ROOF ABOVE
SM	SURFACE MOUNTED
TYP	TYPICAL
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00

ELECTRICAL COVERSHEET

E0.0

ELECTRICAL SYMBOL LIST

SYMBOL:	TAG:	SPEC SECTION:	DESCRIPTION:
	REFER TO LUMINAIRE SCHEDULE		LINEAR LUMINAIRES
			TROFFER
			WALL SCONCE LUMINAIRE
			DOWNLIGHT LUMINAIRE
			AIMABLE OR WALL WASH LUMINAIRE
			INDUSTRIAL LUMINAIRE
			WALL BRACKET LUMINAIRE
			POLE MOUNTED LUMINAIRE
			SINGLE FACE EXIT SIGN
			DOUBLE FACE EXIT SIGN
			WALL/CEILING EMERGENCY EXIT SIGN
			EMERGENCY UNIT

LIGHTING SYSTEM DESCRIPTION KEY:

THE DESIGN DOCUMENTS DESCRIBE THE OPERATIONAL PERFORMANCE REQUIREMENTS OF THE LIGHTING CONTROL SYSTEM. THE PROJECT MAY REQUIRE ONE OR MORE LIGHTING CONTROL STRATEGIES FOR THE PROJECT. REFER TO THE ELECTRICAL SYMBOL KEY, SPECIFICATION SECTION 26 09 33 LIGHTING CONTROL SYSTEMS, AND THE DRAWINGS TO DETERMINE THE DESIGN APPLICATION FOR EACH SPACE. THE POTENTIAL STRATEGIES ARE AS FOLLOWS:

1. STANDALONE LIGHTING CONTROL DEVICES: INDEPENDENT (STANDALONE) DEVICES TRADITIONALLY OPERATING AT LINE OR LOW VOLTAGE, FIELD CONFIGURABLE WITH OTHER STANDALONE DEVICES TO PROVIDE AN OVERALL LIGHTING CONTROL SYSTEM.
2. ROOM BASED LIGHTING CONTROLS: INTEGRATED SYSTEM COMPRISED OF SWITCH STATIONS, SENSORS, ROOM CONTROLLERS, CONTROL PANELS, AND ACCESSORIES, OPERATING AT LINE AND/OR LOW VOLTAGE, CONFIGURED AS AN INTEGRATED OVERALL 'INTELLIGENT' LIGHTING CONTROL SYSTEM. LIGHTING CONTROL ZONES AND POWER CIRCUITS COMMONLY ALIGN.
3. NETWORK BASED LIGHTING CONTROLS: INTEGRATED SYSTEM COMPRISED OF SWITCH STATIONS, SENSORS, ROOM CONTROLS, CONTROL PANELS, DIMMER RACKS, AND ACCESSORIES, OPERATING AT LINE AND/OR LOW VOLTAGE, CONFIGURED AS AN INTEGRATED OVERALL 'INTELLIGENT' LIGHTING CONTROL SYSTEM FOR ADVANCED ARCHITECTURALLY BASED LIGHTING CONTROL SYSTEMS. LIGHTING CONTROL ZONES COMMONLY ASSOCIATED WITH ONE OR MORE BRANCH POWER CIRCUITS WITHIN THE SAME CONTROL ZONE.

LIGHTING CONTROL SYSTEM DESIGNATION: THE FOLLOWING KEY MAY BE USED AS AN EXAMPLE TO DETERMINE THE DESIGNATED LIGHTING CONTROL SYSTEM FOR EACH SPACE. REFER TO ELECTRICAL COVERSHEET FOR ELECTRICAL SYMBOLS LIST AND DEVICE SPECIFICATION TAG. REFER TO THE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

1. STANDALONE LIGHTING CONTROL DEVICES: CONTROL STATION COMMONLY DEFINED BY AN ALPHA CHARACTER WITH SUBSCRIPTS.
   - A. EXAMPLE SYMBOL "S", SPECIFICATION TAG "SW-1P", DESCRIPTION "SWITCH-SINGLE POLE SWITCH".
   - B. EXAMPLE CONTROL DESIGNATION: a, b, c (WHEN REQUIRED TO CLARIFY DESIGN INTENT).
   - C. SINGLE POLE LIGHT SWITCH "SA" CONTROLS LUMINAIRES WITH THE SUBSCRIPT "a" WITHIN THE SAME SPACE.
   - D. REFER TO THE LIGHT CONTROL SEQUENCE OF OPERATION TAG (L#-##) FOR A COMPLETE DESCRIPTION OF THE LIGHTING CONTROL REQUIREMENTS.

   LUMINAIRE CONTROL

2. ROOM BASED LIGHTING CONTROLS: CONTROL STATION COMMONLY DEFINED BY A RECTANGLE SYMBOL.
   - A. EXAMPLE CONTROL STATION: SYMBOL "#B", TAGGED "SW-#B", DESCRIPTION "LIGHTING CONTROL STATION".
   - B. EXAMPLE PANEL/RACK/CABINET: TAGGED "LCPR#", DESCRIPTION "ROOM BASED LIGHTING CONTROL PANEL/RACK/CABINET.
   - C. EXAMPLE CONTROL DESIGNATIONS: a, b, c
   - D. LIGHTING CONTROL STATION "#B" a,b CONTROLS LUMINAIRES WITH THE SUBSCRIPT "a" AND "b" WITHIN THE SAME SPACE
   - E. REFER TO THE LIGHT CONTROL SEQUENCE OF OPERATION TAG (L#-##) FOR A COMPLETE DESCRIPTION OF THE LIGHTING CONTROL AND PRE-PROGRAMMED SCENE SELECTION REQUIREMENTS.

   LUMINAIRE LUMINAIRE CONTROL

3. NETWORK BASED LIGHTING CONTROLS: CONTROL STATION COMMONLY DEFINED BY A RECTANGLE SYMBOL.
   - A. EXAMPLE SYMBOL "#B", TAGGED "SW-#B", DESCRIPTION "LIGHTING CONTROL STATION".
   - B. EXAMPLE PANEL/RACK/CABINET: TAGGED "LCPN", DESCRIPTION "NETWORK BASED LIGHTING CONTROL PANEL/RACK/CABINET.
   - C. EXAMPLE CONTROL DESIGNATIONS: z1, z2, z3
   - D. LIGHTING CONTROL STATION "#B" z1 CONTROLS LUMINAIRES WITH THE SUBSCRIPT "z1". LUMINAIRES WITH A z1 DESIGNATION MAY OR MAY NOT BE SERVED BY THE SAME BRANCH LIGHTING CIRCUIT.
   - E. REFER TO THE LIGHT CONTROL SEQUENCE OF OPERATION TAG (L#-##) FOR A COMPLETE DESCRIPTION OF THE LIGHTING CONTROL AND PRE-PROGRAMMED SCENE SELECTION REQUIREMENTS.

   LUMINAIRE LUMINAIRE CONTROL

   BOTH LUMINAIRES ARE CONTROLLED BY THE SAME CONTROL STATION, SAME LIGHTING CONTROL ZONE Z1, BUT POWERED BY DIFFERENT BRANCH LIGHTING CIRCUITS.

LIGHTING CONTROL NOTES:

LIGHTING CONTROL NOTES:

(L#-##) INDICATES THE LIGHTING SEQUENCE OF OPERATION FOR THE SPACE. REFER TO THE LIGHTING SEQUENCE OF OPERATION MATRIX ON SHEET [**E/###**].

(#B) LIGHTING CONTROL STATION. THE "#" INDICATES THE MINIMUM QUANTITY OF ZONES/SCENES AS DEFINED IN THE LIGHTING SEQUENCE OF OPERATIONS. THE LIGHTING CONTROL STATION SHALL PROVIDE SEPARATE **[ON AND]** OFF AS WELL AS RAISE AND LOWER BUTTON(S). **[PRESS AND HOLD BUTTONS FOR DIMMING ARE NOT ACCEPTABLE]**. CONTROL SHALL BE CAPABLE OF DIMMING UP/DOWN AND SWITCHING AS DEFINED IN THE LIGHTING SEQUENCE OF OPERATIONS. REFER TO DRAWINGS AND LUMINAIRE SUBSCRIPTS TO DETERMINE IF A ROOM BASED CONTROLLER (a, b, c SUBSCRIPTS) OR NETWORK CONTROL SYSTEM (z1, z2, z3) IS REQUIRED.

(z##) INDICATES ZONING AND REFLECTS A LIGHTING CONTROL GROUP. PROVIDE RELAYS AS REQUIRED TO ALLOW LUMINAIRES WITHIN THE DEFINED ZONE TO FUNCTION TOGETHER.

LIGHTING CONTROL SUBSCRIPTS:

1. LOWER CASE ALPHA SUBSCRIPTS "a, b, c" INDICATE LINE VOLTAGE OR ROOM BASED LIGHTING CONTROL SYSTEMS. REFER TO DRAWINGS TO DETERMINE IF LINE VOLTAGE CONTROL (S, S3, S4, ETC) OR (#B) ROOM BASED CONTROLLER SYSTEM (#B) IS REQUIRED.
2. LOWER CASE ALPHA NUMERIC SUBSCRIPTS "z1, z2, z3" INDICATE NETWORK BASED LIGHTING CONTROL SYSTEM.

   EMERGENCY LIGHTING OVERRIDE CONTROL: LIGHTING CONTROL EQUIPMENT COUPLED WITH REMOTE EMERGENCY POWER SOURCES (EXTERNAL TO LUMINAIRE) REQUIRE ALCR DEVICES FOR EMERGENCY (LIFE SAFETY) COMPLIANCE. AN EMERGENCY LIGHTING CONTROL BYPASS IS REQUIRED FOR EVERY INDIVIDUAL LIGHTING CONTROL ZONE-CIRCUIT BUT NOT SHOWN ON PLANS. REFER TO THIS SPECIFICATION FOR ALCR AND BCELTS DESCRIPTIONS. REFER TO THE SEQUENCE OF OPERATION LIGHTING CONTROL DESCRIPTIONS ON THE PLANS FOR ADDITIONAL REQUIREMENTS. REFER TO UL 924, UL 1008.

   EMERGENCY NIGHT LIGHTING: "NL" TAG INDICATES LUMINAIRE IS UNSWITCHED FOR NIGHT LIGHT. LUMINAIRE IS CONNECTED AHEAD OF ALL LIGHTING CONTROLS. LUMINAIRE OPERATES CONTINUOUSLY 24/7.

REFER TO SHEET [**E-###**] FOR LUMINAIRE SCHEDULE

REFER TO SHEET [**E-###**] FOR LIGHTING CONTROL ONE-LINE DIAGRAM

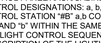
TYPICAL NEW CONSTRUCTION:

1. REFER TO [1/E502] FOR DIRECT BURIAL POLE BASE DETAIL.
2. REFER TO [2/E502] FOR BOLLARD INSTALLATION DETAIL.
3. REFER TO [3/E502] FOR EXTERIOR LIGHTING CONTROL DETAIL.
4. COORDINATE LUMINAIRE [F#] IN MECHANICAL ROOMS WITH DUCTWORK, PIPING AND ANY MECHANICAL EQUIPMENT. PROVIDE LUMINAIRE WITH CHAINS OR HANGER KIT WHERE REQUIRED. BOTTOM OF FIXTURE [TO ALIGN WITH BOTTOM OF NEAREST BEAM/TRUSS] [TO BE XX.X' AFF]. COORDINATE MOUNTING PRIOR TO ORDERING LUMINAIRES.
5. THREE-WAY SWITCH CONTROLS LUMINAIRE LOCATED IN THE ELEVATOR SHAFT. REFER TO SHEET [XXXX] FOR CORRESPONDING SWITCH.
6. COORDINATE ALL LUMINAIRE LOCATIONS WITH STRUCTURAL TRUSS AND BEAMS PRIOR TO ROUGH-IN.
7. PROVIDE SEPARATE BRANCH CIRCUIT TO SUPPLY POWER TO THE HOIST WAY PIT LIGHTING. LIGHTING SHALL NOT BE CONNECTED TO THE LOAD SIDE OF ANY GFCI DEVICE. MOUNT PIT LUMINAIRES VERTICALLY 48" FROM TOP OF PIT OR BELOW PIT CEILING. REFER TO ELEVATOR MANUFACTURER FOR EXACT LOCATION. **[REFER TO ELEVATOR DESIGN GUIDE AND LOCAL ADOPTED CODES FOR LIGHTING REQUIREMENTS]**
8. **[EXTERIOR/INTERIOR]** LUMINAIRES SHALL BE TARGETED AND ADJUSTED BY THE CONTRACTOR UNDER THE OBSERVATION AND IN COMPLIANCE WITH RECOMMENDATIONS OF THE ENGINEER. ALL LABOR AND MATERIAL COSTS MADE NECESSARY BY THIS REQUIREMENT SHALL BE INCLUDED.

TYPICAL NEW CONSTRUCTION:

1. HALF SHADED FIXTURE INDICATE UNSWITCHED LUMINAIRES FOR NIGHT LIGHTING CONNECTED TO PANEL AS NOTE.
2. FULLY SHADED FIXTURES INDICATE EMERGENCY LUMINAIRES THAT ARE TO BE CONNECTED VIA AN EMERGENCY TRANSFER DEVICE (ETD) TO TURN LIGHTS ON UPON LOSS OF POWER. THE THIRD LEG OF THE ETD IS CONNECTED TO THE EMERGENCY LIGHTING PANEL.
3. SITE HAS UNDERGROUND UTILITIES, STEAM, WATER, ELECTRIC AND VAULTS. POLE LOCATIONS HAVE BEEN COORDINATED WITH CIVIL PLANS. CONTRACTOR SHALL FIELD VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING ALL LIGHT POLES. HAND EXCAVATE IF NECESSARY, TO ASCERTAIN EXACT LOCATION OF UNDERGROUND UTILITIES PRIOR TO INSTALLING 'ANY' POLE.
4. WHERE LUMINAIRE QUANTITIES OR LAYOUT DIFFER BETWEEN ELECTRICAL LIGHTING PLANS AND ARCHITECTURAL REFLECTED CEILING PLANS, HIGHER QUANTITY SHALL TAKE PRECEDENCE. CONTRACTOR SHALL CONFIRM QUANTITY AND LAYOUT WITH DESIGN TEAM.
5. #B PUSH BUTTON REFERS TO SCENE QUANTITY. COORDINATE NUMBER OF BUTTONS FOR CONTROL STATIONS WITH LIGHTING CONTROL MANUFACTURER. CONTROL SHALL BE CAPABLE OF DIMMING UP/DOWN AND SWITCHING ON/OFF FOR MULTIPLE ZONES AS INDICATED AND PER LIGHTING SEQUENCE OF OPERATIONS.
6. Z## INDICATES ZONING AND REFLECTS A LIGHTING CONTROL GROUP. PROVIDE RELAYS AS REQUIRED TO ALLOW LUMINAIRES WITHIN THE DEFINED ZONE TO FUNCTION TOGETHER DURING NORMAL POWER.

LUMINAIRE CIRCUIT AND CONTROL KEY


LUMINAIRE

F1 = FIXTURE TAG
1 = CIRCUIT NUMBER
a = SWITCH DESIGNATION
z1=ZONE DESIGNATION
"NL" INDICATES LUMINAIRE IS UNSWITCHED FOR NIGHT LIGHT.
"SE" INDICATES LUMINAIRE IS SWITCHED/CONTROLLED DURING NORMAL OPERATION AND OPERATES FROM **[EMERGENCY BATTERY (EXTEND UNSWITCHED CIRCUIT LEG TO BATTERY)] [EMERGENCY CIRCUIT]** UPON LOSS OF POWER.

*IF LABEL IS ORIENTED HORIZONTALLY A SLASH WILL SEPARATE THIS INFORMATION. EX: F1 / 1 / a / NL

LUMINAIRE SHADING KEY

NORMAL BRANCH LUMINAIRE

[LEGALLY REQUIRED] [CRITICAL] BRANCH LUMINAIRE

[EMERGENCY] [LIFE SAFETY] BRANCH LUMINAIRE

SHADED LUMINAIRE INDICATES LUMINAIRE IS CONNECTED TO AN EMERGENCY CIRCUIT.

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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PROJECT #26000881.00

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

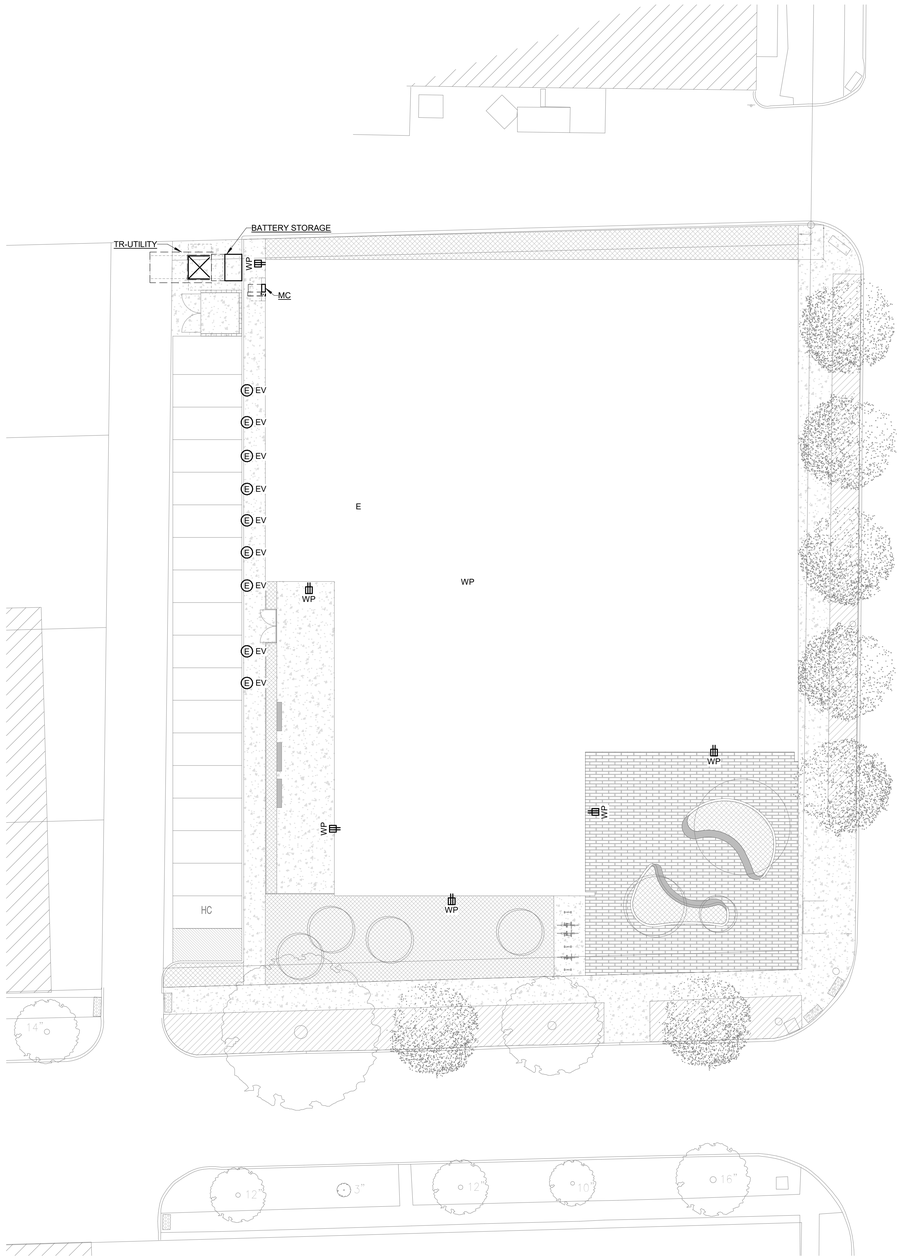
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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

ELECTRICAL LIGHTING COVERSHEET

E0.1



NORTH

1 **SITE PLAN - ELECTRICAL**
1/16" = 1'-0"

issue

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general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

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225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

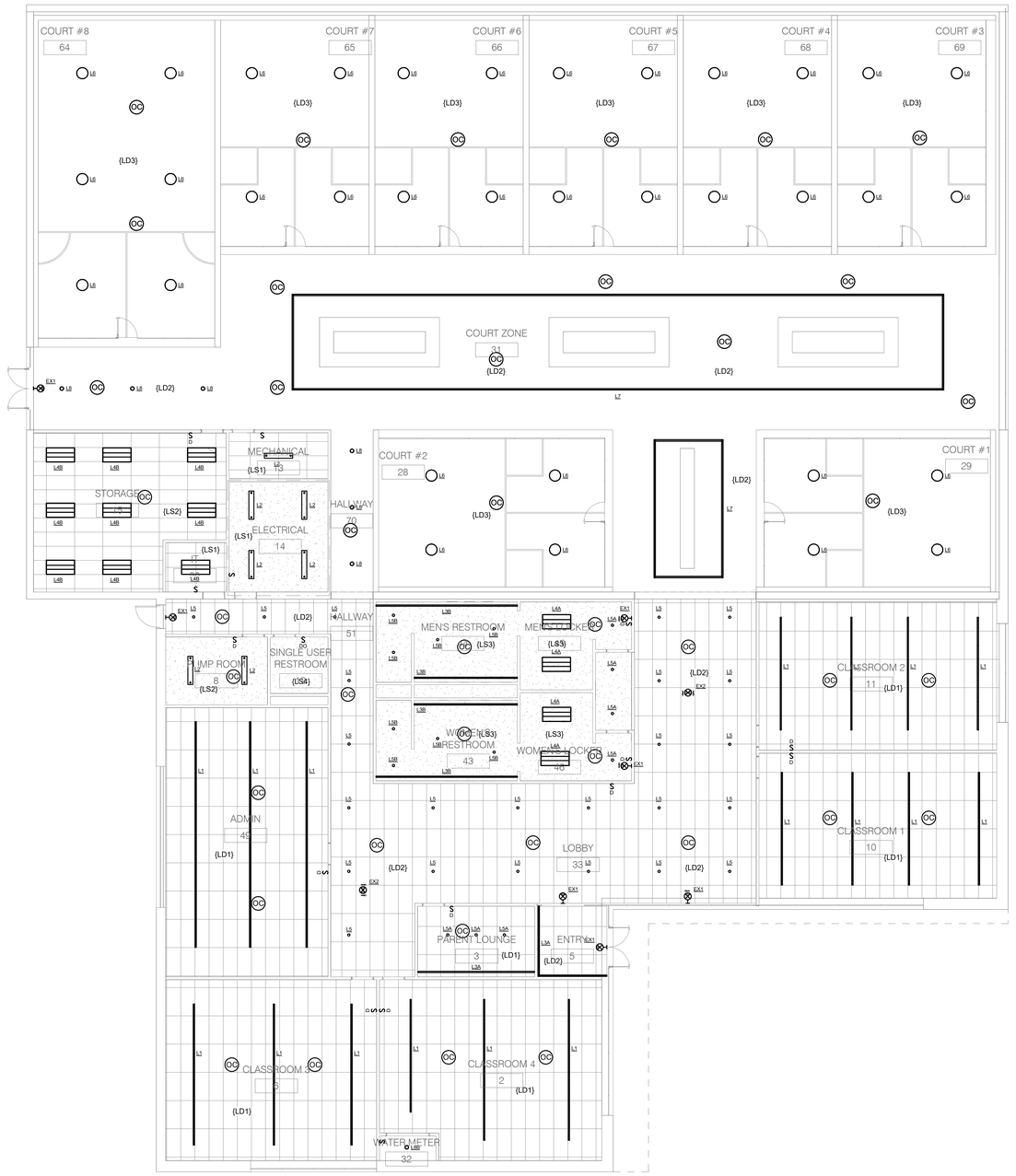
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SITE PLAN - ELECTRICAL

E1.1



1 FLOOR PLAN - LIGHTING
1/8" = 1'-0"

NORTH

issue

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general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

