

METROSQUASH EVANSTON

1100 Dodge Ave. Evanston, IL 60202



issue	
issued for SD	08.07.2026
general notes	

symbols legend

BUILDING ELEVATION	
SECTION	
DETAIL MARK	
ELEVATION MARK	
DOOR NUMBER	
ROOM DESCRIPTION	
CEILING ELEVATION	
PARTITION TYPE	
KEYED NOTE	
CASEWORK TAG	
REVISION NUMBER	

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 CONCRETE
	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.

project data

PROJECT NAME:
METROSQUASH EVANSTON

PROJECT OWNER:
METROSQUASH

PROJECT DESCRIPTION:
NEW 1-STORY 19,350 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: IB
FULLY SPRINKLERED

sheet index

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C2.0	site dimension plan
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A1.0	existing site plan
A1.1	new site plan
A2.0	floor plan
A2.1	reflected ceiling plan
A2.2	roof plan
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A5.0	wall assemblies
A6.0	renderings
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S2.1	framing plan
ME1.1	mechanical & electrical site plan
ME1.2	mechanical & electrical floor plan
ME1.3	mechanical & electrical roof plan

project address data

EXISTING ADDRESSES AND PINS:
ADDRESS: 1905 GREENLEAF ST
PIN: 10-24-109-028-0000

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

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



project team	
owner:	XX
XX	XX
tel xxx.xxx.xxxx	XX
general contractor:	
XX	XX
tel xxx.xxx.xxxx	XX
mechanical electrical plumbing:	
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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	12 (General Industrial) west of alley
Mandatory Planned Developments	6-10-1-9D		Triggered if: 1. Zoning lot is over 30,000sf 3. 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, Dodae 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 DAPB	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 2011		1:25 = 1 26:50 = 2	1 provided	based on actual parking spaces provided
Off-Street Loading Size	6-16-4-4		10' x 36' = 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	509.3	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	903.13	B - Interior Exit Stairs 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		