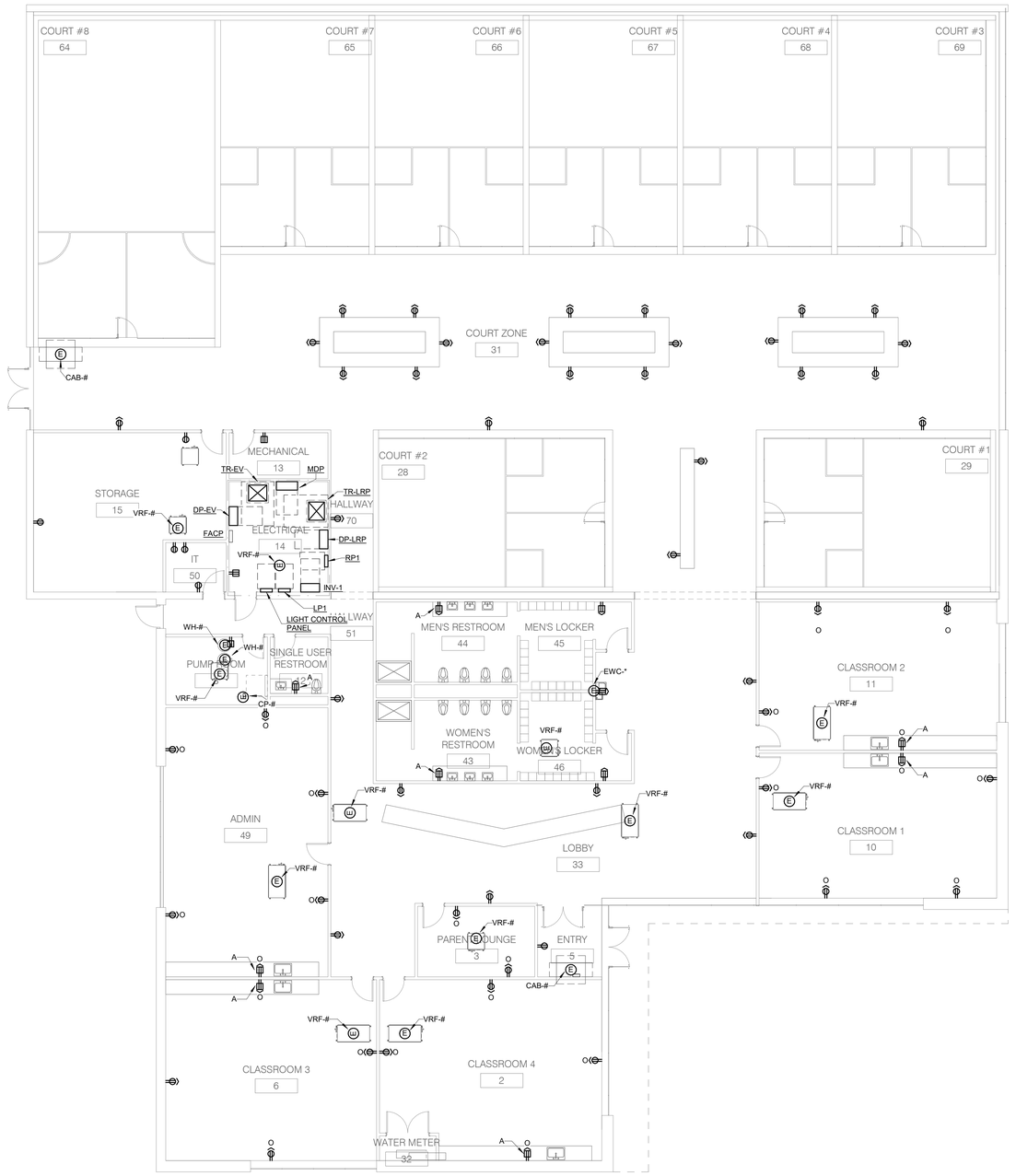
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FLOOR PLAN - LIGHTING

E2.1



NORTH

1 FLOOR PLAN - POWER

1/8" = 1'-0"

issue

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general notes

project

team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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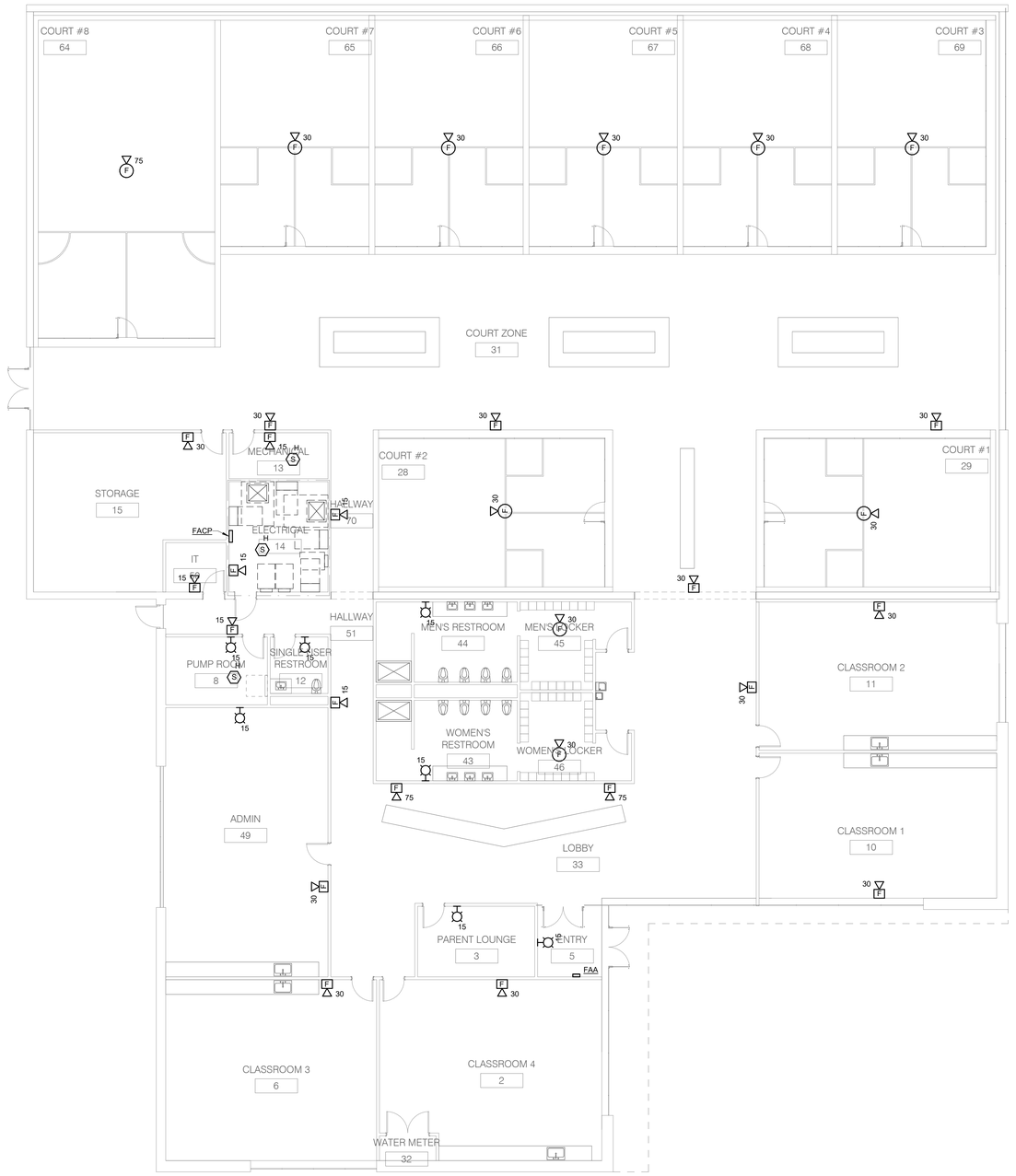
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FLOOR PLAN - POWER

E2.2



NORTH

1 FLOOR PLAN - SYSTEMS

1/8" = 1'-0"

issue

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general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

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Tel 312 943 3120 www.woodtinarch.com

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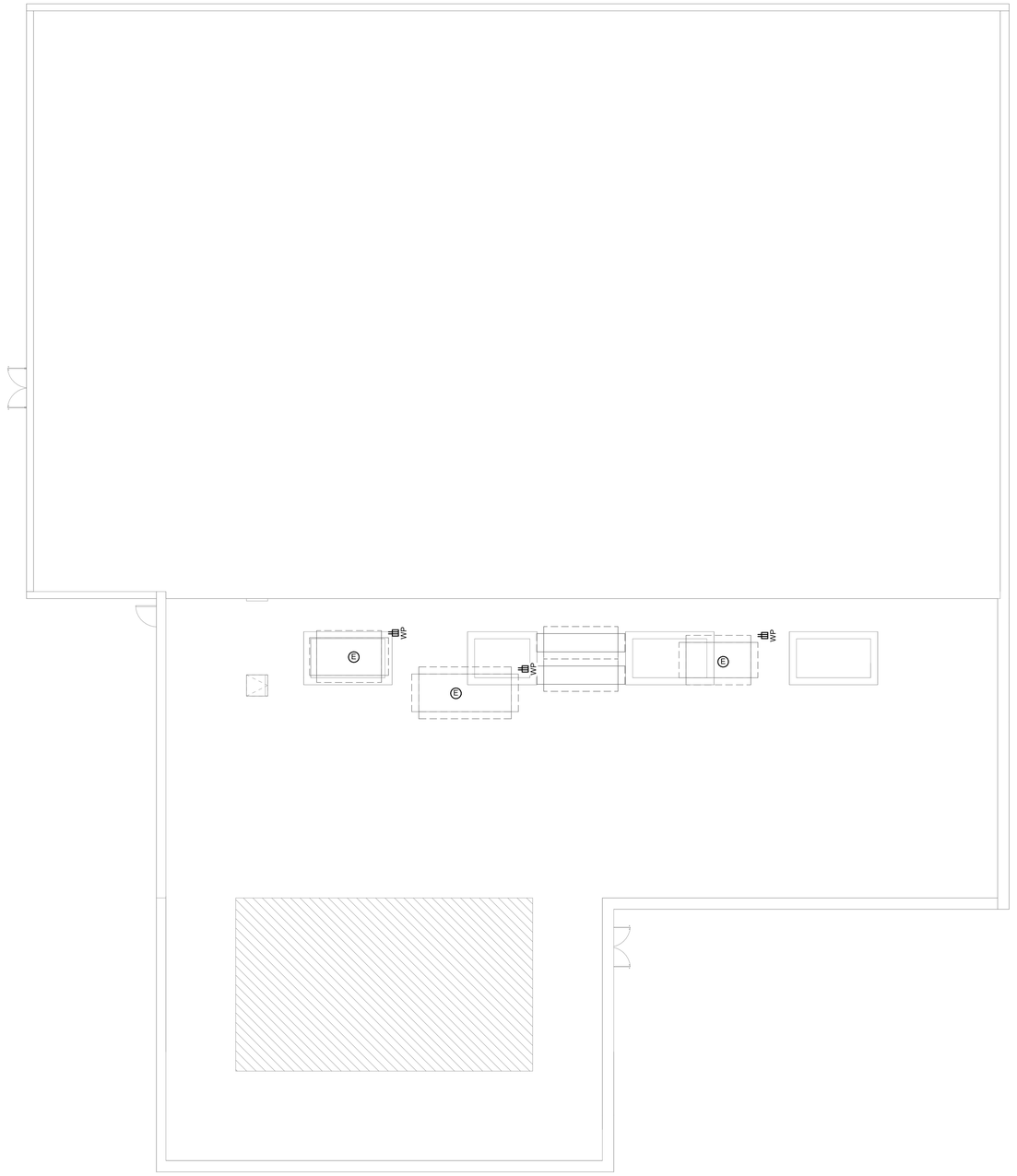
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225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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REF. SCALE IN INCHES PROJECT #26000881.00

FLOOR PLAN - SYSTEMS

E2.3



1 ROOF PLAN - POWER

1/8" = 1'-0"

issue

Issue for 50% DD/PD Resubmittal	10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

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CHICAGO, IL 60606
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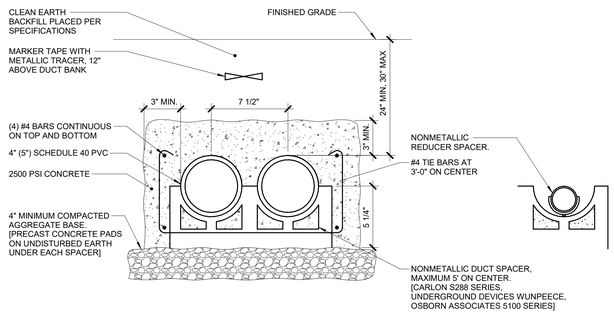
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PROJECT #26000881.00

ROOF PLAN - POWER

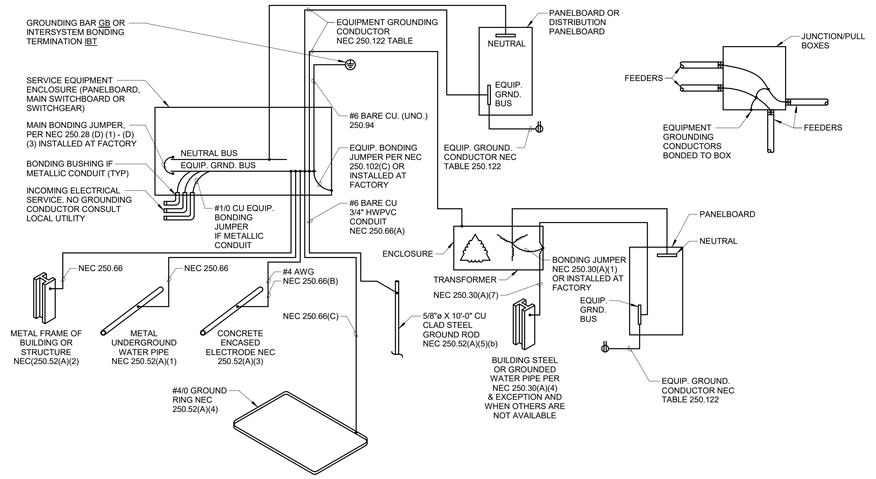
E2.4



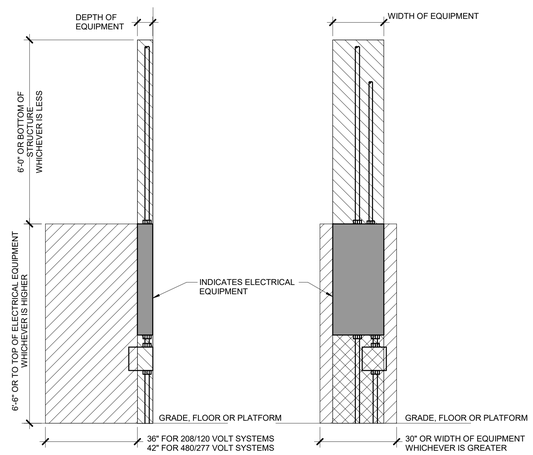
NOTES:

1. INSTALL 2000 lb TENSILE STRENGTH BRAIDED POLYPROPYLENE PULL CORD IN ALL CONDUITS.
2. TRENCHING AND BACKFILL ACCORDING TO SPECIFICATIONS.
3. MINIMUM OF 4'-0" CLEAR BETWEEN ADJACENT DUCTBANKS.
4. DOWEL ENDS OF DUCTBANK TO FOUNDATION OR MANHOLE WITH A MINIMUM OF (4) #4 DOWELS.

1 DUCT BANK DETAIL (2x1)
NO SCALE



2 ELECTRICAL SYSTEM GROUNDING DETAIL
NO SCALE

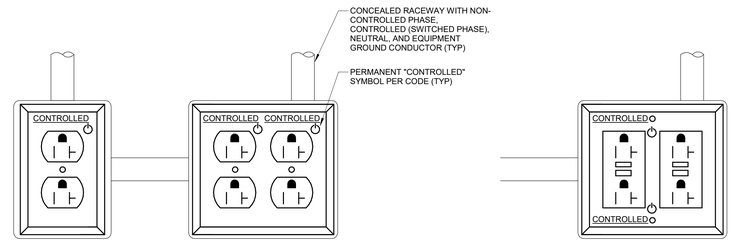


SECTION **ELEVATION**

INDICATES WORKING SPACE REQUIRED PER LOCAL ELECTRICAL CODE. ELECTRICAL EQUIPMENT LOCATED ABOVE OR BELOW OTHER RELATED EQUIPMENT SHALL NOT EXTEND MORE THAN 6" IN FRONT OF SUCH EQUIPMENT.

INDICATES DEDICATED ELECTRICAL SPACE REQUIRED PER LOCAL ELECTRICAL CODE

3 PANELBOARD EQUIPMENT CLEARANCES
NO SCALE



DUPLEX RECEPTACLE IS SPLIT WIRED WITH UPPER (OR LEFT HALF CONTROLLED OR HORIZONTAL MOUNT)

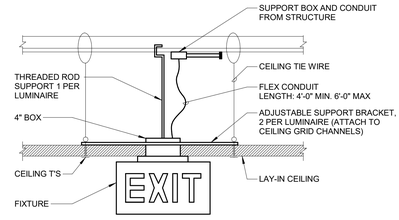
QUAD RECEPTACLE IS SPLIT WIRED WITH UPPER HALF CONTROLLED

QUAD RECEPTACLE IS CONFIGURED AS ONE CONTROLLED AND ONE NON-CONTROLLED WIRING DEVICE

NOTES:

1. FIELD OR FACTORY REMOVE BREAK-OFF TAB ON WIRING DEVICES TO SUPPORT CONTROLLED AND NON-CONTROLLED RECEPT ON EACH COMMON WIRING DEVICE YOKE.
2. RELAY FOR CONTROLLED (SWITCHED) RECEPT SHALL BE FULLY RATED FOR THE BRANCH CIRCUIT LOAD (16-20 AMPS)

4 CONTROLLED RECEPTACLE WIRING
NO SCALE



5 EXIT SIGN MOUNTING DETAIL
NO SCALE

issue

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project team

owner:
MetroSquash
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general contractor:
xx
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P: 312.294.0501 F: 312.294.0003

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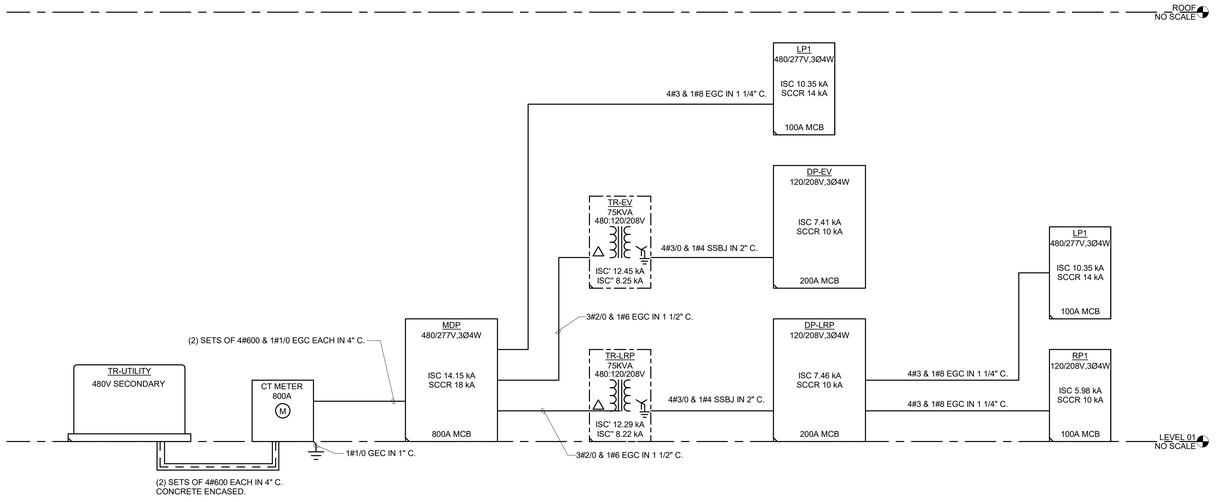
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PROJECT #26000881.00

ELECTRICAL DETAILS

E4.0



1 RISER DIAGRAM
NO SCALE

issue

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project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
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civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

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ELECTRICAL DIAGRAMS

E5.0

LUMINAIRE SCHEDULE

TAG	DESCRIPTION	OPTICS	MTG	DIMENSIONS	LIGHT SOURCE	DELIVERED LUMENS	WATTS	POWER SUPPLY	MANUFACTURER - MODEL	NOTES
EX1	SINGLE FACE EXIT SIGN		WL	13"L X 2"W X 9"H		0 lm	0 / FIX	277		
EX2	DOUBLE-FACE EXIT SIGN		CL	13"L X 2"W X 9"H		0 lm	0 / FIX	277		
L1	LINEAR LED DIRECT/INDIRECT PENDANT WITH A 60 DOWN/40 UP DISTRIBUTION		SP	48"L X 2"W X 2"H	LED	578 lm	0 / FT	277	FINELITE: HP-3-R-ID-4'-S-835-96LG-277-FC-1%	
L2	LINEAR LED INDUSTRIAL WITH WIREGUARD		SP	48"L X 12"W X 4 1/4"H	LED	5,000 lm	38 / FIX	277	LITHONIA LIGHTING : CSS L48 5000LM MVOLT MIN10 ZT 35K 80CRI	
L3A	LED RECESSED WALL GRAZER FOR UNIFORM VERTICAL ILLUMINATION OF FEATURE WALLS. DAMP-LOCATION RATED		RE	<varies>L X 2"W X 2"H	LED	501 lm	7 / FT	277	FINELITE : HP-WG-H-835-277-SC-FC-1%	
L3B	SAME AS L3A FIXTURE WITH DIFFERENT LUMENS PACKAGE AND WATTAGE		RE	<varies>L X 2"W X 2"H	LED	264 lm	4 / FT	277	FINELITE : HP-WG-S-835-277-SC-FC-1%	
L4A	LED RECESSED FLAT PANEL TROFFER FOR GENERAL AMBIENT LIGHTING. DAMP-LOCATION RATED.		RE	48"L X 24"W X 5 1/2"H	LED	4,677 lm	37 / FIX	277	LITHONIA LIGHTING : CPX 2X4 ALO8 SWW7 M2	
L4B	SAME AS L4A FIXTURE WITH LESS LUMENS PACKAGE AND WATTAGE.		RE	48"L X 24"W X 5 1/2"H	LED	3,813 lm	29 / FIX	277	LITHONIA LIGHT : CPX 2X4 ALO8 SWW7 M2	
L5	4" LED ARCHITECTURAL RECESSED DOWNLIGHT PROVIDING HIGH-QUALITY GENERAL AND ACCENT ILLUMINATION.		RE	8 1/4"H, 4"Ø	LED	2,500 lm	27 / FIX	277	GOTHAM LIGHTING: IVO4 D 25LM 35K 80CRI MWB	
L5A	SAME FIXTURE AS L5 WITH DIFFERENT LUMENTS PACKAGE AND WATTAGES.		RE	8 1/4"H, 4"Ø	LED	2,000 lm	19 / FIX	277	GOTHAM LIGHTING: IVO4 D 20LM 35K 80CRI MWB	
L5B	4" LED RECESSED ARCHITECTURAL DOWNLIGHT FOR GENERAL AND ACCENT LIGHTING. WET LOCATION LISTED.		RE	8 1/4"H, 4"Ø	LED	1,486 lm	14 / FIX	277	GOTHAM LIGHTING: IVO4 D 15LM 35K 80CRI MWB	
L6	LED ROUND SUSPENDED ARCHITECTURAL LUMINAIRE FOR GENERAL AMBIENT LIGHTING.		SP	3 3/4"H, 19"Ø	LED	7,575 lm	56 / FIX	277	LITHONIA LIGHTING : VCVL LED V4 P4 35K 80CRI T5M MVOLT WG	
L7	SUSPENDED LED DIRECT/INDIRECT LINEAR LUMINAIRE WITH WHITE FINISH FOR GENERAL AMBIENT LIGHTING.		SP	<varies>L X 2 1/4"W X 4 3/4"H	LED	938 lm	7 / FT	277	FINELITE : HP-2-P-ID-H-H-835-277-FC-1%	
L8	2" LED PENDANT CYLINDER DOWNLIGHT PROVIDING PRECISE ACCENT AND HIGH-CENTER-BEAM ILLUMINATION FOR ARCHITECTURAL APPLICATIONS.		SP	6"H, 6"Ø	LED	2,112 lm	29 / FIX	277	GOTHAM LIGHTING : ICO2PC 35/20 AS MVOLT	
L8B	SAME AS L8 FIXTURE WITH DIFFERENT LUMENS PACKAGE AND WATTAGE.		SP	24"H, 6"Ø	LED	1,647 lm	20 / FIX	277	GOTHAM LIGHTING : ICO2PC 35/15 AR MVOLT	

LIGHTING SEQUENCE OF OPERATION

NOTES:
1. (L##) DENOTES THE LIGHTING SEQUENCE OF OPERATIONS FOR THIS SPACE.
2. [#B] PUSH BUTTON REFERS TO SCENE QUANTITY. CONTROL STATION SHALL BE CAPABLE OF [RAISE/LOWER AND] SWITCHING ON/OFF FOR MULTIPLE SCENES AS INDICATED ON SHEETS AND THE LIGHTING SEQUENCE OF OPERATIONS (L##). COORDINATE QUANTITIES OF BUTTONS FOR CONTROL STATIONS WITH LIGHTING CONTROL MANUFACTURER.
3. [Z#] DENOTES LIGHTING CONTROL ZONE. PROVIDE SEPARATE CONTROL OF EACH CONTROLLED ZONE. LUMINAIRES ASSOCIATED WITH THE SAME ZONE SHALL OPERATE TOGETHER WITHIN THE SAME PROGRAMMED SCENE.
4. a = SWITCH DESIGNATION FOR LIGHTING CONTROL
5. VERIFY AND COORDINATE ALL TIME CLOCK SETTINGS WITH OWNER PRIOR TO FINAL PROGRAMMING.
6. VERIFY AND COORDINATE ALL PUSH BUTTON WALL DEVICES AND QUANTITIES OF INDIVIDUAL BUTTONS WITH SCENES AND ZONES PER LOCATION.
7. VERIFY AND COORDINATE ALL PUSH BUTTON QUANTITIES AND SCENE NAMES WITH OWNER PRIOR TO SUBMITTING ENGRAVING TEMPLATE TO MANUFACTURER.

SPACE TYPE	PLAN ID	LIGHTING SWITCHED
	(LD1)	
	(LD2)	
	(LD3)	
	(LS1)	
	(LS2)	
	(LS3)	
	(LS4)	

DISCONNECT AND STARTER SCHEDULE

NOTE: ALL DISCONNECTS (EXCEPT MANUAL STARTERS) SHALL BE HEAVY DUTY TYPE.

DISCONNECT TYPE:	**ACCESSORIES & OPTIONS**	
FU - FUSED	SA - STANDARD ACCESSORIES (INCLUDES * ITEMS)	PF - PHASE LOSS PROTECTION (5 HP OR GREATER, 3 PHASE...
NF - NON-FUSED	*CT - CONTROL TRANSFORMER, FUSED 120V	TO - MELTING THERMAL OVERLOADS (1 PHASE)
CB - CIRCUIT BREAKER	*EO - ELECTRONIC OVERLOAD (3 PHASE MOTORS)	TS - 2 SPEED SELECTOR SWITCH IN DOOR
	*HA - HAND-OFF-AUTO IN DOOR	GP - GREEN (OFF) PILOT LIGHT IN DOOR
STARTER TYPE:	*RP - RED (RUN) PILOT LIGHT IN DOOR	FA - 4-CONVERTIBLE AUXILIARY CONTACTS
FV - FULL VOLTAGE	*TA - TWO CONVERTIBLE AUXILIARY CONTACTS	EI - ELECTRICAL INTERLOCK (2)-N.O. & (2)-N.C.
YD - WYE - DELTA	S/N - INSULATED NEUTRAL ASSEMBLY	SS - START-STOP PUSHBUTTON IN DOOR
RE - REVERSING		HL - HANDLE PADLOCK HASP
TW - 2 SPEED, 2 WINDING		
SW - 2 SPEED, 1 WINDING		
RV - REDUCED VOLTAGE AUTOXFMR		
SS - SOLID STATE		
MS - MANUAL STARTER		
MX - MANUAL SWITCH		
FS - FUSED SW ITCH		
AMS-ASSEMBLED MOTOR STARTER		

ITEM	DISCONNECT TYPE & RATING: TYPE	RATING	TRIP RATING	VOLTAGE	POLES	STARTER: NEMA SIZE	TYPE	ENCLOSURE	REQUIRED ACCESSORIES & OPTIONS	COMMENTS

TRANSFORMER SCHEDULE

TYPE:		ACCESSORIES & OPTIONS
K1 - DOE 2016 DRY TYPE	AUT - AUTOTRANSFORMER	AL - ALUMINUM WINDINGS
K4 - K4 RATED DRY TYPE	BB - BUCK BOOST	CU - COPPER WINDINGS
K13 - K13 RATED DRY TYPE	LIQ - LIQUID FILLED	RS - EPOXY RESIN ENCAPSULATED
HM - HARMONIC MITIGATING		NV - NON-VENTILATED
PE - NEMA PREMIUM EFFICIENCY		NL - 200% RATED NEUTRAL
		EL - ELECTROSTATIC SHIELD
		TTM - TRANSFORMER TEMP MONITOR (REFER TO SPECIFICATION 26 09 13)

ITEM	KVA RATING	TYPE	ENCLOSURE	MAX. TEMP. RISE C.	PRIMARY: VOLTS	PH	SECONDARY: VOLTS	PH	REQUIRED ACCESSORIES & OPTIONS	COMMENTS
TR-EV	75 kVA	K-1	NEMA 1	150	480	3	120/208	3	CU	
TR-LRP	75 kVA	K-1	NEMA 1	150	480	3	120/208	3	CU	

LUMINAIRE SCHEDULE LEGEND

DESCRIPTION:

PAF - PAINT AFTER FABRICATION

CFSA - COLOR FINISH SELECTION BY ARCHITECT

CCFSA - CUSTOM COLOR FINISH SELECTED BY ARCHITECT

CONFIRM ALL COLORS AND FINISHES OF ALL LUMINAIRE COMPONENTS WITH ARCHITECT AND INTERIOR DESIGNER PRIOR TO THE RELEASE OF THE LUMINAIRE ORDER

OPTICS:

BEAM ANGLE

##° or ## DEG - BEAM ANGLE IN DEGREES

VNSP - VERY NARROW SPOT
NSP - NARROW SPOT
SP - SPOT
WSP - WIDE SPOT
VWSP - VERY WIDE SPOT
NFL - NARROW FLOOD
FL - FLOOD
WFL - WIDE FLOOD
VWF - VERY WIDE FLOOD

MOUNTING (MTG):

CL - CEILING
CV - COVE
G - GROUND SURFACE
IG - IN GRADE
P - PERIMETER
PL - POLE
RE - RECESSED
SP - SUSPENDED
SU - SURFACE
UC - UNDER CABINET
WL - WALL
O - OTHER (SEE DESCRIPTION)

VERIFY AND COORDINATE ALL CEILING TYPES WITH LUMINAIRE MOUNTING AND TRIM REQUIREMENTS. REFER TO ARCHITECTURAL AND INTERIOR DESIGN ELEVATIONS, SECTIONS, AND DETAILS FOR LUMINAIRE MOUNTING LOCATIONS AND REQUIREMENTS.

MOUNTING HEIGHTS INDICATED IN THE SCHEDULE ARE TO THE BOTTOM OF FIXTURE UNLESS NOTED OTHERWISE.

DIMENSIONS:

L - LENGTH **W** - WIDTH **H** - HEIGHT **D** - DEPTH **Ø** - DIAMETER

<varies> - DIMENSION VARIES, SEE ARCHITECTURAL PLANS.

LIGHT SOURCE:

SOURCE TYPE: **LED** - INTEGRAL LIGHT EMITTING DIODE; **DLED** - DYNAMIC TUNABLE WHITE LED; **RLED** - RETROFIT LED LAMP; **WLED** - WARM DIM LED

CCT / CRI: INTERIOR CORRELATED COLOR TEMPERATURE [2700, 3000, 3500, 4000/4100]K, COLOR RENDERING INDEX (CRI) AT OR ABOVE [80, 85, 90], UNLESS NOTED OTHERWISE.
EXTERIOR CORRELATED COLOR TEMPERATURE [2700, 3000, 3500, 4000/4100]K, COLOR RENDERING INDEX (CRI) AT OR ABOVE [80, 85, 90], UNLESS NOTED OTHERWISE.

DELIVERED LUMENS:

LUMENS INDICATED ARE MINIMUM INITIAL DELIVERED LUMENS AT SPECIFIED CCT AND CRI.

WATTS:

MAXIMUM ANSI WATTS PER: (BLANK) = PER LUMINAIRE **FT** = LINEAR FOOT **LAMP** **POLE**

POWER SUPPLY:

PS TYPE: (BLANK) - INTEGRAL UNLESS NOTED OTHERWISE; **REM** - REMOTE; **EM** - EMERGENCY BATTERY

CONTROL METHOD: **0-10V** - 0 TO 10V DIMMING **10%** **1%** **0.1%** **0.01%** AS INDICATED; **DALI** - DIGITAL ADDRESSABLE LIGHTING INTERFACE (IEC 62386); **DMX** - USITT DMX512-A (ANSI E1.11); **UPC** - UNIVERSAL PHASE CONTROL DIMMING (PHASE ADAPTIVE); **SWC** - SWITCHED CONTROL; **O** - OTHER (SEE DESCRIPTION)

COORDINATE LUMINAIRE DRIVER DIMMING METHODS AND PROTOCOLS WITH THE LIGHTING CONTROL SYSTEM AND CONTROL MANUFACTURER REQUIREMENTS TO ENSURE DIMMING COMPATIBILITY.

MANUFACTURER - SERIES:

1. **THE FIRST MANUFACTURER AND MODEL LISTED IS THE BASIS OF DESIGN.**
2. **THE MODEL NUMBER SHOWN SHALL NOT BE CONSIDERED COMPLETE AND MATERIAL SHALL NOT BE ORDERED BY MANUFACTURER AND MODEL NUMBER ONLY. THE COMPLETE DESCRIPTION AND THE SPECIFICATION SHALL BE COORDINATED WITH THE MODEL NUMBER TO DETERMINE THE EXACT MATERIAL AND ACCESSORIES TO BE ORDERED.**

issue

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general notes

project
team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
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tel xxx.xxx.xxxx

structural:
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225 W Washington, Suite 2700
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mechanical electrical plumbing:
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ELECTRICAL SCHEDULES

E6.0

DISTRIBUTION PANEL MDP

ENCLOSURE: NEMA 1
FED FROM: 800A/3P @ TR-UTILITY
LOCATION: ELECTRICAL 14

SOLID NEUTRAL GROUND BUS

MAIN: 800 A MCB
VOLTS: 480/277 Wye
PHASE: 3
WIRE: 4
SCCR: 18 kA
ISC: 14.15 kA

NOTES:

CKT	LOAD DESCRIPTION	Load	POLES	FRAME	TRIP	TYPE	ACC.	WIRE AND RACEWAY	CIRCUIT KEY
1	TR-EV	0 kVA	3	250	175 A			3#2/0 & 1#6 EGC IN 1 1/2" C.	
2	TR-LRP	0.2 kVA	3	250	175 A			3#2/0 & 1#6 EGC IN 1 1/2" C.	
3	LP1	0 kVA	3	150	100 A			4#3 & 1#8 EGC IN 1 1/4" C.	
4									
5									
6									
7									
8									
9									
10									
11									
12									

LOAD SUMMARY (INCLUDES ALL TUBS IN THIS PANEL)

LOAD CLASSIFICATION	CONNECTED LOAD	DEMAND FACTOR	ESTIMATED DEMAND	TOTALS*	
				TOTAL CONNECTED LOAD:	0.000 kVA
				TOTAL ESTIMATED DEMAND LOAD:	0 kVA
				TOTAL CONNECTED AMPS:	0.0
				TOTAL ESTIMATED DEMAND AMPS:	0

*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.

CIRCUIT KEY NOTES:

DISTRIBUTION PANEL DP-EV

ENCLOSURE: NEMA 1
FED FROM: 200A/3P @ TR-EV
LOCATION: ELECTRICAL 14

SOLID NEUTRAL GROUND BUS

MAIN: 200 A MCB
VOLTS: 120/208 Wye
PHASE: 3
WIRE: 4
SCCR: 10 kA
ISC: 7.41 kA

NOTES:

CKT	LOAD DESCRIPTION	Load	POLES	FRAME	TRIP	TYPE	ACC.	WIRE AND RACEWAY	CIRCUIT KEY
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

LOAD SUMMARY (INCLUDES ALL TUBS IN THIS PANEL)

LOAD CLASSIFICATION	CONNECTED LOAD	DEMAND FACTOR	ESTIMATED DEMAND	TOTALS*	
				TOTAL CONNECTED LOAD:	0.000 kVA
				TOTAL ESTIMATED DEMAND LOAD:	0 kVA
				TOTAL CONNECTED AMPS:	0.0
				TOTAL ESTIMATED DEMAND AMPS:	0

*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.

CIRCUIT KEY NOTES:

DISTRIBUTION PANEL DP-LRP

ENCLOSURE: NEMA 1
FED FROM: 200A/3P @ TR-LRP
LOCATION: ELECTRICAL 14

SOLID NEUTRAL GROUND BUS

MAIN: 200 A MCB
VOLTS: 120/208 Wye
PHASE: 3
WIRE: 4
SCCR: 10 kA
ISC: 7.46 kA

NOTES:

CKT	LOAD DESCRIPTION	Load	POLES	FRAME	TRIP	TYPE	ACC.	WIRE AND RACEWAY	CIRCUIT KEY
1	RP1	0.2 kVA	3	150	100 A			4#3 & 1#8 EGC IN 1 1/4" C.	
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									

LOAD SUMMARY (INCLUDES ALL TUBS IN THIS PANEL)

LOAD CLASSIFICATION	CONNECTED LOAD	DEMAND FACTOR	ESTIMATED DEMAND	TOTALS*	
				TOTAL CONNECTED LOAD:	0.000 kVA
				TOTAL ESTIMATED DEMAND LOAD:	0 kVA
				TOTAL CONNECTED AMPS:	0.0
				TOTAL ESTIMATED DEMAND AMPS:	0

*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.

CIRCUIT KEY NOTES:

PANEL RP1

MOUNTING: SURFACE
ENCLOSURE: NEMA 1
FED FROM: 100A/3P @ DP-LRP
LOCATION: ELECTRICAL 14

SINGLE TUB
SOLID NEUTRAL
GROUND BUS

MAIN: 100 A MCB
VOLTS: 120/208 Wye
PHASE: 3
WIRE: 4
SCCR: 10 kA
ISC: 5.98 kA

NOTES:

KEY	CKT NO.	LOAD DESCRIPTION	OCPD AMPS	OCPD P	WIRE SIZE H	WIRE SIZE N	WIRE SIZE G	VD %	A	B	C	VD %	WIRE SIZE G	WIRE SIZE N	WIRE SIZE H	OCPD P	OCPD AMPS	LOAD DESCRIPTION	CKT NO.	KEY
	1	FACP	20 A	1				0.2											2	
	3																		4	
	5																		6	
	7																		8	
	9																		10	
	11																		12	
	13																		14	
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	25																		26	
	27																		28	
	29																		30	
	31																		32	
	33																		34	
	35																		36	
	37																		38	
	39																		40	
	41																		42	

Total Load:	0.200 kVA	0.000 kVA	0.000 kVA	
Total Amps:	1.7	0.0	0.0	

LOAD SUMMARY

LOAD CLASSIFICATION	CONNECTED LOAD	DEMAND FACTOR	ESTIMATED DEMAND	TOTALS*	
				TOTAL CONNECTED LOAD:	0.000 kVA
				TOTAL ESTIMATED DEMAND LOAD:	0 kVA
				TOTAL CONNECTED AMPS:	0.0
				TOTAL ESTIMATED DEMAND AMPS:	0

*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.

CIRCUIT KEY NOTES:

PANEL LP1

MOUNTING: SURFACE
ENCLOSURE: NEMA 1
FED FROM: 100A/3P @ MDP
LOCATION: ELECTRICAL 14

SINGLE TUB
SOLID NEUTRAL
GROUND BUS

MAIN: 100 A MCB
VOLTS: 480/277 Wye
PHASE: 3
WIRE: 4
SCCR: 14 kA
ISC: 10.35 kA

NOTES:

KEY	CKT NO.	LOAD DESCRIPTION	OCPD AMPS	OCPD P	WIRE SIZE H	WIRE SIZE N	WIRE SIZE G	VD %	A	B	C	VD %	WIRE SIZE G	WIRE SIZE N	WIRE SIZE H	OCPD P	OCPD AMPS	LOAD DESCRIPTION	CKT NO.	KEY
	1	EM LIGHTS [INV-1]	200 A	1	3/0	3/0	6	0.14	0										2	
	3																		4	
	5																		6	
	7																		8	
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	31																		32	
	33																		34	
	35																		36	
	37																		38	
	39																		40	
	41																		42	

Total Load:	0.000 kVA	0.000 kVA	0.000 kVA	
Total Amps:	0.0	0.0	0.0	

LOAD SUMMARY

LOAD CLASSIFICATION	CONNECTED LOAD	DEMAND FACTOR	ESTIMATED DEMAND	TOTALS*	
				TOTAL CONNECTED LOAD:	0.000 kVA
				TOTAL ESTIMATED DEMAND LOAD:	0 kVA
				TOTAL CONNECTED AMPS:	0.0
				TOTAL ESTIMATED DEMAND AMPS:	0

*TOTAL DEMAND CALCS SUBTRACT ANY REDUNDANT LOAD AND THE SMALLER OF ANY NONCOINCIDENT HVAC LOADS. THIS CALC IS DONE AT EACH PANEL.

CIRCUIT KEY NOTES:

issue

Issue for 50% DD/PD Resubmittal 10.05.2026

general notes

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave. Evanston, IL 60202

IMEG
225 W WASHINGTON STREET
SUITE 2700
CHICAGO, IL 60606
P: 312.294.0501 F: 312.294.0003
www.imegcorp.com

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Illinois Design Firm Registration #184008976-0014

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REF. SCALE IN INCHES

PROJECT #26000681.00

ELECTRICAL SCHEDULES

E6.1

METROSQUASH



Make Your Mark!

20 years

METROSQUASH

Impact Report 2024-2025

Dear MetroSquash Community,

As we reflect on the past year, we're proud of the progress made in empowering youth and moving our strategic plan forward. Through the dedication of our students, families, donors, community members, and staff, we've expanded programming, and deepened our impact. This progress feels especially meaningful as we celebrate our 20th anniversary—a milestone that reflects two decades of unwavering commitment to youth, education, and opportunity.



This year also marks a powerful first: the inaugural 12th-grade graduating class for MetroSquash Evanston. This milestone is a testament to our holistic approach—blending academics, squash, and enrichment to support young people, middle school through college, as they reach their full potential. We've built Evanston into a fully integrated part of MetroSquash—and we are now laying the groundwork to establish our permanent home for squash and education in the community.

Over the past two decades, MetroSquash has grown not just in size, but in strength—rooted in long-standing relationships with students, families, staff, and supporters. Many of our students stay connected well beyond graduation, returning as volunteers, interns, and mentors. Several staff members who began their careers at MetroSquash are now in senior roles, helping to guide the next generation. These deep connections and shared values are what make MetroSquash more than a program—they make it a lasting community.

This year, we continued to grow our community-focused programming, creating more opportunities for wellness, connection, and shared experience. With support from the Squash and Education Alliance and the Carnegie Foundation, we launched initiatives like our Community Walk & Talks, Silver Serve Squash for new players, and *Cooking from the Heart*—a culinary program that brings students, families, and volunteers together. These programs deepen engagement and introduce new audiences to the transformative impact of MetroSquash.

As we honor 20 years of impact, we're reminded that our work is far from finished. This anniversary is not just a celebration of where we've been but a launching point for where we're headed.

A heartfelt thank you to our incredible MetroSquash community. Your support is the foundation of all we accomplish. Together, we're shaping a brighter future for Chicago's youth—one squash match, one college acceptance, and one dream at a time.

With gratitude,

Janaé Meyer

Janaé Meyer
Chief Executive Officer

Willard Hunter

Willard Hunter
Board Chairman

Celebrating 20 Years of Impact

Since 2005, MetroSquash has remained steadfast in its mission to support Chicagoland youth through a powerful combination of academics, squash, and enrichment. As we celebrate our 20th anniversary, we reflect on the core values and commitments that have guided us and continue to drive our work forward today.

MISSION

For Chicagoland youth who desire and deserve more, MetroSquash combines academic support, competitive squash, and enrichment opportunities to empower students to realize their potential and make their mark.

METRO Values

- Mindfulness
- Effort
- Teamwork
- Respect
- Ownership

Our METRO Values guide everything we do, shaping how we engage with students, support families, and strengthen our Chicago communities. For **20 years**, these values have been the foundation of our work—cultivating a safe and welcoming environment where students develop self-awareness, embrace challenges with determination, and take ownership of their growth. By weaving these values into every aspect of our programming—on the squash courts, in the classroom, and beyond—we empower students to thrive while fostering a collective culture of respect, belonging, and success. This commitment extends further than just our students. We actively unite families, alumni, and philanthropic partners in a shared effort to create enriching academic and athletic experiences, build lasting relationships, and uphold our METRO Values.



Celebrating 20 Years of METROSQUASH



2005



The MetroSquash journey starts with 12 fifth grade students, utilizing squash courts & classroom space at the University of Chicago

2009



Students enroll into their best-match high school

2013



Students graduate from high school and enroll in college

2015



The $7M MetroSquash Hussain Center opens its doors in the Woodlawn community

2017



Students earn their college degree and enter the workforce

2018



Launches 1st satellite location in Evanston, utilizing court and academic space at the McGaw YMCA



Transformative Impact





2021

4 years after Evanston launch, our first class of high school students enroll into Evanston Township High School and are awarded scholarships at Beacon and Loyola Academies



2023

Celebrates Janae Meyer as new CEO and was honored in an incredible feature as one of 50 Power Women in Chicago



2025

MetroSquash celebrates 20 years of impact and honors our first-ever HS graduates in Evanston

2020



Virtually hosts 15th Anniversary Gala and supporters donate over $2M to support programming for students and families

2022



A farewell dinner was held to honor David Kay as he transitions from his role as CEO after 18 years

2024



Family engagement reached new heights by raising over $17,000 and contributing hundreds of volunteer hours

IMPACT

COMMUNITY SPOTLIGHT

Jackie Moss

Founding Board Chair of MetroSquash

Jackie Moss has been a driving force behind the organization's growth and its enduring partnership with William Blair. Her connection to MetroSquash began in the early 2000s when she joined a dedicated group of leaders working to establish a youth squash program in Chicago. When she joined William Blair in 2014, Jackie brought her passion and vision with her, nominating MetroSquash for William Blair's Community Partners Program. This initial nomination sparked a deep and lasting partnership, with William Blair and its employees contributing over $650,000 to MetroSquash over two decades. More than a funding relationship, the partnership has flourished through the active involvement of numerous William Blair employees, partners and clients—many of whom have been players, volunteers, mentors, and advocates, strengthening MetroSquash's mission and community impact. Jackie's leadership has been the catalyst for this collaboration, bridging MetroSquash's vision with William Blair's commitment to meaningful, sustained community engagement.



The William Blair Community Partners Program, now approaching its 15th anniversary in 2026, is a signature example of corporate philanthropy done right. MetroSquash received this award in 2018 and through this program, William Blair made a transformative grant to help build MetroSquash's College and Careers department as well as supported the launch of an internship program. The firm's commitment to MetroSquash's mission has remained strong, adapting to meet the needs of the community and the firm's culture.

Over the years, many William Blair employees have become deeply engaged with MetroSquash, not only through financial support but also through volunteering and mentoring. This involvement includes participation in fundraising events like the MetroSquash Cup, hosting career days, and providing invaluable mentorship to students. Related to the Cup, William Blair has had a team each year since the event began, won multiple times and included over 95 William Blair employees from across the US and abroad! The partnership reflects the firm's culture of community responsibility and its belief in investing in programs that make a measurable impact. Jackie and her colleagues have exemplified this spirit, ensuring MetroSquash benefits from both financial resources and meaningful human connection.

From its humble beginnings, with MetroSquash operating out of a small space at the Crown Field House, to the vibrant community it is today, the partnership with William Blair has been integral to the organization's evolution. Jackie fondly recalls early moments such as Board Members teaching accounting basics, getting on court at student try outs, and special events like overnight stays at the Field Museum. These memories illustrate not just a successful partnership but a shared journey of commitment, creativity, and care.

Jackie's leadership and personal investment in MetroSquash have left an indelible mark on the organization, one that continues to inspire both longtime supporters and new partners alike. Her ability to connect people, build bridges, and advocate passionately for the mission exemplifies the power of individual leadership to spark lasting change. As William Blair and MetroSquash look toward the future, their partnership stands as a testament to the impact that can be achieved when purpose and passion come together.