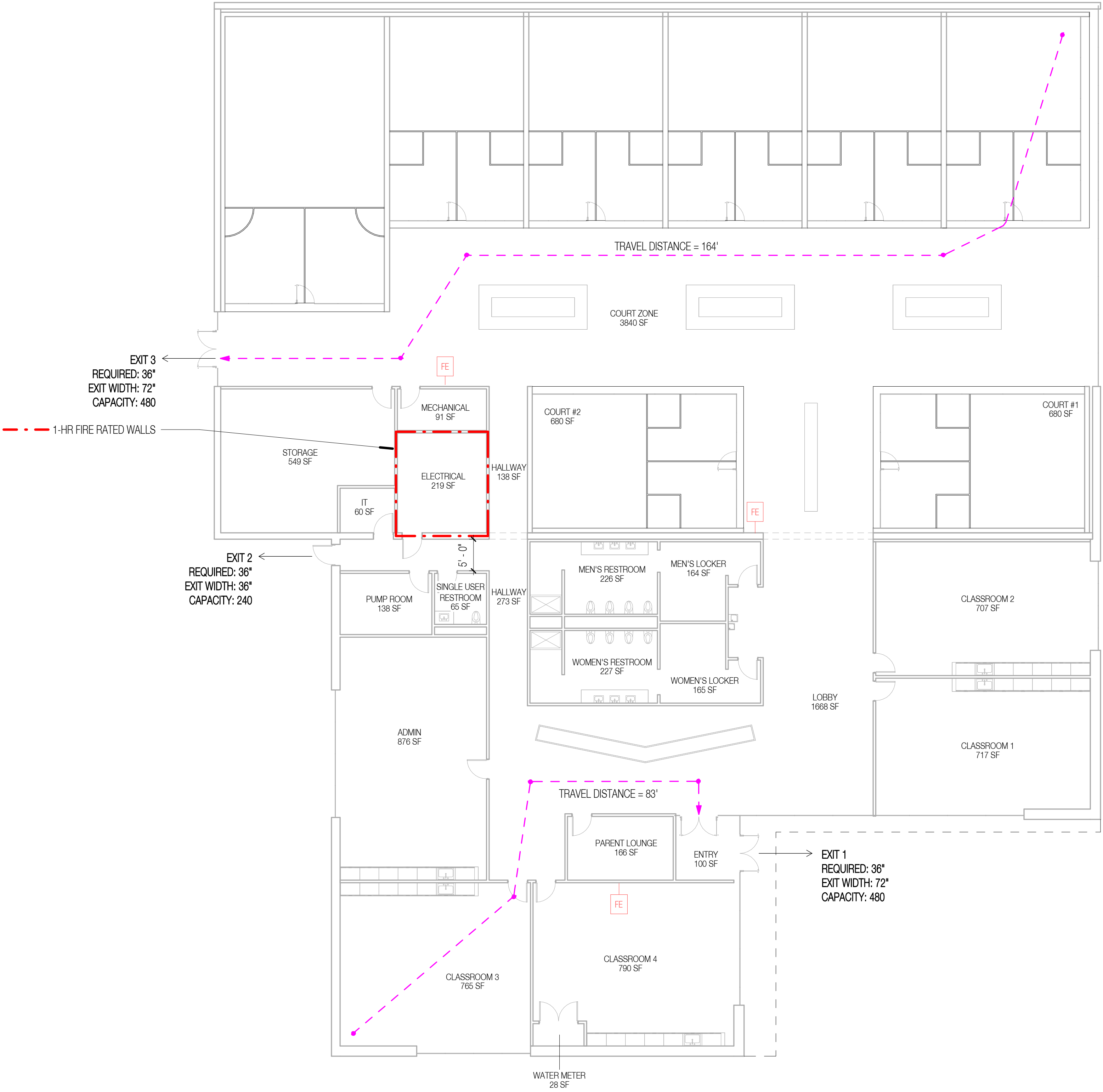
EXIT REQUIREMENTS					
Occupant Load Calc	1004.1.2	Storage = 1/300sf Assembly, Standing Room = 1/5sf Assembly, Concentrated = 1/7sf Assembly, Unconcentrated = 1/15sf Business/Office = 1/150sf Classroom = 1/200sf Exercise Rooms = 1/50sf Locker Rooms = 1/50sf	per plans		
Stairway Exit Width	1005.3.1	0.2 inches per occupant		sprinklered	
Door Exit Width	1005.3.2	0.15 inches per occupant		sprinklered	
Door Enlargement	1005.1.1	1" 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	1,068	15	112
HALLWAY	138	-	-
HALLWAY	273	-	-
PARENT LOUNGE	166	15	12
CLASSROOM 1	717	20	36
CLASSROOM 2	707	20	35
CLASSROOM 3	765	20	38
CLASSROOM 4	700	20	35
ADMIN	876	150	6
COURT YONE	3,840	50	77
STORAGE	540	300	2
RESTROOM / SHOWER	518	-	-
LOCKER	329	50	7
MECHANICAL, ELECTRICAL, PUMP ROOM, WATER	538	-	-
METER	538	-	-
COURTS	5,850	4 per court	33
TOTAL	17,822		339

PLUMBING FIXTURE COUNT

MIN NUMBER FIXTURES - IRC 2003.1		Water Closets	Urinals	Bathtubs/Shower	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				1	
Required	2	4	2	not required	1	1	
Provided	4	4	7	2	1	1	(1) single user restroom also provided



Issue

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general notes

project team

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MetroSquash
Evanston

1100 Dodge Ave. Evanston, IL 60202

life safety & exiting

G1.1

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

accessibility notes

ALL AREAS RECEIVING WORK WITHIN THIS PROJECT IS REQUIRED TO COMPLY FULLY WITH THE FOLLOWING REGULATIONS:
 -CBC CHAPTER 14B-11 AND ICC/ANSI A117.1-2009 (REFERENCE STANDARD WITH MODIFICATIONS)
 -ILLINOIS ACCESSIBILITY CODE, 2018
 -AMERICANS WITH DISABILITIES ACT AND THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN
 -ADDITIONS AND ALTERATIONS: CHICAGO BUILDING REHABILITATION CODE, CHAPTER 305.1 THROUGH 305.9.