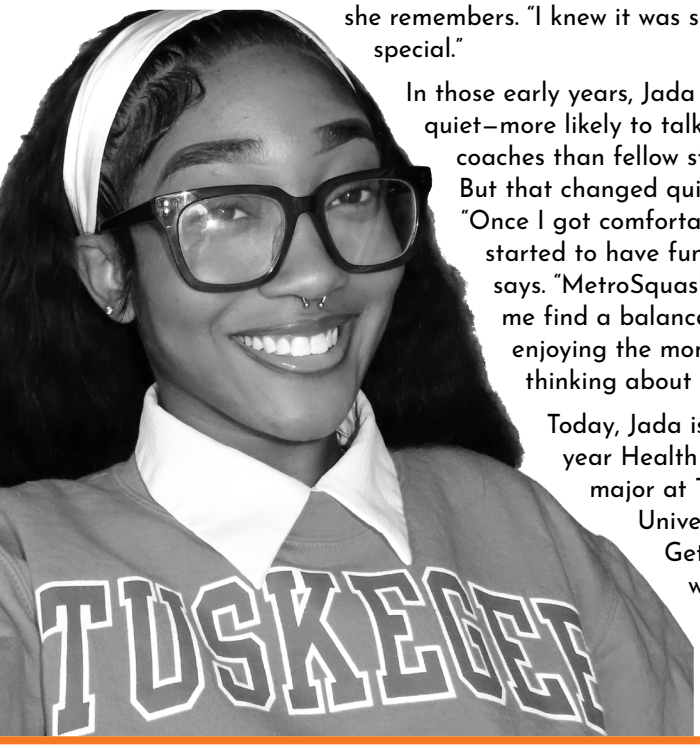






COLLEGE STUDENT SPOTLIGHT: JADA B

Tuskegee University, Class of 2026 | Health Science Major | MetroSquash Participant Since 6th Grade



Jada B first connected with MetroSquash in middle school, after trying squash during a local summer camp. "Once I got on court and met the staff, I felt so welcomed," she remembers. "I knew it was something special."

In those early years, Jada was quiet—more likely to talk with coaches than fellow students. But that changed quickly. "Once I got comfortable, I started to have fun," she says. "MetroSquash helped me find a balance between enjoying the moment and thinking about my future."

Today, Jada is a third-year Health Science major at Tuskegee University. Getting there wasn't easy. She navigated the college application process during the pandemic and faced the academic and emotional challenges that can come with leaving home. "Freshman year was hard," she admits. "But MetroSquash gave me the tools and support I needed to push through. Even from miles away, they made sure I had what I needed."

Since then, Jada has built her confidence, found her community, and gained hands-on experience through internships MetroSquash helped her secure. She made the Dean's List, earned a UNCF scholarship, and is aiming for a 4.0 this year. After graduation, she plans to become a certified nursing assistant before applying to medical school. "I've seen the disparities in healthcare, and I want to be part of the solution. I love helping people get better."

For Jada, MetroSquash has been a constant source of strength and growth. "Without it, I wouldn't be as confident or focused as I am today," she says. "The values they taught us stuck with me—especially mindfulness. I still think about who I am, who I want to be, and how I show up in the world."

Her advice for current students: "Don't give up—on yourself, on school, or on MetroSquash. It's all for your benefit, and it really does make a difference."

COLLEGE AND CAREERS

GOAL: To support students in realizing their post-secondary goals and exploring various career paths.



98% post-secondary enrollment

88% on track to graduate





66 college students served per year

100% college students in good academic standing and on track to graduate

LEGACY SPOTLIGHT

John Flanigan

Athletic Director, University Club of Chicago | Founding MetroSquash Champion

From the beginning, John Flanigan has been a cornerstone of MetroSquash. As Athletic Director at the University Club of Chicago, John saw the potential for a youth Squash And Education program in Chicago and encouraged then-assistant pro **Conor O'Malley** to help bring that vision to life. Drawing on his own experience and passion for youth development, John offered strategic guidance, connected key early supporters, and opened doors that laid the foundation for what would become MetroSquash.

In those early days, he remembers the turning point vividly: a MetroSquash youth tournament at the University of Chicago Crown Field House followed by a MetroSquash event at the Field Museum. "There was real energy," he says. "Seeing kids from different clubs across Chicago come together—it felt like the beginning of something bigger."

Over the past 20 years, John has remained one of MetroSquash's most steadfast advocates—both on and off the court. As Athletic Director of the University Club, he championed MetroSquash within one of the city's most prominent squash communities. He helped forge a powerful relationship between MetroSquash and the Windy City Open, the U.S. Open, and even the Squash World Championships, ensuring students had a front-row seat—and role—in these global events. "Having MetroSquash students visible at these tournaments brings everything full circle," he says. "It's inspiring for spectators, sponsors, and most importantly, the kids."

John's connection to the mission is deeply personal. "I grew up in a working-class family," he reflects. "I wanted to be a great tennis player, but we didn't have the resources for coaching or tournaments. Supporting MetroSquash is a way for me to give back and help kids access the opportunities I didn't have." For John, it's never felt like work. "It's a labor of love," he says simply.

When asked what makes him most proud, he points to walking into the Hussain MetroSquash Center for the first time—seeing the crests of supporting clubs on the wall, the energy of the students, and the feeling of shared purpose. "This place is more than a building. It's a community. A symbol of what we can do when we come together."

As MetroSquash celebrates 20 years of impact, John's legacy is visible in every student served, every tournament hosted, and every squash match played. "Transformative. Inspiring. Hopeful. Joyful," he says when asked to describe MetroSquash. And thanks to John's vision, leadership, and unwavering support, it's all of that and so much more.



8

EVANSTON HIGH SCHOOL STUDENT SPOTLIGHT: IYANU J

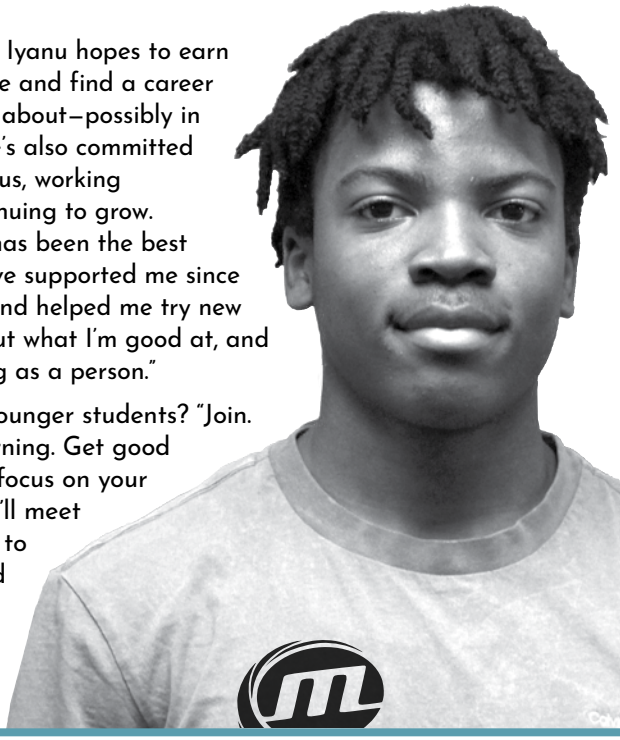
12th Grade | Evanston Township High School | MetroSquash Evanston Founding Class

Iyanu joined MetroSquash in 6th grade after a push from his mom to give it a try—and although he was hesitant at first, it didn't take long before he was hooked. "I started getting more reps on court, and since I already played tennis, squash came naturally," he says. "Once I got into it, I fell in love with the game quickly."

Now a high school senior at Evanston Township and part of MetroSquash Evanston's first-ever graduating class, Iyanu is known for his curiosity, athleticism, and focus. Whether he's playing squash or following his favorite soccer teams (Barcelona and Chelsea), he brings the same level of energy and competitive spirit. "My favorite part of MetroSquash is getting on court after school—it helps me stay active and focused," he says.

Over the years, MetroSquash has helped Iyanu build more than just athletic skill. He's grown mentally—learning how to handle setbacks, reflect on tough matches, and keep moving forward. "I've gotten better at taking losses and learning from them," he says. He also points to the academic support he's received, especially around college applications. "The Common App, the essays, the supplemental stuff—it's a lot. MetroSquash really helped me get through it all and figure out which schools and majors made sense for me."

One of his proudest early memories? Winning a Squash Education Alliance squash tournament in Ohio just two months after joining the program. "That was my first tournament—I was still new to squash. I didn't expect to win, but I did."



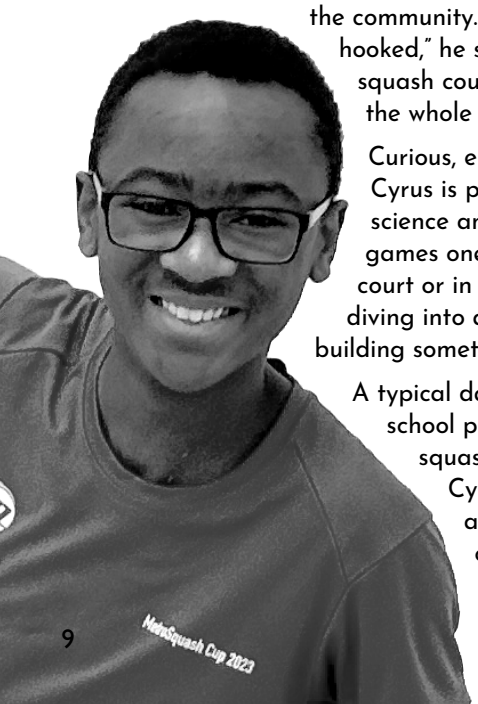
Looking ahead, Iyanu hopes to earn a college degree and find a career he's passionate about—possibly in engineering. He's also committed to staying curious, working hard, and continuing to grow. "MetroSquash has been the best program. They've supported me since middle school and helped me try new things, figure out what I'm good at, and keep developing as a person."

His advice to younger students? "Join. Be open to learning. Get good at squash and focus on your academics. You'll meet new people, go to new places, and it'll really help you grow."

WOODLAWN MIDDLE SCHOOL STUDENT SPOTLIGHT: CYRUS S

8th Grade | UCW Charter School | MetroSquash Participant Since 6th Grade

Cyrus S, an 8th grader at UCW Charter School, joined MetroSquash shortly after moving to Chicago in the summer before sixth grade. His mom encouraged him to give it a try, and it didn't take long for him to fall in love with the sport and the community. "After the first week, I was hooked," he says. "I even tried to build a squash court at home once—ropes, trees, the whole thing."



Curious, energetic, and deeply creative, Cyrus is passionate about computer science and dreams of designing video games one day. When he's not on the court or in class, he's often coding, or diving into a new book. "If it involves building something, I'm in."

A typical day at MetroSquash starts with school pickup, followed by homework, squash, and time with friends. Cyrus, who's enrolled in honors algebra, takes pride in staying on top of his academics—and appreciates that the program supports both his learning and his goals. "They've helped me think about high school and college and what I want to do in the future. But it's not all pressure—it's fun too. There's a good balance."

That balance has helped him grow in confidence, motivation, and follow-through. "Before MetroSquash, I used to start things and not finish them. I was way less motivated," he says. "Now I want to work on myself and the things I care about. MetroSquash helped me figure that out."

His favorite part of the program? "Definitely the people. The friends I've made, the staff—they care, they support you, and they make it fun to come here every day." Two staff members, Benjamin and Kam, stand out in particular. "Benjamin checks in on you, makes sure you're good at school and life. Kam pushes you physically to be your best."

Cyrus has already participated in college prep programs and squash tournaments, and this summer, he's heading to Hotchkiss for a two-week academic experience. He hopes to one day attend a college with a strong computer science program—and a squash team.

Looking back, Cyrus says joining MetroSquash changed how he sees himself and his future. "It's helped me connect with people, figure out my goals, and just have fun. I used to be unsure. Now I come here willingly, every day."

STRENGTHEN

VOLUNTEER SPOTLIGHT

Dr. Percy Williams – Building Bridges Across Generations

Born and raised in Springfield, Illinois, Dr. Percy Williams has spent a lifetime crossing boundaries—geographical, cultural, and generational. A former supply chain executive, world traveler, college professor, and now a dedicated MetroSquash volunteer, Dr. Williams brings a rich tapestry of experience to every interaction with our students.

He first joined MetroSquash in 2024, stepping into the Woodlawn facility without expectations but with a clear goal: to help. "There's always some apprehension when a new person comes around," he shared. "I just wanted the students and staff to know I was here to support."

It's the students and the opportunity to make a difference that keeps him coming back. "I enjoy the interaction. You find ways to stimulate their minds and get them to think outside the box," he said. One of his proudest moments was when students began remembering his name and the lessons he taught them, like offering a firm handshake and making eye contact. These are small but powerful steps toward healthy development.

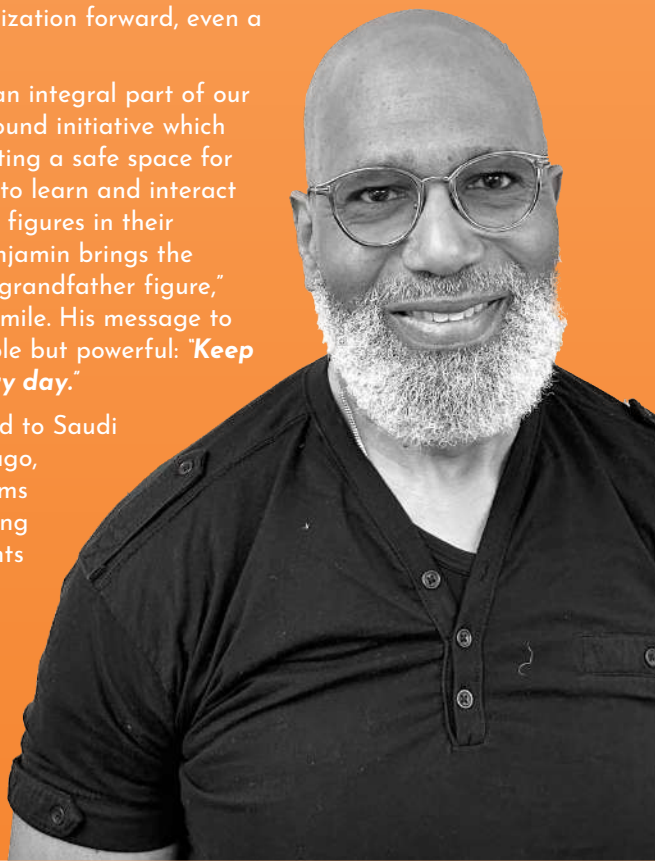
With a PhD in Business and years of teaching experience, Dr. Williams uses every session to build awareness. He leads current events discussions with 7th and 8th graders, helping them connect world issues to their lives. "Now the students come prepared. They know they'll be asked and are more aware of what's happening around them."

Mentorship is personal for Dr. Williams. Growing up, he was shaped by strong family influences and teachers who opened doors for him. Today, he aims to pay that forward. "If you walk away a little smarter each session, that's a win," he tells students.

Working alongside his niece, MetroSquash CEO Janaé Meyer, adds extra meaning. "One of the reasons I'm here is because of her," he said. "I just want to help move the organization forward, even a little bit."

Dr. Williams is an integral part of our UnCommon Ground initiative which focuses on creating a safe space for our young men to learn and interact with other male figures in their community. "Benjamin brings the energy, I'm the grandfather figure," he said with a smile. His message to students is simple but powerful: "***Keep improving every day.***"

From Springfield to Saudi Arabia to Chicago, Dr. Percy Williams continues building new environments where young people can thrive.





Michael Streett - Evanston

At MetroSquash Evanston, volunteer **Michael Streett** brings decades of squash experience—and a great sense of humor—to the court. Introduced to the game by his father, Michael has played for most of his life, but it wasn't until recently that he found a new joy in the sport: sharing it with the next generation. "The kids will humble you," he says, laughing. "They remind you not to sweat the small stuff." After learning about MetroSquash through friends at the University Club, and discovering the Evanston program was just down the street, Michael jumped in. What started as a casual commitment has quickly become something more meaningful. "At first, the kids didn't know what to make of me," he says, "but now they fist-bump me, say hi by name—it's fun to see that shift." Whether helping students master squash fundamentals or simply showing up as a consistent presence, Michael is part of the trusted network of volunteers who help strengthen MetroSquash from the inside out.

College & Career Highlights:

Our College & Careers program empowers students to take charge of their post-secondary success, continuing to guide many who began their college readiness journey with MetroSquash over a decade ago. Once again, we proudly celebrated a 100% high school graduation rate, with all of our MetroSquash seniors accepted into college or a best-fit post-secondary path. This past year, we served 66 active college students, all working toward various degrees with the continued support of our long-term program. Among our post-secondary students, eight graduates are now furthering their education with advanced degrees, including master's programs in Education and Social Change (Miami University), Computer Science (DePaul University), and Anthropology (University of Alabama), among others.

In addition to ongoing collegiate mentorship, internship placement, soft skills development, and interview coaching, MetroSquash prioritizes the emotional well-being of our students. During midterms and finals, our College & Careers team and parents came together to assemble care packages filled with treats, notes of encouragement, and self-care items. This thoughtful gesture reminds students that their entire MetroSquash family is cheering them on. Through these acts of support, alongside our comprehensive programming, MetroSquash ensures that students not only reach college but persist, graduate, and secure meaningful futures.

Summer Programming Highlights:

During the summer, MetroSquash offered a variety of no-cost camp experiences that reached over 100 students across our Woodlawn and Evanston communities. These enriching opportunities provided a safe and engaging environment where students stayed active, explored new interests, and built lasting connections.

We hosted five week long themed camps open to all youth, with flexible registration to meet the needs of each family. Themes included World's Fair Technology Week, Chicago History Week, Rowing & Exposure Week, Race & Identity Week, and College & Career Takeover Week. Each week featured field trips aligned with the theme—from the Chicago History Museum and the DuSable Museum to rowing sessions on the water with the Chicago Training Center.

Academics and wellness remained at the core. Students participated in continued tutoring, dynamic squash drills, team games, and mindfulness exercises. High-Intensity Team players focused on squash training for the upcoming season, and one Evanston student, Sofia, proudly brought home a U13 Squash and Education Alliance (SEA) Championship.

High school students took on paid leadership roles as camp counselors and squash coaches, gaining valuable work experience, while four college students returned as College & Careers interns—supporting summer operations and developing their professional skills.

Beyond our in-house programs, MetroSquash also helped students access external camps and enrichment opportunities, handling logistics, covering costs, and ensuring each student could take part. Highlights included Camp Echo, SEA's Northwestern Academic Camp, and Pre-College programs at Washington University and the University of Chicago.

A standout experience for multiple students was Camp Raquette Lake, where campers swapped the city's fast pace for fresh air, bunk beds, and starry nights. "You fall asleep to the sound of crickets instead of sirens," one student shared—an unforgettable contrast and a reminder of how new environments can offer space to grow.

By reducing barriers and creating meaningful opportunities, our summer programming helps MetroSquash students build confidence, broaden their perspectives, and experience summer in ways they'll never forget.







AMPLIFY

COMMUNITY ENGAGEMENT







Chartwell Volunteer Day

As part of our commitment to **amplifying MetroSquash's mission to new audiences**, we were proud to partner with **Chartwell** for a dynamic day of service and engagement at our Woodlawn campus. Spearheaded by MetroSquash Board Member and Chartwell Managing Director **Will Bloom**, the collaboration brought over **100 Chartwell employees** together with our students and staff for a hands-on volunteer experience. The day began downtown with a special keynote by CEO **Janaé Meyer**, followed by a group visit to Woodlawn where employees participated in projects across our squash courts, classrooms, and facilities. Volunteers helped with everything from cleaning squash courts and organizing classroom materials to updating student bulletin boards and relabeling lockers. Afterward, volunteers and students came together for lunch and games—creating meaningful connections and conversations that bridged professional and youth experiences. The event not only supported critical operational needs, but also introduced dozens of professionals to the power of our programming and the potential of our students. Partnerships like these help extend MetroSquash's impact beyond our own walls—reaching new communities, forging lasting relationships, and inspiring investment in our mission.

Community Engagement Series

With support from the **Squash and Education Alliance** and the **Carnegie Foundation**, MetroSquash has been proud to host a series of vibrant events that celebrate community, connection, and lifelong learning. From **Silver Serve Squash**, where adults 55+ were introduced to the sport through hands-on lessons and one-on-one coaching, to **Cooking from the Heart**, which brought together more than 50 students, families, and volunteers for a culinary experience led by Chef Tiffany Williams—each event highlighted the joy of learning something new alongside others. Our weekly **Community Walk & Talk** series continues to grow, offering seniors a chance to connect, stay active, and engage with guest health professionals on topics ranging from self-care to life transitions. These programs have introduced new audiences to MetroSquash and created meaningful moments across generations. The enthusiasm from participants—some reconnecting with squash for the first time in decades—demonstrates how far-reaching our mission can be when amplified through intentional partnerships. By opening our doors to the broader community, we continue to strengthen the fabric of our neighborhoods and share the transformative power of our work with new audiences.

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Traffic Impact Study
Proposed MetroSquash

Evanston, Illinois



Prepared For:

Woodhouse Tinucci Architects

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

August 6, 2026

1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed MetroSquash development located in Evanston, Illinois. The site is located in the northwest quadrant of the intersection of Greenleaf Street with Dodge Avenue and is proposed to contain a 19,500 square-foot building with 18 off-street parking spaces. Access to the parking spaces will be provided off the N-S public alley bordering the west side of the building and drop-off/pick-up will occur along Greenleaf Street along on the south side of the building.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

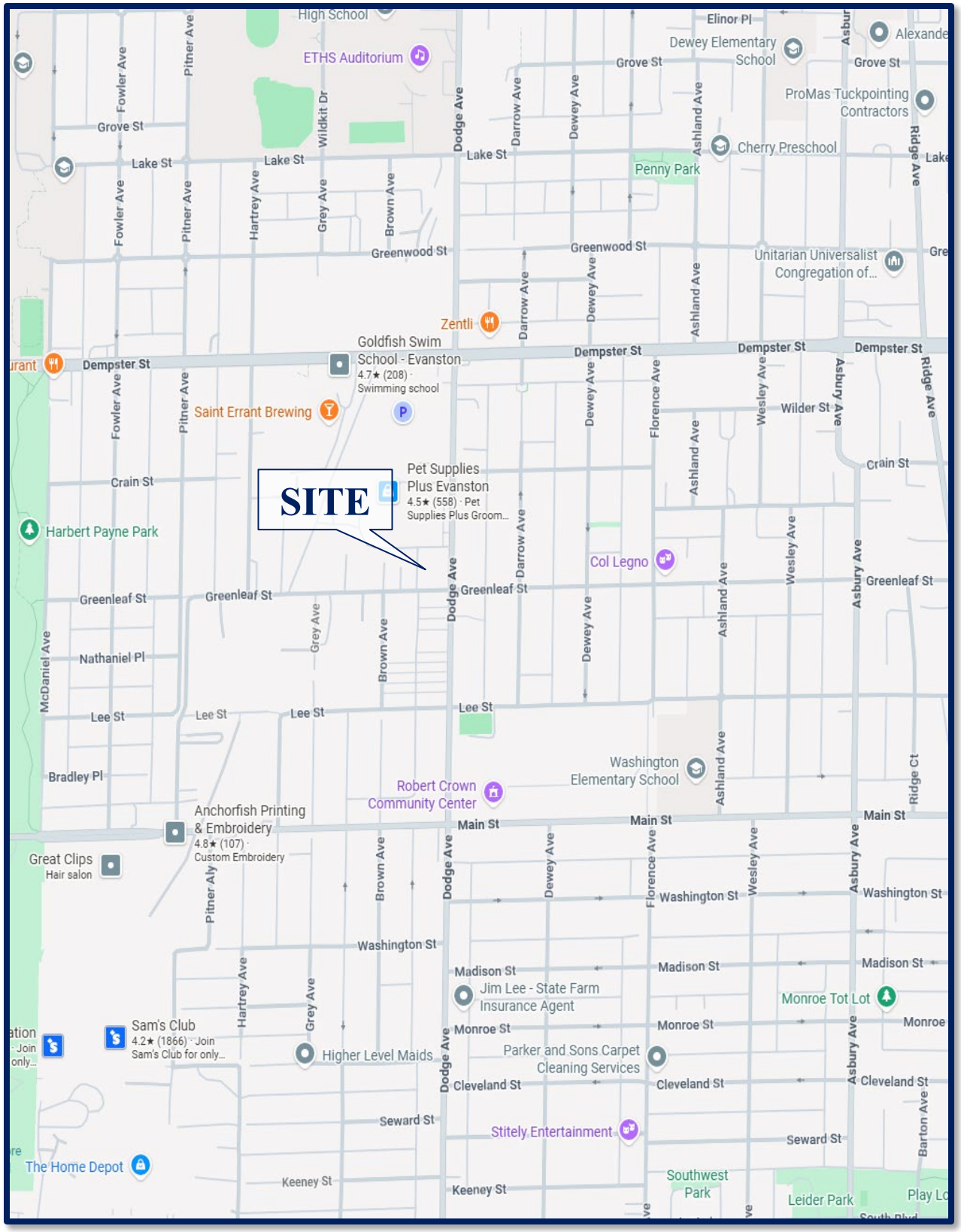
- Existing roadways conditions
- A description of the proposed development
- Directional distribution of the traffic generated by the development
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Evaluation and recommendations with respect to adequacy of the access to the site, the adjacent roadway system, and alternate forms of transportation
- Evaluation of the proposed parking supply

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

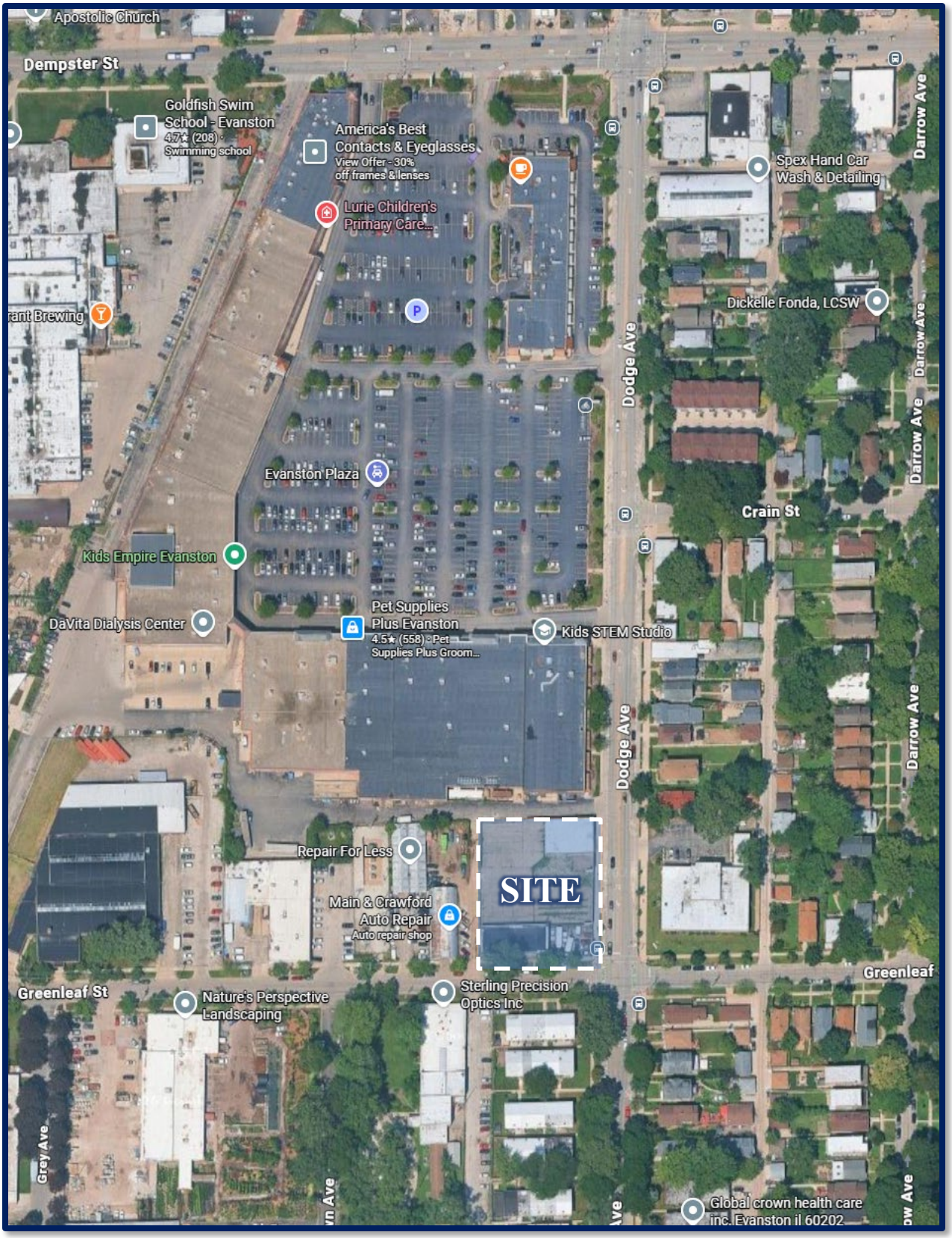
1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, background development traffic growth, and the traffic estimated to be generated by the buildout of the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site is currently occupied by the J & B Transmission Auto Repair shop located at 1100 Dodge Avenue in Evanston, Illinois. Land uses are primarily residential to the south and east and commercial to the north and west which includes Evanston Plaza and Main and Crawford Auto Repair.

Existing Roadway System Characteristics

The characteristics of the existing roads near the development are described below and illustrated in **Figure 3**.

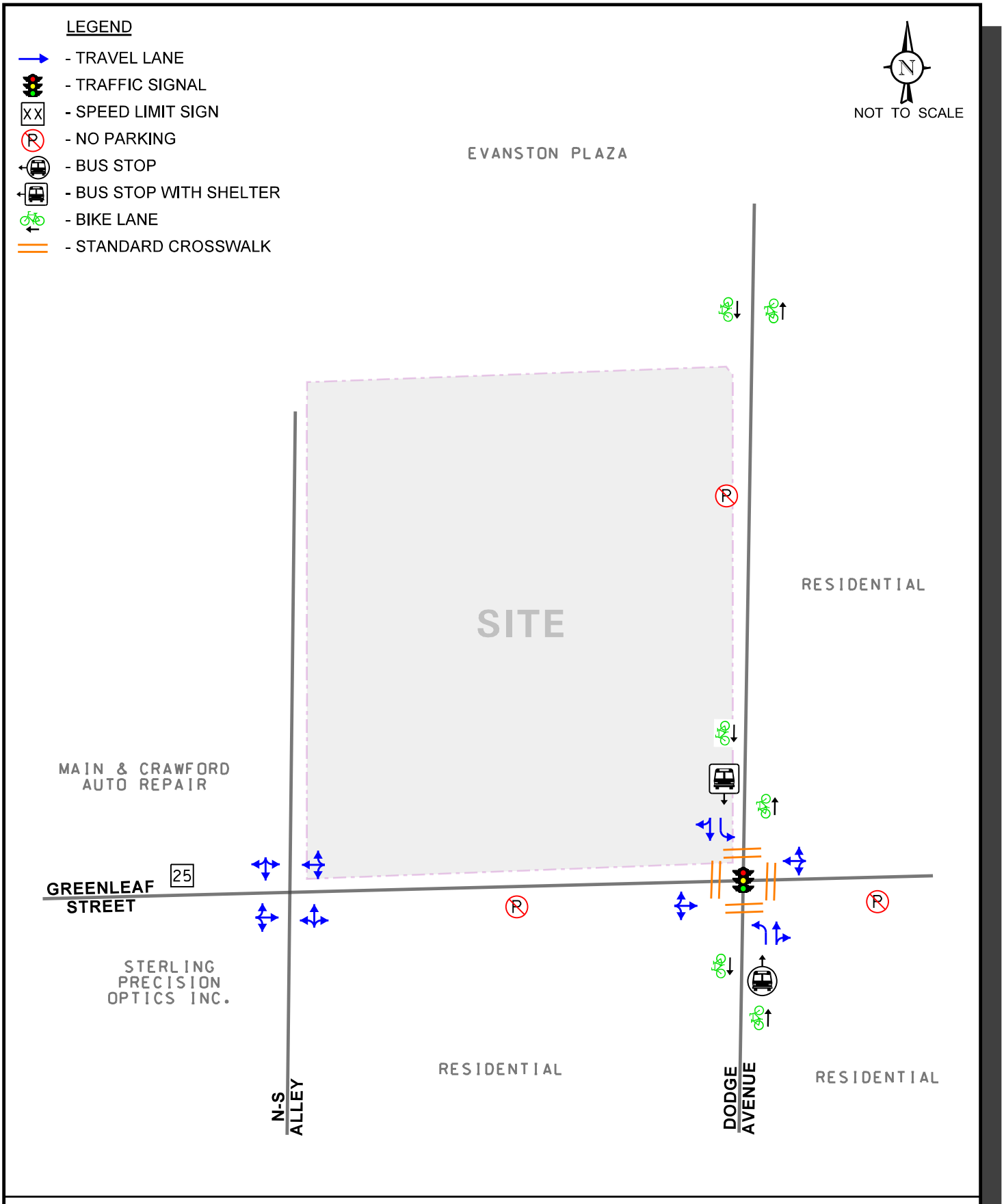
Dodge Avenue is a north-south major collector roadway that in the vicinity of the site provides one travel lane and protected bike lanes in each direction. At its signalized intersection with Greenleaf Street, Dodge Avenue provides an exclusive left-turn lane and a shared through/right-turn lane on both approaches. Dodge Avenue provides standard style crosswalks on both the north and south legs of the intersection. Dodge Avenue is under the jurisdiction of the City of Evanston, carries an annual average daily traffic (AADT) volume of 10,800 vehicles (IDOT 2022) and parking is not permitted on the west side of the road north of Greenleaf Street.

Greenleaf Street is an east-west local roadway that in the vicinity of the site provides one travel lane in each direction. At its signalized intersection with Dodge Avenue, Greenleaf Street provides a shared left-turn/through/right-turn lane on both approaches. Greenleaf Street provides standard style crosswalks on both the west and east legs of the intersection. Greenleaf Street is under the jurisdiction of the City of Evanston and has a posted speed limit of 25 miles per hour west of the north-south public alley.

Public Transportation

The public transportation serving the area is summarized below.

CTA Rapid Transit. The area is served by the Chicago Transit Authority (CTA) rapid transit Purple Line via (1) the Dempster Station, located about 1.2 miles northeast of the site and (2) the Main Station, located approximately 1.3 miles southeast of the site. The CTA Purple Line provides rapid transit train service between Linden (in Wilmette) and Howard (in Chicago) via Evanston. Additionally, during weekday rush periods, express service continues to downtown Loop.



MetroSquash
Evanston, Illinois

Existing Roadway Characteristics

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

Job No: 26-104 Figure: 3

It should be noted that according to the *Transit Friendly Development Guide* produced in part by CDOT and the CTA, the area surrounding the Thorndale station is considered an Uban Neighborhood (UN). This classification describes station areas in well-established, primarily residential neighborhoods where retail development exists primarily to support the immediate area. The urban neighborhoods are often a mix of multifamily buildings immediately around the station and single-family homes on surrounding roads. This type also may include station areas with neighborhoods that have infrastructure such as an expressway, an intermodal, park-and-ride development, or other features. Nonetheless, these neighborhoods remain meaningful and are identifiable and walkable with good access to transit.

CTA Bus Routes. The area is also served by the following bus routes, all of which have bus stops within the study area, Sunday schedules also apply on major holidays, including New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas.:

Route 93 (California/Dodge) provides daily service between the Logan Square CTA Blue Line station and the Davis CTA Purple Line station in Evanston. Southbound service from the Davis station to Logan Square operates from approximately 5:30 A.M. to 9:45 P.M. on weekdays and from approximately 7:35 A.M. to 8:30 P.M. on Saturdays and Sundays. Northbound service from Logan Square to Davis operates from approximately 4:35 A.M. to 8:35 P.M. on weekdays and from approximately 6:35 A.M. to 7:15 P.M. on Saturdays and Sundays. Earlier morning and later evening trips are provided between the Foster Avenue area and Logan Square, with weekday service beginning as early as 4:10 A.M. and continuing until approximately 9:55 P.M., and weekend service beginning as early as 6:15 A.M. and continuing until approximately 9:25 P.M.

Alternative Modes of Transportation

The alternate modes of transportation serving the area are summarized below.

Pedestrian Accommodations. Sidewalks are located on both sides of all roadways within the study area. Additionally, standard style crosswalks are provided on all legs of the intersection of Dodge Avenue with Greenleaf Street.

Bike Facilities. Dodge Avenue (east of the site) provides protected bike lanes on both sides of the road. Although not classified as a bike route, Greenleaf Street (south of the site) is considered a bicycle-friendly road.

Mode-Sharing Transportation Availability. Multiple Divvy bike-sharing stations are located within the area with the closest station located at Valli Produce – Evanston Plaza (8 docks) approximately 775 feet north form the site. Other stations in the are located at Robert Crown Community Center (15 docks) approximately 1,800 feet southeast of the site, Herber park (6 docks) approximately 4,000 feet southeast of the site and ETHS Main Campus (7 docks) approximately 2,250 feet north of the site.

Existing Peak Hour Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts on Tuesday on April 28, 2026, during the weekday morning (6:00 to 9:00 A.M.) and weekday evening (3:00 to 6:00 P.M.) peak periods at the following intersections:

- Greenleaf Street with Dodge Avenue
- Greenleaf Street with N-S Public Alley

The results of the traffic counts indicate that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. Inspection of the traffic counts indicates that traffic volumes between 3:00 P.M. and 4:00 P.M. (after-school period) are approximately one percent lower than those during the analyzed weekday evening peak hour (4:45 P.M. to 5:45 P.M.), indicating that the analysis represents the worst-case traffic conditions. **Figure 4** illustrates the adjusted existing traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle volumes showing direction of travel. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent past five years available (2020 to 2024) for the intersections within the study area. **Table 1** shows the summary of the crash data at the intersection of Greenleaf Street with Dodge Avenue. A review of the crash data indicates that no fatalities occurred in the intersection studied.

Table 1
GREENLEAF STREET WITH DODGE AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	1	0	0	1	2	1	1	0
2022	0	0	0	0	0	1	1	2	1	4	0
2023	2	0	0	0	0	0	1	3	1	2	0
2024	1	0	0	0	0	0	0	1	1	0	0
Total	**3**	**0**	**0**	**1**	**0**	**1**	**3**	**8**	**4**	**7**	**0**
Avg	**<1.0**	**0**	**0**	**<1.0**	**0**	**<1.0**	**<1.0**	**1.6**	**<1.0**	**1.4**	**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).

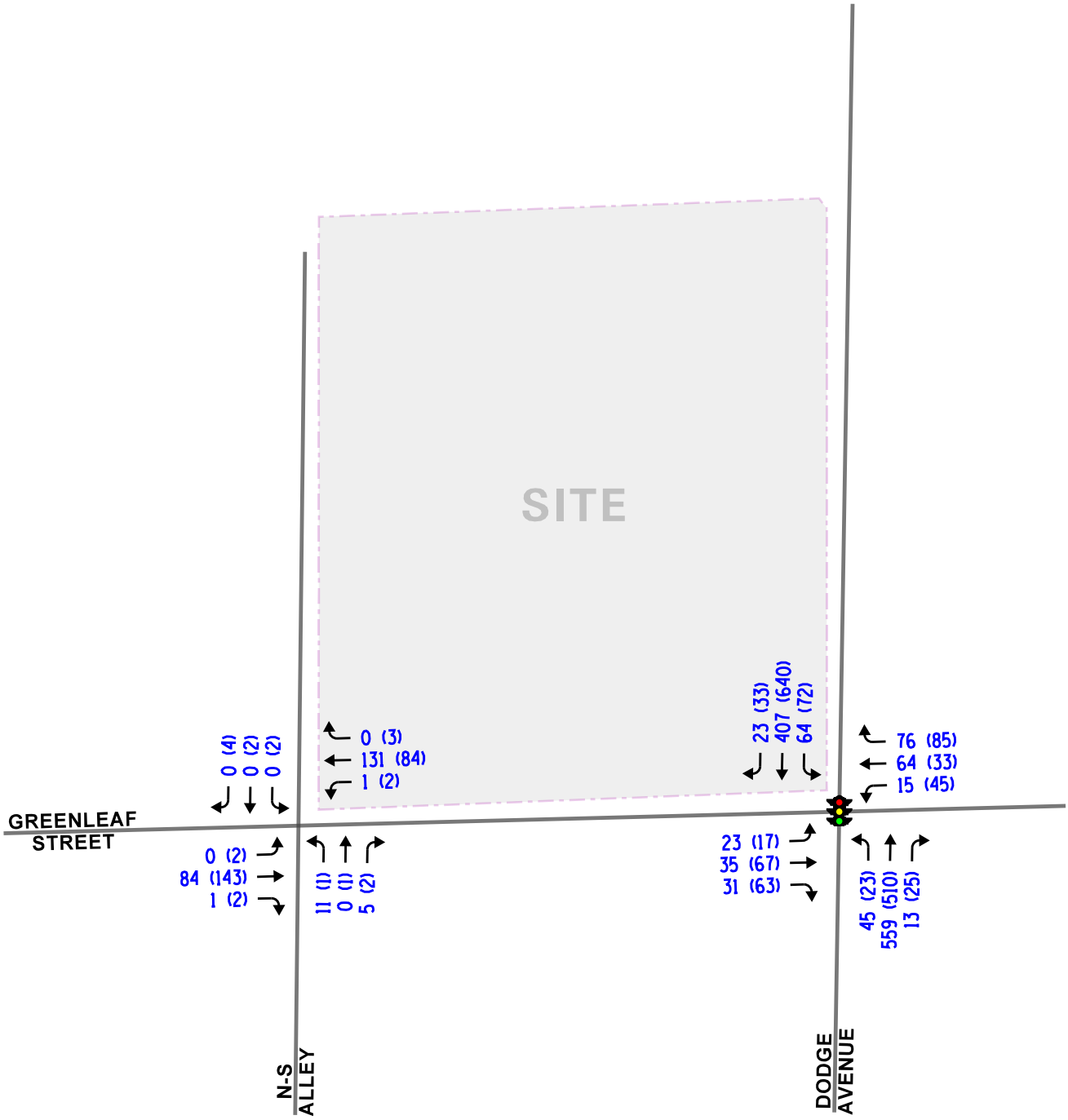
LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

N

NOT TO SCALE



MetroSquash
Evanston, Illinois

Existing Traffic Volumes

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Job No: 26-104 Figure: 4

LEGEND

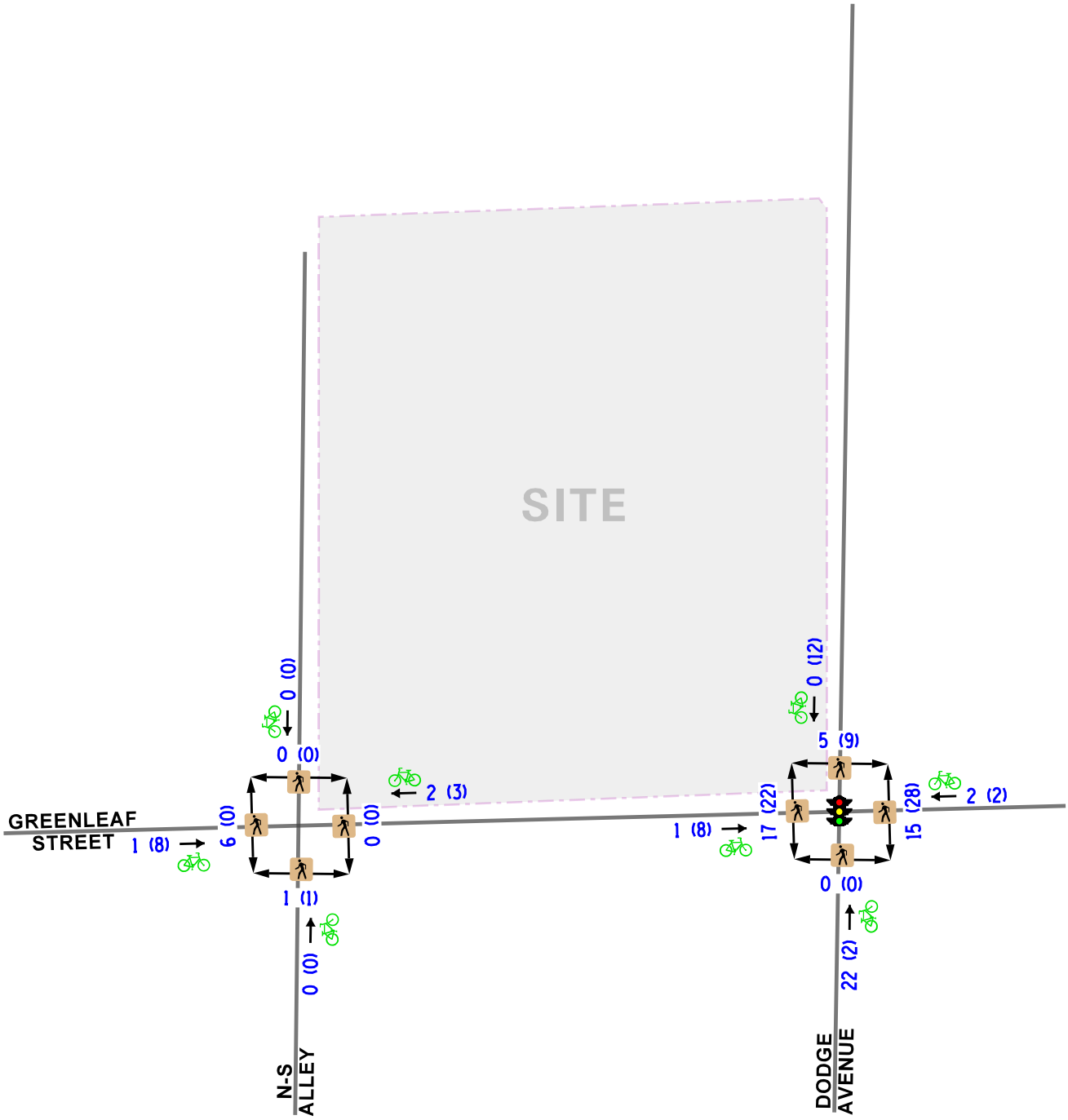
00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

00 (00) - PEDESTRIAN VOLUME

00 (00) - BICYCLE VOLUME

NOT TO SCALE



MetroSquash
Evanston, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

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

Job No: 26-104 Figure: 5

3. Traffic Characteristics of the Proposed Expansion

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

Proposed MetroSquash Plan

As proposed, the MetroSquash development will include a one-story, approximately 19,500 square-foot building and 18 parking spaces, including one accessible (ADA-compliant) parking space. Access to the parking spaces will be provided off the N-S public alley bordering the west side of the building. Drop-off/pick-up activities will occur along Greenleaf Street bordering the south side of the building.

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

Directional Distribution

The directions from which employees or visitors will approach and depart the development was estimated based on existing travel patterns, as determined from the traffic counts and the proposed access system of the development. **Figure 6** illustrates the directional distribution of traffic.

Peak Hour Traffic Volumes

Based on information provided by MetroSquash, the majority of programs would take place after school, on weekends, and during the summer. The following summarizes the anticipated number of attendees, which includes all staff and students.

August through June (weekdays)
- Between 6:00 A.M. to 10:00 A.M.: approximately a total of 40 attendees
- Between 3:00 P.M. to 7:00 P.M.: approximately a total of 140 attendees

August through June (weekends)
- Between 6:00 A.M. to 9:00 A.M.: approximately a total of 50 attendees
- Between 12:00 P.M. to 9:00 P.M.: approximately a total of 95 attendees

June through August (weekdays)
- Between 6:00 A.M. to 9:00 A.M.: approximately a total of 50 attendees
- Between 3:00 P.M. to 9:00 P.M.: approximately a total of 55 attendees

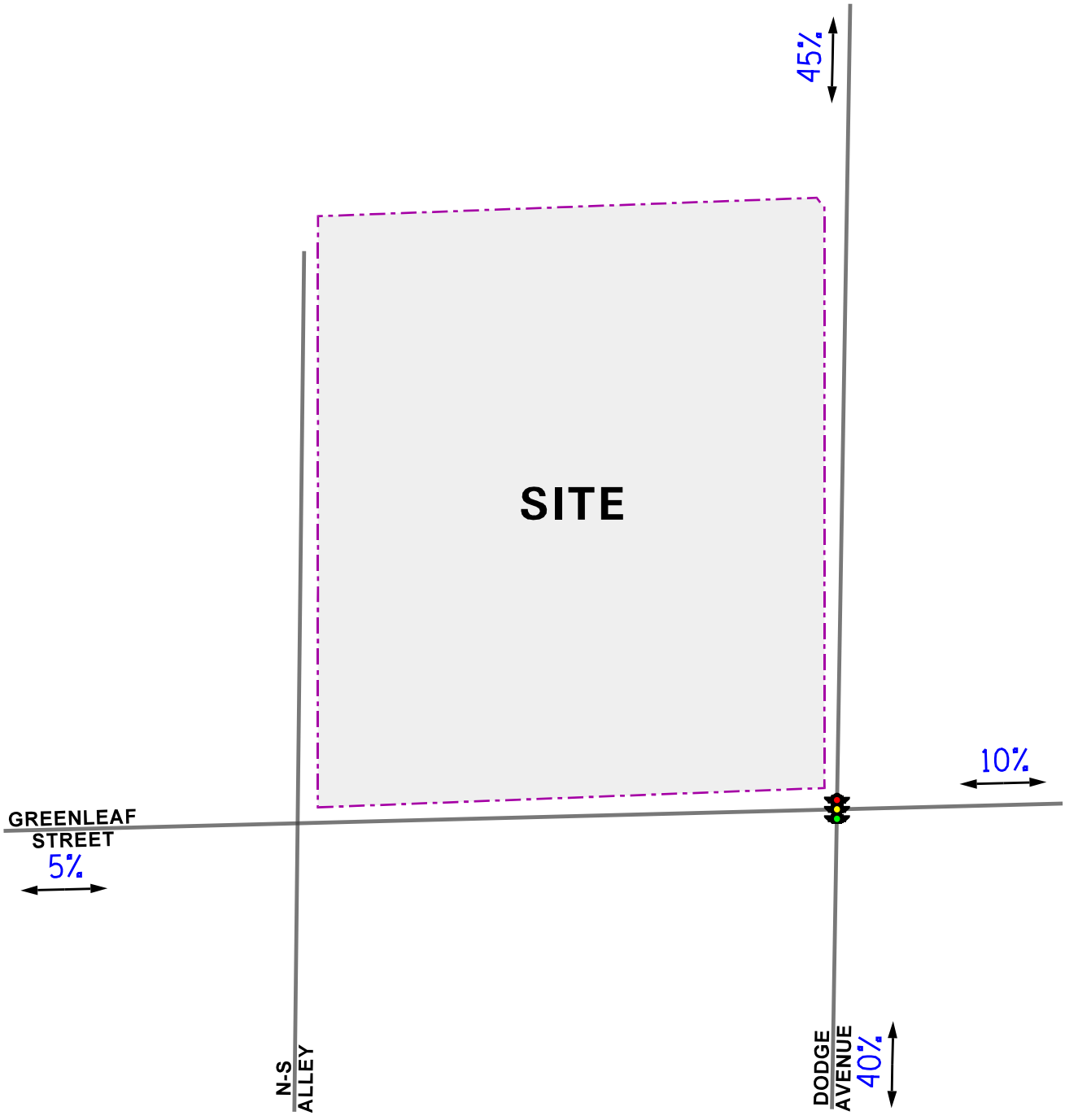
June through August (weekends)
- Between 6:00 A.M. to 9:00 A.M.: approximately a total of 50 attendees
- Between 3:00 P.M. to 9:00 P.M.: approximately a total of 55 attendees

LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

NOT TO SCALE



MetroSquash
Evanston, Illinois

Directional Distribution

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

Job No: 26-104 Figure: 6

For the purposes of this study, the maximum anticipated attendance throughout the year was assumed. Accordingly, attendance is anticipated to average approximately 17 attendees per hour between 6:00 A.M. and 9:00 A.M. and approximately 35 attendees per hour between 3:00 P.M. and 7:00 P.M. Therefore, 31 total trips were assumed for the weekday morning peak hour and 63 total trips for the weekday evening peak hour. For the purposes of this study, no trip reductions were applied to the trips generated by the proposed development to represent a conservative worst-case scenario. **Table 2** summarizes the trips projected to be generated by the proposed development based on information provided by MetroSquash.

Table 2
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
MetroSquash (19,500 s.f.)	17	14	31	35	28	63

4. Projected Traffic Conditions

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

MetroSquash Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment for the proposed development.

Background (No-Build) Traffic Growth

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.50 percent per year for six years (construction year plus five years) for a total of approximately three percent to project Year 2032 background (no-build) conditions, as illustrated in **Figure 8**. A copy of the CMAP letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2032 no-build traffic volumes (Figure 8) and the traffic estimated to be generated by the proposed development (Figure 7). **Figure 9** shows the Year 2032 total projected traffic volumes.

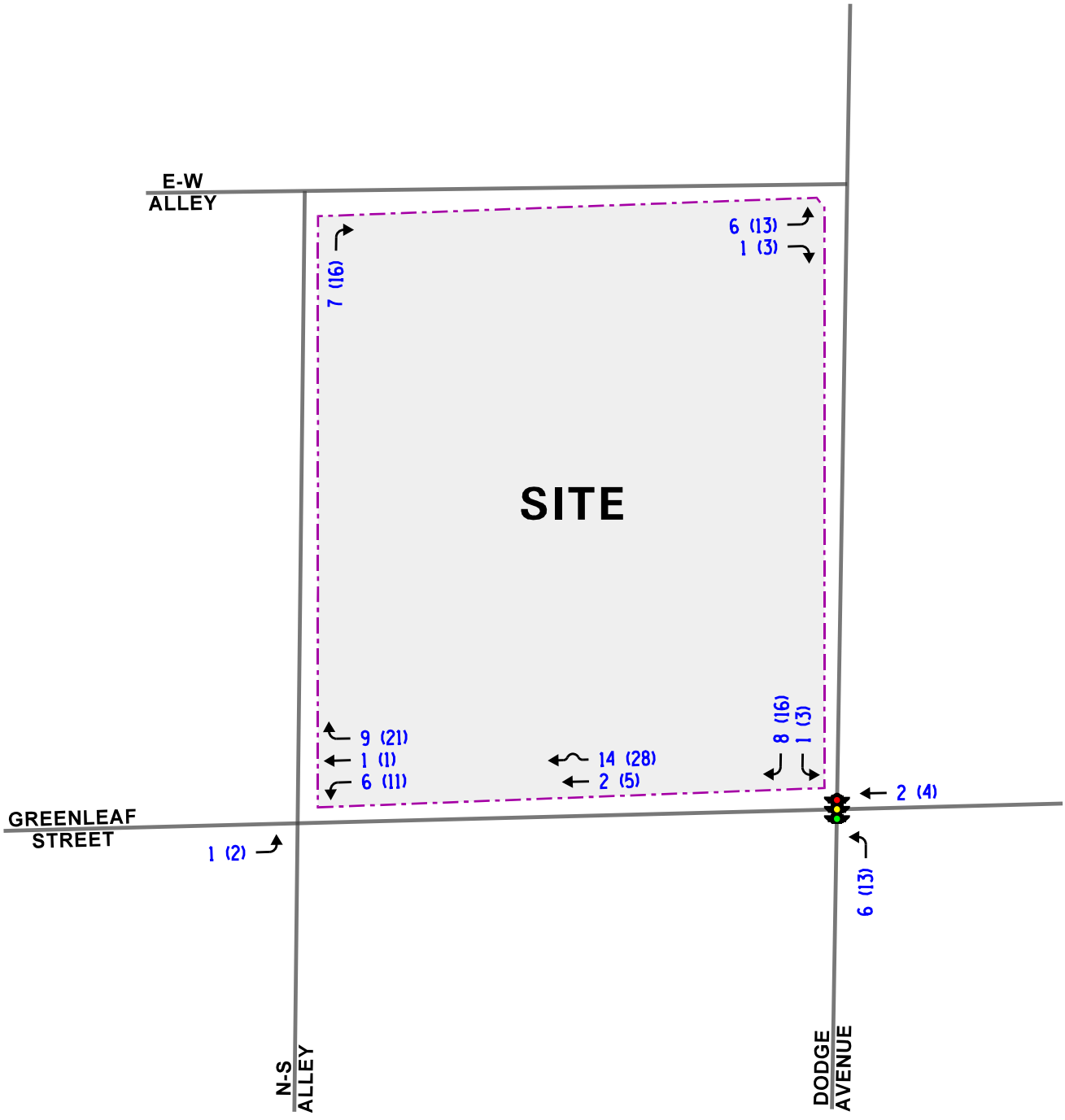
LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

- DROP-OFF/PICK-UP

NOT TO SCALE



MetroSquash
Evanston, Illinois

Site-Generated Traffic Volumes

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

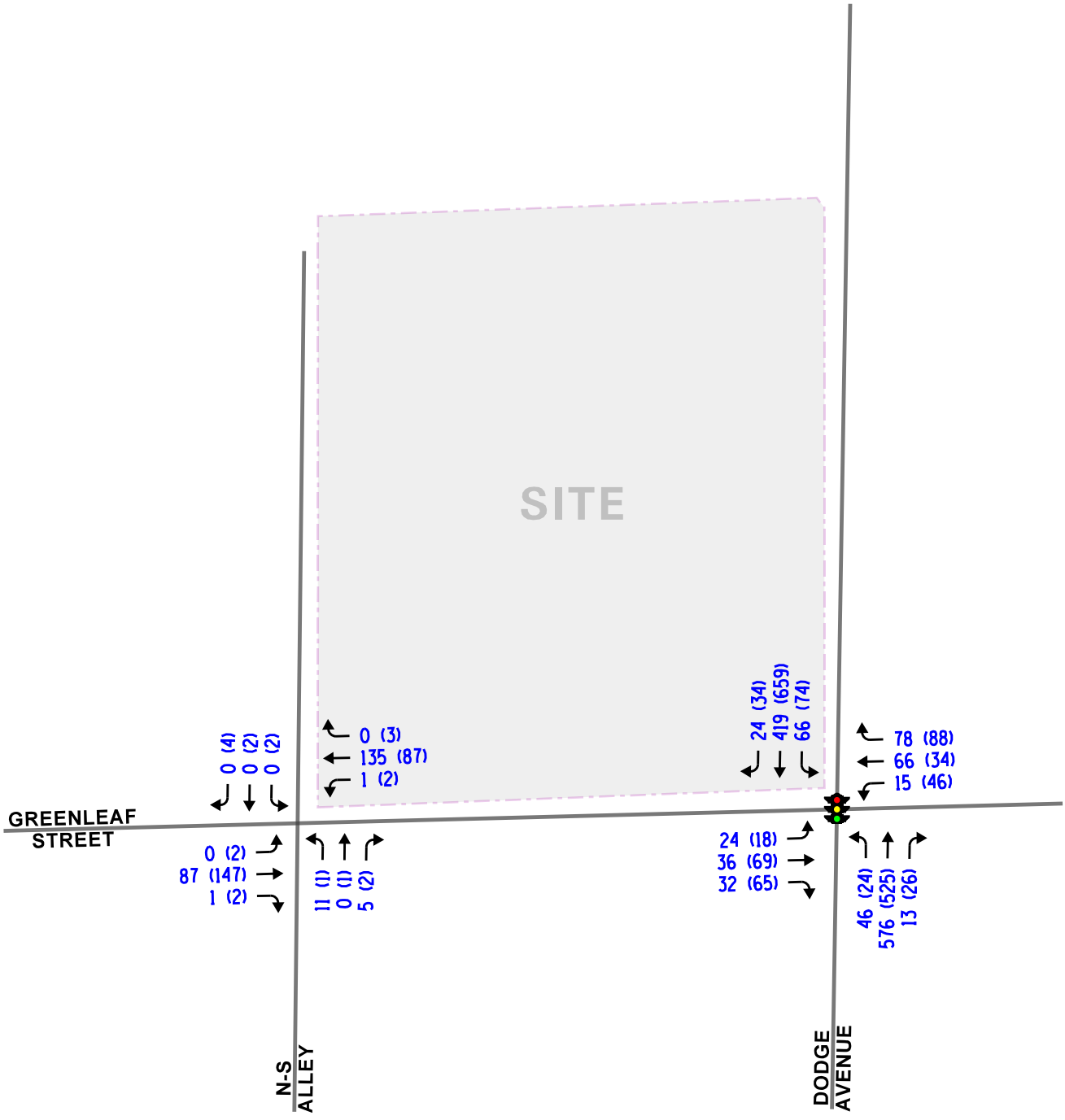
Job No: 26-104 Figure: 7

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

NOT TO SCALE



MetroSquash
Evanston, Illinois

Year 2032 No-Build Traffic Volumes

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

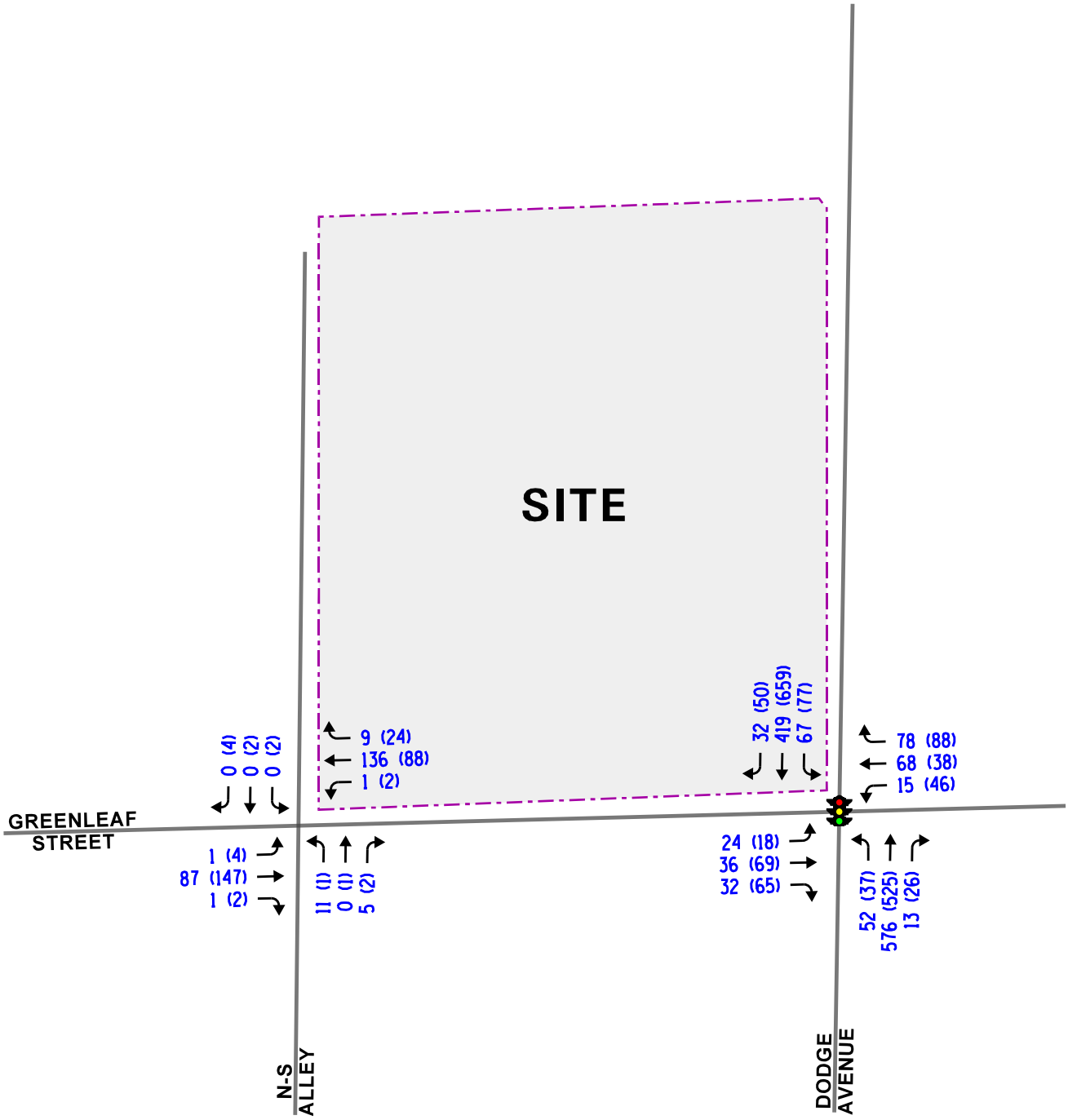
Job No: 26-104 Figure: 8

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

NOT TO SCALE



MetroSquash
Evanston, Illinois

Year 2032 Total Traffic Volumes

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

Job No: 26-104 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 road system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2026) and future projected (Year 2032) 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 12 software. The analyses for the signalized intersections were accomplished utilizing actual cycle lengths, phasings, and offsets.

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 and Year 2032 total projected conditions are presented in **Tables 3** through **6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – GREENLEAF STREET WITH DODGE AVENUE – SIGNALIZED

	Peak Hour	Eastbound	Westbound	Northbound		Southbound		Overall
		L/T/R	L/T/R	L	T/R	L	T/R	
Existing Conditions	**Weekday Morning**	B – 11.8	B – 10.0	A 9.8	B 18.2	B 13.2	B 13.4	B 14.8
				B – 17.6		B – 13.4		
	Weekday Evening	B – 10.9	A – 10.0	B 10.8	B 15.0	B 11.8	C 21.0	B 16.4
				B – 14.8		C – 20.2		
No-Build Conditions	**Weekday Morning**	B – 11.9	B – 10.0	A 10.0	B 19.2	B 14.0	B 13.7	B 15.4
				B – 18.5		B – 13.7		
	Weekday Evening	B – 11.1	A – 10.0	B 11.3	B 15.4	B 12.3	C 22.4	B 17.2
				B – 15.3		C – 21.4		
Projected Conditions	**Weekday Morning**	B – 11.9	B – 10.1	B 10.3	B 19.2	B 14.1	B 13.8	B 15.4
				B – 18.5		B – 13.8		
	Weekday Evening	B – 11.1	B – 10.2	B 13.9	B 15.4	B 12.4	C 23.8	B 17.8
				B – 15.3		C – 22.7		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Greenleaf Street with N-S Public Alley[1]				
• Northbound Approach	A	9.9	A	9.7
• Southbound Approach	--	--	A	9.6
• Eastbound Left Turn	--	--	A	7.4
• Westbound Left Turn	A	7.4	A	7.5

LOS = Level of Service Delay is measured in seconds.
1 – Two-way stop sign control

Table 5
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Greenleaf Street with N-S Public Alley[1]				
• Northbound Approach	A	9.9	A	9.7
• Southbound Approach	--	--	A	9.6
• Eastbound Left Turn	--	--	A	7.4
• Westbound Left Turn	A	7.4	A	9.6

LOS = Level of Service Delay is measured in seconds.
1 – Two-way stop sign control

Table 6
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Greenleaf Street with N-S Public Alley[1]				
• Northbound Approach	B	10.0	A	9.9
• Southbound Approach	--	--	A	9.8
• Eastbound Left Turn	A	7.5	A	7.4
• Westbound Left Turn	A	7.4	A	7.5

LOS = Level of Service Delay is measured in seconds.
1 – Two-way stop sign control

Discussion and Recommendations

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

Greenleaf Street with Dodge Avenue

The results of the capacity analyses indicate that overall, this intersection currently operates at level of service (LOS) B during the weekday morning and weekday evening peak hours. Furthermore, all approaches and critical movements currently operate at LOS C or better during the peak hours. Under Year 2032 no-build and total projected conditions this intersection is projected to continue to operate at the same overall LOS as existing conditions. Furthermore, all approaches and critical movements are projected to operate at LOS B or better during the peak hours. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Greenleaf Street with N-S Public Alley

The results of the capacity analysis indicate that all approaches and critical movements currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2032 no-build conditions, all approaches and critical movements are projected to continue to operate at the same LOS as existing conditions. Under Year 2032 total projected condition all approaches, and critical movements are projected to continue to operate at LOS A during the peak hours, except for the northbound approach during the weekday morning peak hour which is projected to operate at LOS B. It is important to note that the maximum 95th percentile vehicle queue length is projected to be one to two vehicles with a v/c ratio of less than one, indicating that these queues will not cause any blockage to the parking spaces along the west side of the proposed building. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications are required.

Parking Evaluation

The proposed MetroSquash development will provide 18 on-site parking spaces, whereas 41 spaces are required by the City of Evanston Zoning Ordinance. Based on the proposed operational characteristics of the development, available multimodal transportation options, and shared parking opportunities, the proposed parking supply is expected to adequately accommodate parking demand.

MetroSquash is a youth outreach center where the majority of participants are anticipated to arrive by means other than driving themselves. Students are expected to access the site by the CTA bus stops along Dodge Avenue at Greenleaf Street, walking, bicycling, using the nearby DIVVY bike share station, being dropped off and picked up along Greenleaf Street, or arriving in vehicles driven by parents or guardians. The site is located within a transit-supportive area with existing pedestrian and bicycle facilities, including bike lanes along Dodge Avenue, which further encourages the use of alternative transportation modes and reduces reliance on personal vehicles.

The development is anticipated to serve approximately 75 students seasonally. Based on the proposed operating schedule, approximately 35 students are expected to be present at the site at any one time, including up to 29 students in classrooms and six students utilizing the squash courts. In addition, staffing levels are anticipated to be six employees or fewer during typical operations. Consequently, the maximum typical occupancy is expected to be approximately 35 attendees (staff/students).

Given the anticipated travel characteristics of MetroSquash participants, the 18 on-site parking spaces are expected to adequately accommodate staff parking and the limited number of visitors who choose to park on-site. Furthermore, many students are expected to be dropped off and picked up along Greenleaf Street rather than requiring a parking space. The designated curbside drop-off area can accommodate at least two vehicles simultaneously, and the anticipated drop-off and pick-up activity is expected to occur gradually throughout the development's operating hours, minimizing the potential for congestion.

The parking area will be accessed via the existing N-S public alley. Appropriate signage will also be installed to discourage unauthorized access onto neighboring private property.

While the proposed on-site parking supply is expected to satisfy typical daily operations, occasional special events may generate additional parking demand. For special events that are expected to generate higher parking demand, MetroSquash will coordinate with surrounding property owners, including Evanston Plaza, to arrange additional off-site parking as necessary. These spaces will supplement the 18 on-site parking spaces during special events, which are typically anticipated to attract between 50 and 100 attendees. Considering the availability of the shared parking supply, the continued use of alternative transportation modes, and the expectation that many attendees will arrive together, the combined parking supply is expected to adequately accommodate parking demand without adversely affecting on-street parking within the surrounding neighborhood.

Based on the anticipated operational characteristics of the proposed MetroSquash development, the multimodal nature of student travel, the designated curbside drop-off area, and the availability of shared parking for special events, the proposed parking supply is expected to adequately serve the parking demand generated by the development.

6. Conclusion

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

- The site will be redeveloped to contain a 19,500 square-foot building and 18 total parking spaces.

- The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed MetroSquash.

- Access to the parking spaces will be provided off the N-S public alley bordering the west side of the building. Drop-off/pick-up activities will occur along Greenleaf Street bordering the south side of the building.

- The proposed 18 on-site parking spaces, supplemented by multimodal transportation options and shared parking during special events, are expected to adequately accommodate the parking demand generated by the proposed MetroSquash development.

Appendix

Traffic Count Summary Sheets
Site Plan
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 mmendoza@kloainc.com

Count Name: Dodge access drive and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026

Turning Movement Data

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Dr Northbound						Dodge Dr Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	Int. Total
6:00 AM	0	1	7	0	0	8	0	0	9	0	0	9	0	0	0	0	1	0	0	0	0	0	0	17
6:15 AM	0	0	2	0	0	2	0	1	9	0	0	10	0	3	0	1	1	4	0	0	0	4	4	20
6:30 AM	0	0	5	0	0	5	0	0	14	0	0	14	0	5	0	0	0	5	0	0	0	0	0	24
6:45 AM	0	1	6	2	0	9	0	0	19	1	0	20	0	1	0	0	1	1	0	0	0	0	0	30
Hourly Total	0	2	20	2	0	24	0	1	51	1	0	53	0	9	0	1	3	10	0	0	0	4	4	91
7:00 AM	0	0	6	1	0	7	0	1	14	0	0	15	0	0	0	0	1	0	0	0	0	0	0	22
7:15 AM	0	0	13	1	0	14	0	0	19	0	0	19	0	4	0	1	2	5	0	0	0	0	0	38
7:30 AM	0	0	18	0	0	18	0	0	27	0	0	27	0	1	0	0	1	1	0	0	0	1	1	47
7:45 AM	0	0	14	0	1	14	0	1	39	0	0	40	0	1	0	2	1	3	0	0	0	0	0	57
Hourly Total	0	0	51	2	1	53	0	2	99	0	0	101	0	6	0	3	5	9	0	0	0	1	1	164
8:00 AM	0	0	26	0	3	26	0	0	37	0	0	37	0	4	0	1	0	5	0	0	0	0	0	68
8:15 AM	0	0	22	1	1	23	0	0	27	0	0	27	0	0	0	1	0	1	0	0	0	0	0	51
8:30 AM	0	0	22	0	1	22	0	0	28	0	0	28	0	6	0	1	0	7	0	0	0	0	0	57
8:45 AM	0	2	15	0	1	17	0	0	16	0	0	16	0	0	0	1	1	1	1	0	0	0	1	35
Hourly Total	0	2	85	1	6	88	0	0	108	0	0	108	0	10	0	4	1	14	1	0	0	0	1	211
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	31	2	0	33	0	0	19	0	0	19	0	1	0	1	2	2	0	0	0	1	1	55
3:15 PM	0	1	29	2	0	32	0	0	19	0	0	19	0	4	0	3	2	7	0	0	0	1	1	59
3:30 PM	0	1	53	2	0	56	0	2	20	0	1	22	0	3	1	0	1	4	0	0	0	0	0	82
3:45 PM	0	0	28	2	0	30	0	0	19	0	0	19	0	0	0	1	1	1	0	0	0	0	0	50
Hourly Total	0	2	141	8	0	151	0	2	77	0	1	79	0	8	1	5	6	14	0	0	0	2	2	246
4:00 PM	0	1	34	4	0	39	0	0	20	0	0	20	0	3	0	1	1	4	0	0	0	0	0	63
4:15 PM	0	1	31	0	0	32	0	1	23	0	0	24	0	0	0	2	0	2	0	0	0	0	0	58
4:30 PM	0	0	31	1	0	32	0	0	20	0	0	20	0	1	0	0	0	1	0	1	0	3	4	57
4:45 PM	0	1	34	1	0	36	0	1	20	0	0	21	0	1	1	1	1	3	0	1	0	2	3	63
Hourly Total	0	3	130	6	0	139	0	2	83	0	0	85	0	5	1	4	2	10	0	2	0	5	7	241
5:00 PM	0	0	39	0	0	39	0	0	21	2	0	23	0	0	0	0	0	0	0	0	0	1	1	63
5:15 PM	0	1	35	0	0	36	0	1	20	1	0	22	0	0	0	1	0	1	0	1	2	1	4	63
5:30 PM	0	0	35	1	0	36	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	59
5:45 PM	0	0	30	4	0	34	0	2	24	0	0	26	0	0	0	3	2	3	0	0	0	0	0	63
Hourly Total	0	1	139	5	0	145	0	3	88	3	0	94	0	0	0	4	2	4	0	1	2	2	5	248
6:00 PM	0	0	36	1	0	37	0	1	15	0	0	16	0	0	0	1	0	1	0	0	0	0	0	54
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6:30 PM	0	0	23	0	0	23	0	1	14	0	0	15	0	1	1	2	1	4	0	0	0	2	2	44
6:45 PM	0	0	19	0	1	19	0	0	10	0	0	10	0	1	0	0	2	1	0	0	0	0	0	30

Hourly Total	0	1	99	2	1	102	0	5	58	0	0	63	0	2	1	4	4	7	0	1	0	2	3	175
Grand Total	0	11	665	26	8	702	0	15	564	4	1	583	0	40	3	25	23	68	1	4	2	16	23	1376
Approach %	0.0	1.6	94.7	3.7	-	-	0.0	2.6	96.7	0.7	-	-	0.0	58.8	4.4	36.8	-	-	4.3	17.4	8.7	69.6	-	-
Total %	0.0	0.8	48.3	1.9	-	51.0	0.0	1.1	41.0	0.3	-	42.4	0.0	2.9	0.2	1.8	-	4.9	0.1	0.3	0.1	1.2	1.7	-
Lights	0	10	633	26	-	669	0	15	532	4	-	551	0	38	3	24	-	65	1	4	2	11	18	1303
% Lights	-	90.9	95.2	100.0	-	95.3	-	100.0	94.3	100.0	-	94.5	-	95.0	100.0	96.0	-	95.6	100.0	100.0	100.0	68.8	78.3	94.7
Buses	0	0	6	0	-	6	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	0	12
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Single-Unit Trucks	0	0	8	0	-	8	0	0	6	0	-	6	0	2	0	0	-	2	0	0	0	1	1	17
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.1	-	0.0	1.1	0.0	-	1.0	-	5.0	0.0	0.0	-	2.9	0.0	0.0	0.0	6.3	4.3	1.2
Articulated Trucks	0	0	2	0	-	2	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	4	4	11
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	25.0	17.4	0.8
Bicycles on Road	0	1	16	0	-	17	0	0	15	0	-	15	0	0	0	1	-	1	0	0	0	0	0	33
% Bicycles on Road	-	9.1	2.4	0.0	-	2.4	-	0.0	2.7	0.0	-	2.6	-	0.0	0.0	4.0	-	1.5	0.0	0.0	0.0	0.0	0.0	2.4
Pedestrians	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	23	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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7:45 AM	0	0	14	0	1	14	0	1	39	0	0	40	0	1	0	2	1	3	0	0	0	0	0	57
8:00 AM	0	0	26	0	3	26	0	0	37	0	0	37	0	4	0	1	0	5	0	0	0	0	0	68
8:15 AM	0	0	22	1	1	23	0	0	27	0	0	27	0	0	0	1	0	1	0	0	0	0	0	51
8:30 AM	0	0	22	0	1	22	0	0	28	0	0	28	0	6	0	1	0	7	0	0	0	0	0	57
Total	0	0	84	1	6	85	0	1	131	0	0	132	0	11	0	5	1	16	0	0	0	0	0	233
Approach %	0.0	0.0	98.8	1.2	-	-	0.0	0.8	99.2	0.0	-	-	0.0	68.8	0.0	31.3	-	-	0.0	0.0	0.0	0.0	-	-
Total %	0.0	0.0	36.1	0.4	-	36.5	0.0	0.4	56.2	0.0	-	56.7	0.0	4.7	0.0	2.1	-	6.9	0.0	0.0	0.0	0.0	0.0	-
PHF	0.000	0.000	0.808	0.250	-	0.817	0.000	0.250	0.840	0.000	-	0.825	0.000	0.458	0.000	0.625	-	0.571	0.000	0.000	0.000	0.000	0.000	0.857
Lights	0	0	79	1	-	80	0	1	124	0	-	125	0	11	0	5	-	16	0	0	0	0	0	221
% Lights	-	-	94.0	100.0	-	94.1	-	100.0	94.7	-	-	94.7	-	100.0	-	100.0	-	100.0	-	-	-	-	-	94.8
Buses	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	0	6
% Buses	-	-	3.6	0.0	-	3.5	-	0.0	2.3	-	-	2.3	-	0.0	-	0.0	-	0.0	-	-	-	-	-	2.6
Single-Unit Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	2
% Single-Unit Trucks	-	-	1.2	0.0	-	1.2	-	0.0	0.8	-	-	0.8	-	0.0	-	0.0	-	0.0	-	-	-	-	-	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	1
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.8	-	-	0.8	-	0.0	-	0.0	-	0.0	-	-	-	-	-	0.4
Bicycles on Road	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	0	3
% Bicycles on Road	-	-	1.2	0.0	-	1.2	-	0.0	1.5	-	-	1.5	-	0.0	-	0.0	-	0.0	-	-	-	-	-	1.3
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

Count Name: Dodge access drive and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Dr Northbound						Dodge Dr Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	Int. Total
4:45 PM	0	1	34	1	0	36	0	1	20	0	0	21	0	1	1	1	1	3	0	1	0	2	3	63
5:00 PM	0	0	39	0	0	39	0	0	21	2	0	23	0	0	0	0	0	0	0	0	0	1	1	63
5:15 PM	0	1	35	0	0	36	0	1	20	1	0	22	0	0	0	1	0	1	0	1	2	1	4	63
5:30 PM	0	0	35	1	0	36	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	59
Total	0	2	143	2	0	147	0	2	84	3	0	89	0	1	1	2	1	4	0	2	2	4	8	248
Approach %	0.0	1.4	97.3	1.4	-	-	0.0	2.2	94.4	3.4	-	-	0.0	25.0	25.0	50.0	-	-	0.0	25.0	25.0	50.0	-	-
Total %	0.0	0.8	57.7	0.8	-	59.3	0.0	0.8	33.9	1.2	-	35.9	0.0	0.4	0.4	0.8	-	1.6	0.0	0.8	0.8	1.6	3.2	-
PHF	0.000	0.500	0.917	0.500	-	0.942	0.000	0.500	0.913	0.375	-	0.967	0.000	0.250	0.250	0.500	-	0.333	0.000	0.500	0.250	0.500	0.500	0.984
Lights	0	2	135	2	-	139	0	2	80	3	-	85	0	1	1	2	-	4	0	2	2	4	8	236
% Lights	-	100.0	94.4	100.0	-	94.6	-	100.0	95.2	100.0	-	95.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	100.0	95.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.4
Bicycles on Road	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	0	11
% Bicycles on Road	-	0.0	5.6	0.0	-	5.4	-	0.0	3.6	0.0	-	3.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	4.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

Count Name: Dodge Rd and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026

Turning Movement Data

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Rd Northbound					Dodge Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	1	2	3	1	6	0	1	6	7	1	14	0	2	26	1	29	0	7	12	3	0	22	71
6:15 AM	0	1	0	2	3	3	0	2	1	0	1	3	0	5	36	1	42	0	1	24	2	2	27	75
6:30 AM	0	1	4	0	1	5	0	1	4	2	2	7	0	8	56	3	67	0	3	25	2	0	30	109
6:45 AM	0	2	2	2	3	6	0	3	4	5	2	12	0	12	67	0	79	0	1	32	4	3	37	134
Hourly Total	0	5	8	7	8	20	0	7	15	14	6	36	0	27	185	5	217	0	12	93	11	5	116	389
7:00 AM	0	0	2	3	2	5	0	0	6	9	1	15	0	7	81	3	91	0	5	49	2	2	56	167
7:15 AM	0	3	4	7	3	14	0	4	7	8	2	19	0	7	77	0	84	0	5	51	7	1	63	180
7:30 AM	0	4	5	12	6	21	0	3	6	9	2	18	0	14	115	1	130	0	1	51	5	1	57	226
7:45 AM	0	4	6	4	5	14	0	5	20	18	7	43	0	15	157	2	174	0	13	96	5	2	114	345
Hourly Total	0	11	17	26	16	54	0	12	39	44	12	95	0	43	430	6	479	0	24	247	19	6	290	918
8:00 AM	0	5	10	14	8	29	0	2	16	27	6	45	0	15	147	5	167	0	18	95	5	1	118	359
8:15 AM	0	8	10	5	2	23	0	5	17	19	2	41	0	8	129	4	141	0	12	94	2	1	108	313
8:30 AM	0	6	8	8	2	22	0	3	11	12	0	26	0	7	126	2	135	0	21	122	11	1	154	337
8:45 AM	0	4	5	6	0	15	0	5	8	21	2	34	0	5	88	4	97	0	14	103	4	1	121	267
Hourly Total	0	23	33	33	12	89	0	15	52	79	10	146	0	35	490	15	540	0	65	414	22	4	501	1276
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	5	12	15	3	32	0	7	7	11	0	25	0	6	107	4	117	0	19	131	7	3	157	331
3:15 PM	0	5	10	14	5	29	0	7	6	20	4	33	0	3	121	5	129	0	18	119	6	3	143	334
3:30 PM	0	5	19	31	5	55	0	11	11	19	4	41	0	8	123	2	133	0	7	132	4	5	143	372
3:45 PM	0	4	13	11	25	28	0	12	10	30	19	52	0	4	132	9	145	0	12	159	2	6	173	398
Hourly Total	0	19	54	71	38	144	0	37	34	80	27	151	0	21	483	20	524	0	56	541	19	17	616	1435
4:00 PM	0	3	14	14	9	31	0	14	10	15	6	39	0	5	95	1	101	0	14	138	5	2	157	328
4:15 PM	0	7	12	14	7	33	0	7	12	17	3	36	0	1	114	2	117	0	12	152	12	0	176	362
4:30 PM	0	8	9	14	7	31	0	5	7	21	6	33	0	5	123	4	132	0	15	161	6	3	182	378
4:45 PM	0	6	10	16	8	32	0	11	8	11	11	30	0	5	125	9	139	0	24	155	9	1	188	389
Hourly Total	0	24	45	58	31	127	0	37	37	64	26	138	0	16	457	16	489	0	65	606	32	6	703	1457
5:00 PM	1	4	17	16	5	38	0	9	9	31	5	49	0	7	117	5	129	2	13	161	8	6	184	400
5:15 PM	0	5	20	10	6	35	0	16	8	17	4	41	0	3	136	8	147	0	17	155	5	1	177	400
5:30 PM	0	1	16	18	3	35	0	9	6	26	8	41	0	6	132	3	141	0	18	169	9	1	196	413
5:45 PM	0	8	12	14	4	34	0	21	8	25	8	54	0	5	90	2	97	0	17	157	10	1	184	369
Hourly Total	1	18	65	58	18	142	0	55	31	99	25	185	0	21	475	18	514	2	65	642	32	9	741	1582
6:00 PM	0	4	14	19	3	37	0	3	6	13	3	22	0	1	108	6	115	0	22	145	7	3	174	348
6:15 PM	0	2	9	8	5	19	0	4	10	15	2	29	0	8	149	5	162	0	20	154	6	1	180	390
6:30 PM	0	7	11	7	16	25	0	7	5	18	4	30	0	4	101	9	114	0	22	145	4	1	171	340
6:45 PM	0	2	9	8	8	19	0	9	3	13	8	25	0	1	133	5	139	0	15	139	6	1	160	343

Hourly Total	0	15	43	42	32	100	0	23	24	59	17	106	0	14	491	25	530	0	79	583	23	6	685	1421
Grand Total	1	115	265	295	155	676	0	186	232	439	123	857	0	177	3011	105	3293	2	366	3126	158	53	3652	8478
Approach %	0.1	17.0	39.2	43.6	-	-	0.0	21.7	27.1	51.2	-	-	0.0	5.4	91.4	3.2	-	0.1	10.0	85.6	4.3	-	-	-
Total %	0.0	1.4	3.1	3.5	-	8.0	0.0	2.2	2.7	5.2	-	10.1	0.0	2.1	35.5	1.2	38.8	0.0	4.3	36.9	1.9	-	43.1	-
Lights	1	108	247	288	-	644	0	177	220	431	-	828	0	167	2829	99	3095	2	349	2995	153	-	3499	8066
% Lights	100.0	93.9	93.2	97.6	-	95.3	-	95.2	94.8	98.2	-	96.6	-	94.4	94.0	94.3	94.0	100.0	95.4	95.8	96.8	-	95.8	95.1
Buses	0	2	2	2	-	6	0	1	3	3	-	7	0	2	58	1	61	0	3	43	1	-	47	121
% Buses	0.0	1.7	0.8	0.7	-	0.9	-	0.5	1.3	0.7	-	0.8	-	1.1	1.9	1.0	1.9	0.0	0.8	1.4	0.6	-	1.3	1.4
Single-Unit Trucks	0	4	3	3	-	10	0	5	2	2	-	9	0	5	29	2	36	0	8	38	2	-	48	103
% Single-Unit Trucks	0.0	3.5	1.1	1.0	-	1.5	-	2.7	0.9	0.5	-	1.1	-	2.8	1.0	1.9	1.1	0.0	2.2	1.2	1.3	-	1.3	1.2
Articulated Trucks	0	0	3	0	-	3	0	1	1	0	-	2	0	2	5	1	8	0	3	8	2	-	13	26
% Articulated Trucks	0.0	0.0	1.1	0.0	-	0.4	-	0.5	0.4	0.0	-	0.2	-	1.1	0.2	1.0	0.2	0.0	0.8	0.3	1.3	-	0.4	0.3
Bicycles on Road	0	1	10	2	-	13	0	2	6	3	-	11	0	1	90	2	93	0	3	42	0	-	45	162
% Bicycles on Road	0.0	0.9	3.8	0.7	-	1.9	-	1.1	2.6	0.7	-	1.3	-	0.6	3.0	1.9	2.8	0.0	0.8	1.3	0.0	-	1.2	1.9
Pedestrians	-	-	-	-	155	-	-	-	-	-	123	-	-	-	-	-	-	-	-	-	-	53	-	-
% 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 mmendoza@kloainc.com

Count Name: Dodge Rd and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Rd Northbound					Dodge Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	4	6	4	5	14	0	5	20	18	7	43	0	15	157	2	174	0	13	96	5	2	114	345
8:00 AM	0	5	10	14	8	29	0	2	16	27	6	45	0	15	147	5	167	0	18	95	5	1	118	359
8:15 AM	0	8	10	5	2	23	0	5	17	19	2	41	0	8	129	4	141	0	12	94	2	1	108	313
8:30 AM	0	6	8	8	2	22	0	3	11	12	0	26	0	7	126	2	135	0	21	122	11	1	154	337
Total	0	23	34	31	17	88	0	15	64	76	15	155	0	45	559	13	617	0	64	407	23	5	494	1354
Approach %	0.0	26.1	38.6	35.2	-	-	0.0	9.7	41.3	49.0	-	-	0.0	7.3	90.6	2.1	-	0.0	13.0	82.4	4.7	-	-	-
Total %	0.0	1.7	2.5	2.3	-	6.5	0.0	1.1	4.7	5.6	-	11.4	0.0	3.3	41.3	1.0	45.6	0.0	4.7	30.1	1.7	-	36.5	-
PHF	0.000	0.719	0.850	0.554	-	0.759	0.000	0.750	0.800	0.704	-	0.861	0.000	0.750	0.890	0.650	0.886	0.000	0.762	0.834	0.523	-	0.802	0.943
Lights	0	21	31	30	-	82	0	15	61	74	-	150	0	42	516	12	570	0	59	384	23	-	466	1268
% Lights	-	91.3	91.2	96.8	-	93.2	-	100.0	95.3	97.4	-	96.8	-	93.3	92.3	92.3	92.4	-	92.2	94.3	100.0	-	94.3	93.6
Buses	0	2	1	0	-	3	0	0	0	2	-	2	0	2	9	0	11	0	1	10	0	-	11	27
% Buses	-	8.7	2.9	0.0	-	3.4	-	0.0	0.0	2.6	-	1.3	-	4.4	1.6	0.0	1.8	-	1.6	2.5	0.0	-	2.2	2.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	10	1	11	0	3	12	0	-	15	29
% Single-Unit Trucks	-	0.0	5.9	0.0	-	2.3	-	0.0	1.6	0.0	-	0.6	-	0.0	1.8	7.7	1.8	-	4.7	2.9	0.0	-	3.0	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	3	0	1	1	0	-	2	5
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	2.2	0.4	0.0	0.5	-	1.6	0.2	0.0	-	0.4	0.4
Bicycles on Road	0	0	0	1	-	1	0	0	2	0	-	2	0	0	22	0	22	0	0	0	0	-	0	25
% Bicycles on Road	-	0.0	0.0	3.2	-	1.1	-	0.0	3.1	0.0	-	1.3	-	0.0	3.9	0.0	3.6	-	0.0	0.0	0.0	-	0.0	1.8
Pedestrians	-	-	-	-	17	-	-	-	-	-	15	-	-	-	-	-	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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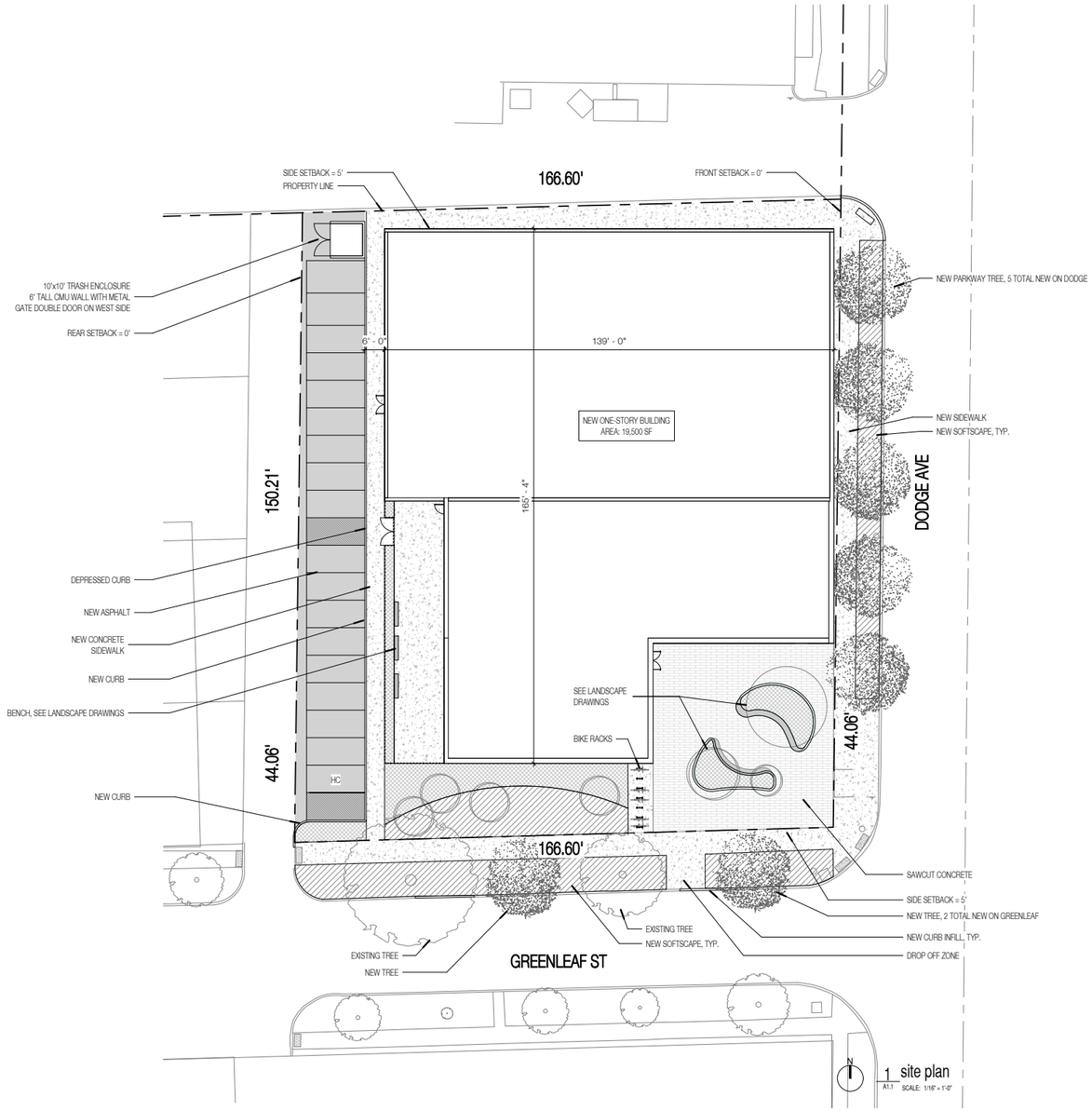
Rosemont, Illinois, United States 60018
(847)518-9990 mmendoza@kloainc.com

Count Name: Dodge Rd and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Rd Northbound					Dodge Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	6	10	16	8	32	0	11	8	11	11	30	0	5	125	9	139	0	24	155	9	1	188	389
5:00 PM	1	4	17	16	5	38	0	9	9	31	5	49	0	7	117	5	129	2	13	161	8	6	184	400
5:15 PM	0	5	20	10	6	35	0	16	8	17	4	41	0	3	136	8	147	0	17	155	5	1	177	400
5:30 PM	0	1	16	18	3	35	0	9	6	26	8	41	0	6	132	3	141	0	18	169	9	1	196	413
Total	1	16	63	60	22	140	0	45	31	85	28	161	0	21	510	25	556	2	72	640	31	9	745	1602
Approach %	0.7	11.4	45.0	42.9	-	-	0.0	28.0	19.3	52.8	-	-	0.0	3.8	91.7	4.5	-	0.3	9.7	85.9	4.2	-	-	-
Total %	0.1	1.0	3.9	3.7	-	8.7	0.0	2.8	1.9	5.3	-	10.0	0.0	1.3	31.8	1.6	34.7	0.1	4.5	40.0	1.9	-	46.5	-
PHF	0.250	0.667	0.788	0.833	-	0.921	0.000	0.703	0.861	0.685	-	0.821	0.000	0.750	0.938	0.694	0.946	0.250	0.750	0.947	0.861	-	0.950	0.970
Lights	1	16	56	59	-	132	0	42	30	85	-	157	0	20	502	25	547	2	71	620	30	-	723	1559
% Lights	100.0	100.0	88.9	98.3	-	94.3	-	93.3	96.8	100.0	-	97.5	-	95.2	98.4	100.0	98.4	100.0	98.6	96.9	96.8	-	97.0	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	5	0	0	4	0	-	4	9
% Buses	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	0.9	0.0	0.0	0.6	0.0	-	0.5	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	1	0	1	0	0	3	0	-	3	6
% Single-Unit Trucks	0.0	0.0	0.0	0.0	-	0.0	-	4.4	0.0	0.0	-	1.2	-	0.0	0.2	0.0	0.2	0.0	0.0	0.5	0.0	-	0.4	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	1	0	0	2	1	-	3	4
% Articulated Trucks	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	4.8	0.0	0.0	0.2	0.0	0.0	0.3	3.2	-	0.4	0.2
Bicycles on Road	0	0	7	1	-	8	0	1	1	0	-	2	0	0	2	0	2	0	1	11	0	-	12	24
% Bicycles on Road	0.0	0.0	11.1	1.7	-	5.7	-	2.2	3.2	0.0	-	1.2	-	0.0	0.4	0.0	0.4	0.0	1.4	1.7	0.0	-	1.6	1.5
Pedestrians	-	-	-	-	22	-	-	-	-	-	28	-	-	-	-	-	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan



issue

general notes

PAVING LEGEND

- NEW ASPHALT
- NEW CONCRETE SIDEWALK
- NEW SOFTSCAPE
- NEW LANDSCAPING

project team

owner:
MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150

general contractor:
xx
xx
xx
tel xxx.xxx.xxxx

civil:
Terra Engineering
225 W Ohio, 4th Floor
Chicago, IL 60654
tel xxx.xxx.xxxx

structural:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 630.753.8551

mechanical electrical plumbing:
IMEG Corporation
225 W Washington, Suite 2700
Chicago, IL 60606
tel 312.931.3740

landscape:
Tgda Landscape Architecture
3233 W. Le Moyne St, No. 1
Chicago, IL 60651
tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 6th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

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MetroSquash Evanston

1100 Dodge Ave, Evanston, IL 60202

new site plan

A1.1

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

April 6, 2026

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

Subject: Dodge Avenue @ Greenleaf Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 2, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Dodge Ave, at Greenleaf St	10,800	12,200

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

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

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

cc: Rios (IDOT)
2026_TrafficForecasts\Evanston\ck-42-26\ck-42-26.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

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

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

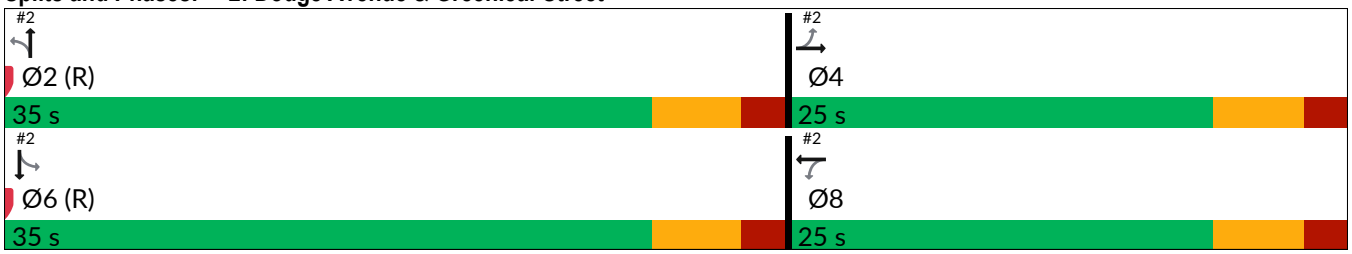
Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	35	31	15	64	76	45	559	13	64	407	23
Future Volume (vph)	23	35	31	15	64	76	45	559	13	64	407	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	1.00		0.99	1.00	
Frt		0.953			0.934			0.997			0.992	
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1660	0	0	1682	0	1687	1753	0	1671	1782	0
Flt Permitted		0.902			0.970		0.421			0.287		
Satd. Flow (perm)	0	1515	0	0	1640	0	741	1753	0	502	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			81			3			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	5					5	17		15	15		17
Confl. Bikes (#/hr)			1			2			22			
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
Heavy Vehicles (%)	9%	9%	3%	0%	5%	3%	7%	8%	8%	8%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	165	0	48	609	0	68	457	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.19			0.29		0.13	0.72		0.28	0.53	
Control Delay (s/veh)		11.8			10.0		9.8	18.2		13.2	13.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.8			10.0		9.8	18.2		13.2	13.4	
LOS		B			B		A	B		B	B	
Approach Delay (s/veh)		11.8			10.0			17.6			13.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		17			22		9	171		15	110	
Queue Length 95th (ft)		48			63		27	291		42	187	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		502			574		358	848		242	864	
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		0.19			0.29		0.13	0.72		0.28	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 14.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	84	1	1	131	0	11	0	5	0	0	0
Future Vol, veh/h	0	84	1	1	131	0	11	0	5	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	98	1	1	152	0	13	0	6	0	0	0

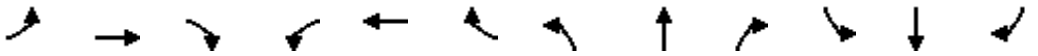
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	100	0	0	260	254	99	252	254	158
Stage 1	-	-	-	-	-	-	99	99	-	155	155	-
Stage 2	-	-	-	-	-	-	161	155	-	98	100	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1441	-	-	1505	-	-	697	653	962	705	653	892
Stage 1	-	-	-	-	-	-	912	817	-	852	773	-
Stage 2	-	-	-	-	-	-	846	773	-	914	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1441	-	-	1504	-	-	692	652	961	700	651	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	692	652	-	700	651	-
Stage 1	-	-	-	-	-	-	911	816	-	852	773	-
Stage 2	-	-	-	-	-	-	841	773	-	908	816	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.06	9.87	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	758	1441	-	-	14	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-	0.001	-	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

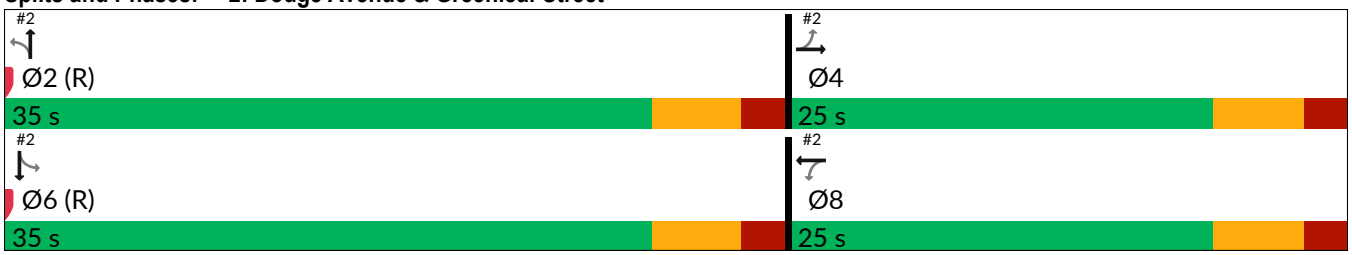


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	67	63	45	33	85	23	510	25	72	640	33
Future Volume (vph)	17	67	63	45	33	85	23	510	25	72	640	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98		0.99	1.00		0.99	1.00	
Frt		0.942			0.929			0.993			0.993	
Flt Protected		0.994			0.986		0.950			0.950		
Satd. Flow (prot)	0	1666	0	0	1667	0	1719	1847	0	1787	1828	0
Flt Permitted		0.954			0.880		0.215			0.336		
Satd. Flow (perm)	0	1597	0	0	1488	0	386	1847	0	625	1828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			88			6			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	9					9	22		28	28		22
Confl. Bikes (#/hr)			8			2			2			12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	11%	2%	7%	3%	0%	5%	2%	0%	1%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	0	0	168	0	24	552	0	74	694	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.28			0.32		0.13	0.62		0.25	0.78	
Control Delay (s/veh)		10.9			10.0		10.8	15.0		11.8	21.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		10.9			10.0		10.8	15.0		11.8	21.0	
LOS		B			A		B	B		B	C	
Approach Delay (s/veh)		10.9			10.0			14.8			20.2	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		24			21		5	137		15	197	
Queue Length 95th (ft)		65			62		17	229		40	#385	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		550			531		186	895		302	886	
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		0.28			0.32		0.13	0.62		0.25	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 16.4		Intersection LOS: B	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	143	2	2	84	3	1	1	2	2	2	4
Future Vol, veh/h	2	143	2	2	84	3	1	1	2	2	2	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	2	146	2	2	86	3	1	1	2	2	2	4

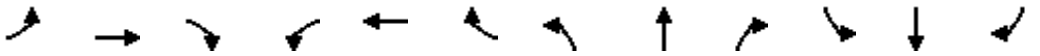
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	149	0	0	251	245	148	242	244	95
Stage 1	-	-	-	-	-	-	152	152	-	91	91	-
Stage 2	-	-	-	-	-	-	99	93	-	151	153	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1519	-	-	1445	-	-	707	661	904	716	661	967
Stage 1	-	-	-	-	-	-	855	775	-	921	823	-
Stage 2	-	-	-	-	-	-	912	822	-	857	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1519	-	-	1443	-	-	694	658	903	712	658	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	694	658	-	712	658	-
Stage 1	-	-	-	-	-	-	853	774	-	919	822	-
Stage 2	-	-	-	-	-	-	898	821	-	852	773	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.17	9.68	9.55
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	773	24	-	-	40	-	-	799
HCM Lane V/C Ratio	0.005	0.001	-	-	0.001	-	-	0.01
HCM Ctrl Dly (s/v)	9.7	7.4	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

Year 2032 No-Build Weekday Morning Peak Hour

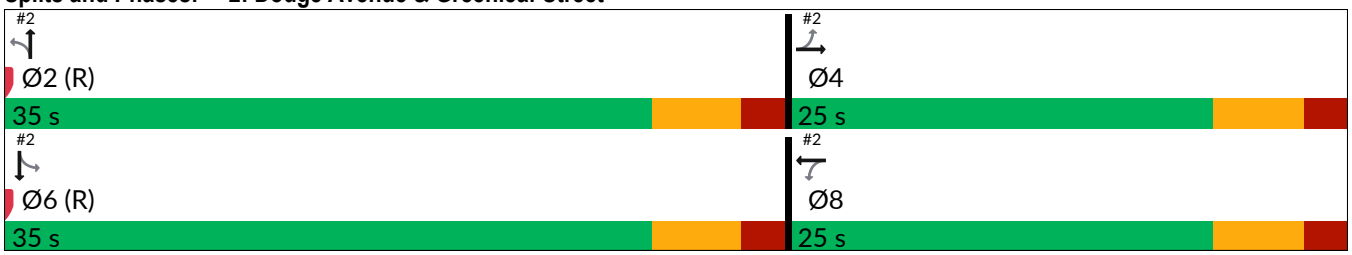


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	36	32	15	66	78	46	576	13	66	419	24
Future Volume (vph)	24	36	32	15	66	78	46	576	13	66	419	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	1.00		0.99	1.00	
Frt		0.953			0.934			0.997			0.992	
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1660	0	0	1682	0	1687	1753	0	1671	1782	0
Flt Permitted		0.896			0.970		0.407			0.271		
Satd. Flow (perm)	0	1504	0	0	1640	0	717	1753	0	474	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			83			3			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	5					5	17		15	15		17
Confl. Bikes (#/hr)			1			2			22			
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
Heavy Vehicles (%)	9%	9%	3%	0%	5%	3%	7%	8%	8%	8%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	169	0	49	627	0	70	472	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.20			0.29		0.14	0.74		0.31	0.55	
Control Delay (s/veh)		11.9			10.0		10.0	19.2		14.0	13.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.9			10.0		10.0	19.2		14.0	13.7	
LOS		B			B		A	B		B	B	
Approach Delay (s/veh)		11.9			10.0			18.5			13.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		17			23		10	179		15	115	
Queue Length 95th (ft)		49			64		28	#307		44	195	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		499			576		346	848		229	864	
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		0.20			0.29		0.14	0.74		0.31	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	87	1	1	135	0	11	0	5	0	0	0
Future Vol, veh/h	0	87	1	1	135	0	11	0	5	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	0	101	1	1	157	0	13	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	103	0	0	268	262	103	260	263	163
Stage 1	-	-	-	-	-	-	103	103	-	159	159	-
Stage 2	-	-	-	-	-	-	165	159	-	101	103	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1435	-	-	1501	-	-	689	646	958	697	646	887
Stage 1	-	-	-	-	-	-	908	814	-	848	770	-
Stage 2	-	-	-	-	-	-	841	770	-	910	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1500	-	-	683	645	957	692	645	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	683	645	-	692	645	-
Stage 1	-	-	-	-	-	-	907	813	-	847	769	-
Stage 2	-	-	-	-	-	-	836	769	-	904	813	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.05	9.92	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	750	1435	-	-	13	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-	0.001	-	-	-
HCM Ctrl Dly (s/v)	9.9	0	-	-	7.4	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Capacity Analysis Summary Sheets

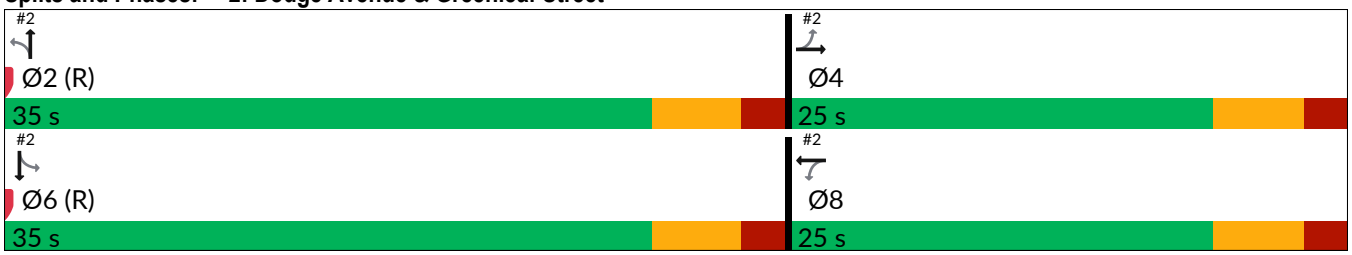
Year 2032 No-Build Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	69	65	46	34	88	24	525	26	74	659	34
Future Volume (vph)	18	69	65	46	34	88	24	525	26	74	659	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98		0.99	1.00		0.99	1.00	
Frt		0.942			0.929			0.993			0.993	
Flt Protected		0.994			0.987		0.950			0.950		
Satd. Flow (prot)	0	1667	0	0	1669	0	1719	1847	0	1787	1828	0
Flt Permitted		0.952			0.879		0.198			0.322		
Satd. Flow (perm)	0	1594	0	0	1487	0	356	1847	0	599	1828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			91			6			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	9					9	22		28	28		22
Confl. Bikes (#/hr)			8			2			2			12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	11%	2%	7%	3%	0%	5%	2%	0%	1%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	173	0	25	568	0	76	714	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.29			0.32		0.15	0.63		0.26	0.81	
Control Delay (s/veh)		11.1			10.0		11.3	15.4		12.3	22.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.1			10.0		11.3	15.4		12.3	22.4	
LOS		B			A		B	B		B	C	
Approach Delay (s/veh)		11.1			10.0			15.3			21.4	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		26			22		5	143		15	207	
Queue Length 95th (ft)		67			63		19	239		41	#404	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		549			533		172	895		289	886	
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		0.29			0.32		0.15	0.63		0.26	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), 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): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	147	2	2	87	3	1	1	2	2	2	4
Future Vol, veh/h	2	147	2	2	87	3	1	1	2	2	2	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	2	150	2	2	89	3	1	1	2	2	2	4

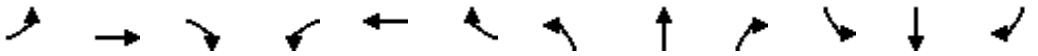
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	153	0	0	258	252	152	249	252	98
Stage 1	-	-	-	-	-	-	156	156	-	94	94	-
Stage 2	-	-	-	-	-	-	102	96	-	155	157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1516	-	-	1440	-	-	699	655	899	709	655	963
Stage 1	-	-	-	-	-	-	851	772	-	917	821	-
Stage 2	-	-	-	-	-	-	909	819	-	853	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1516	-	-	1439	-	-	686	652	899	704	653	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	686	652	-	704	653	-
Stage 1	-	-	-	-	-	-	849	770	-	916	819	-
Stage 2	-	-	-	-	-	-	895	818	-	848	770	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.16	9.72	9.59
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	767	24	-	-	39	-	-	793
HCM Lane V/C Ratio	0.005	0.001	-	-	0.001	-	-	0.01
HCM Ctrl Dly (s/v)	9.7	7.4	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Morning Peak Hour

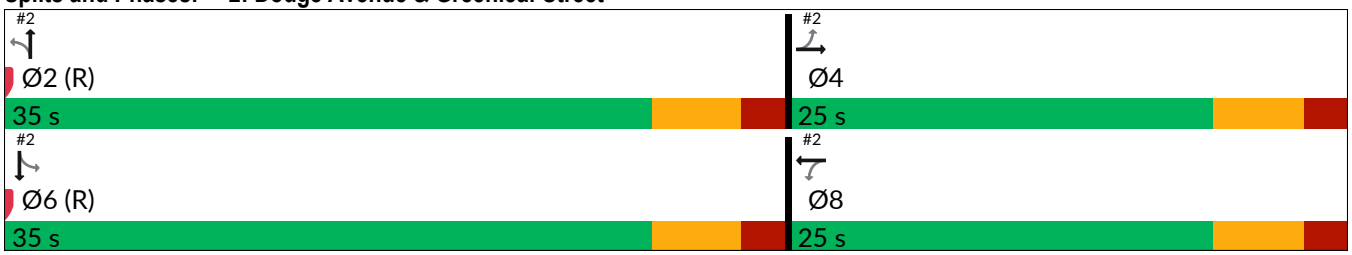


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	36	32	15	68	78	52	576	13	67	419	32
Future Volume (vph)	24	36	32	15	68	78	52	576	13	67	419	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99		0.99	1.00		0.99	1.00	
Frt		0.953			0.934			0.997			0.989	
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1660	0	0	1682	0	1687	1753	0	1671	1778	0
Flt Permitted		0.895			0.971		0.400			0.271		
Satd. Flow (perm)	0	1503	0	0	1641	0	704	1753	0	474	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			83			3			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	5					5	17		15	15		17
Confl. Bikes (#/hr)			1			2			22			
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
Heavy Vehicles (%)	9%	9%	3%	0%	5%	3%	7%	8%	8%	8%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	171	0	55	627	0	71	480	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.20			0.30		0.16	0.74		0.31	0.56	
Control Delay (s/veh)		11.9			10.1		10.3	19.2		14.1	13.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.9			10.1		10.3	19.2		14.1	13.8	
LOS		B			B		B	B		B	B	
Approach Delay (s/veh)		11.9			10.1			18.5			13.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		17			24		11	179		15	117	
Queue Length 95th (ft)		49			65		30	#307		45	199	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		499			576		340	848		229	864	
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		0.20			0.30		0.16	0.74		0.31	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 15.4		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	87	1	7	136	9	11	0	5	0	0	0
Future Vol, veh/h	1	87	1	7	136	9	11	0	5	0	0	0
Conflicting Peds, #/hr	0	0	1	1	0	0	6	0	0	0	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	1	101	1	8	158	10	13	0	6	0	0	0

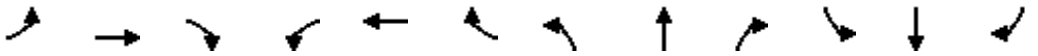
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	103	0	0	285	290	103	283	285	169
Stage 1	-	-	-	-	-	-	105	105	-	180	180	-
Stage 2	-	-	-	-	-	-	180	185	-	103	106	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1421	-	-	1501	-	-	671	624	958	673	627	880
Stage 1	-	-	-	-	-	-	906	812	-	827	755	-
Stage 2	-	-	-	-	-	-	826	751	-	907	812	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1421	-	-	1500	-	-	662	619	957	664	623	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	619	-	664	623	-
Stage 1	-	-	-	-	-	-	904	811	-	822	750	-
Stage 2	-	-	-	-	-	-	816	746	-	901	810	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.08	0.34	10.04	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	20	-	-	82	-	-	-
HCM Lane V/C Ratio	0.025	0.001	-	-	0.005	-	-	-
HCM Ctrl Dly (s/v)	10	7.5	0	-	7.4	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Capacity Analysis Summary Sheets

Year 2032 Total Projected Weekday Evening Peak Hour

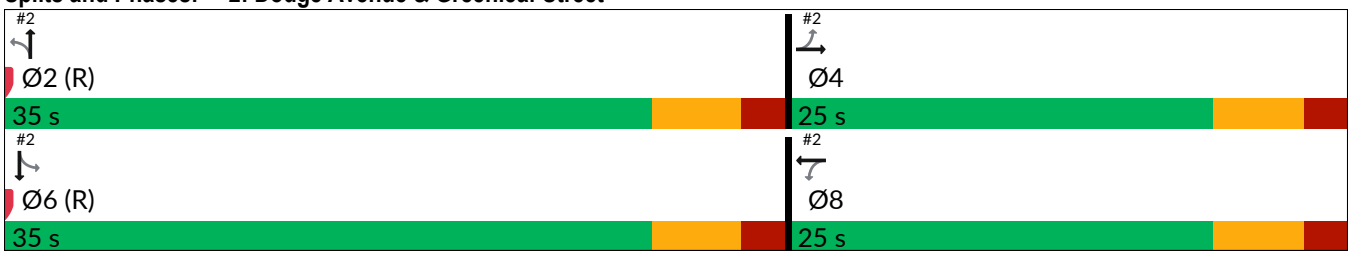


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	69	65	46	38	88	37	525	26	77	659	50
Future Volume (vph)	18	69	65	46	38	88	37	525	26	77	659	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	70		0	110		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	65		25	90		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98		0.99	1.00		0.99	1.00	
Frt		0.942			0.931			0.993			0.989	
Flt Protected		0.994			0.987		0.950			0.950		
Satd. Flow (prot)	0	1667	0	0	1673	0	1719	1847	0	1787	1819	0
Flt Permitted		0.952			0.881		0.184			0.322		
Satd. Flow (perm)	0	1594	0	0	1494	0	331	1847	0	599	1819	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			91			6			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		205			246			321			394	
Travel Time (s)		4.7			5.6			7.3			9.0	
Confl. Peds. (#/hr)	9					9	22		28	28		22
Confl. Bikes (#/hr)			8			2			2			12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	11%	2%	7%	3%	0%	5%	2%	0%	1%	3%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	177	0	38	568	0	79	731	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		19.0			19.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
v/c Ratio		0.29			0.33		0.24	0.63		0.27	0.83	
Control Delay (s/veh)		11.1			10.2		13.9	15.4		12.4	23.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.1			10.2		13.9	15.4		12.4	23.8	
LOS		B			B		B	B		B	C	
Approach Delay (s/veh)		11.1			10.2			15.3			22.7	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		26			23		8	143		16	214	
Queue Length 95th (ft)		67			65		28	239		43	#420	
Internal Link Dist (ft)		125			166			241			314	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							70			110		
Base Capacity (vph)		549			535		159	895		289	883	
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		0.29			0.33		0.24	0.63		0.27	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 17.8		Intersection LOS: B	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Dodge Avenue & Greenleaf Street



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	147	2	13	88	24	1	1	2	2	2	4
Future Vol, veh/h	4	147	2	13	88	24	1	1	2	2	2	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	6	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	4	150	2	13	90	24	1	1	2	2	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	153	0	0	286	301	152	287	290	110
Stage 1	-	-	-	-	-	-	160	160	-	129	129	-
Stage 2	-	-	-	-	-	-	125	141	-	159	161	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1487	-	-	1440	-	-	671	615	899	669	624	949
Stage 1	-	-	-	-	-	-	847	769	-	880	794	-
Stage 2	-	-	-	-	-	-	883	784	-	848	768	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1487	-	-	1439	-	-	651	606	899	658	615	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	606	-	658	615	-
Stage 1	-	-	-	-	-	-	843	766	-	871	786	-
Stage 2	-	-	-	-	-	-	862	776	-	843	765	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	0.78	9.9	9.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	739	47	-	-	180	-	-	759
HCM Lane V/C Ratio	0.006	0.003	-	-	0.009	-	-	0.011
HCM Ctrl Dly (s/v)	9.9	7.4	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0