PRIMARY FUNCTION STATEMENT

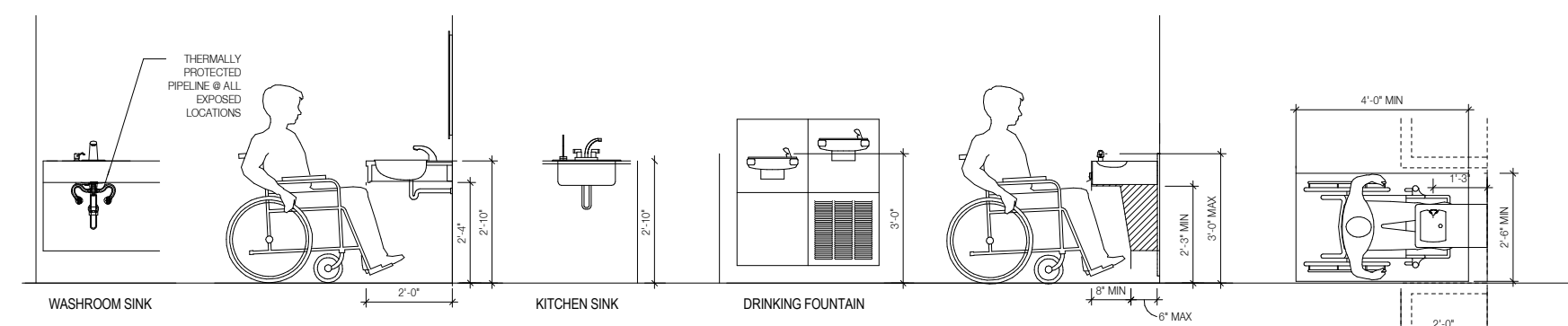
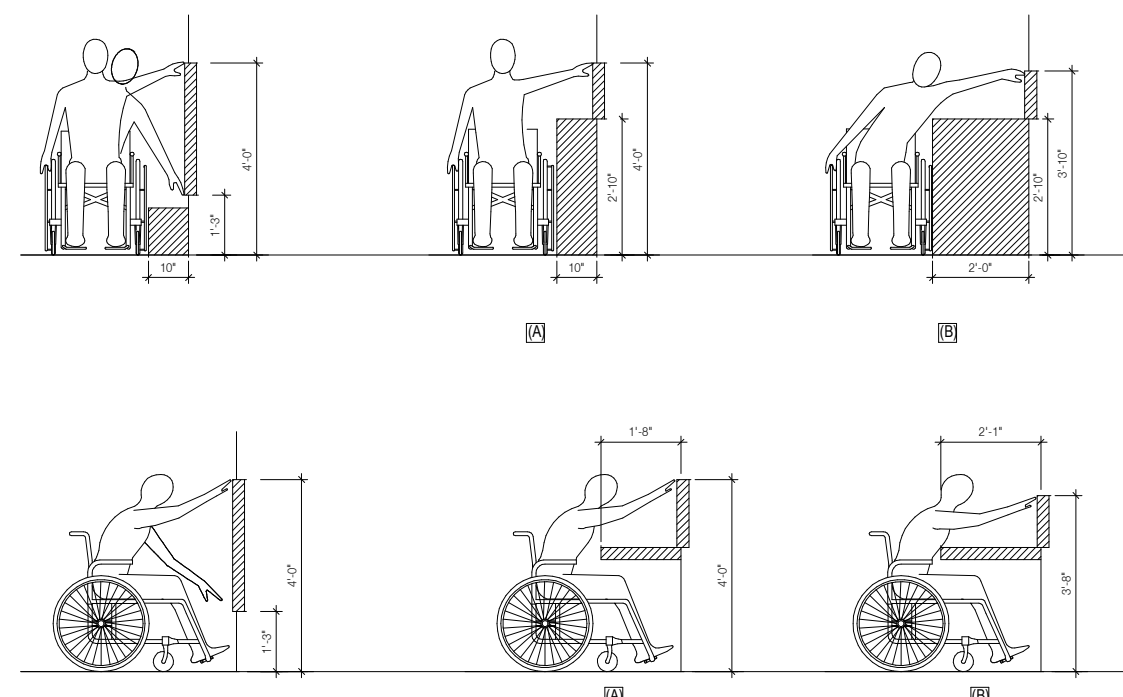
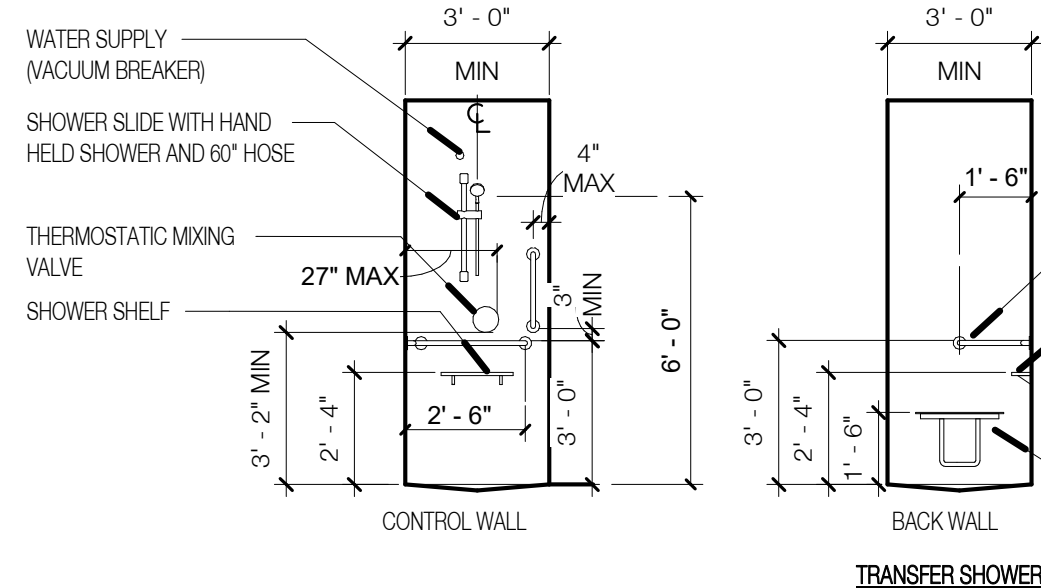
THIS PROJECT CONTAINS AN AREA OF PRIMARY FUNCTION, THEREFOR THE ROUTE TO THE PRIMARY FUNCTION SHALL BE ACCESSIBLE. THE ACCESSIBLE ROUTE TO THE PRIMARY FUNCTION AREA SHALL INCLUDE TOILET FACILITIES AND DRINKING FOUNTAINS SERVING THE AREA OF PRIMARY FUNCTION.

THESE ELEMENTS OF THE PROJECT SHALL FULLY COMPLY

1. ACCESSIBLE ENTRY AT GROUND LEVEL.
2. ACCESSIBLE ROUTE FROM THE BUILDING ENTRY TO THE ELEVATOR LOBBY
3. ACCESSIBLE ELEVATOR IN THE BUILDING, PROVIDING ACCESS TO THE SPACE
4. ACCESSIBLE RESTROOMS ON THE FLOOR.
5. HIGH-LOW DRINKING FOUNTAIN ON THE FLOOR.

GENERAL ACCESSIBILITY NOTES:

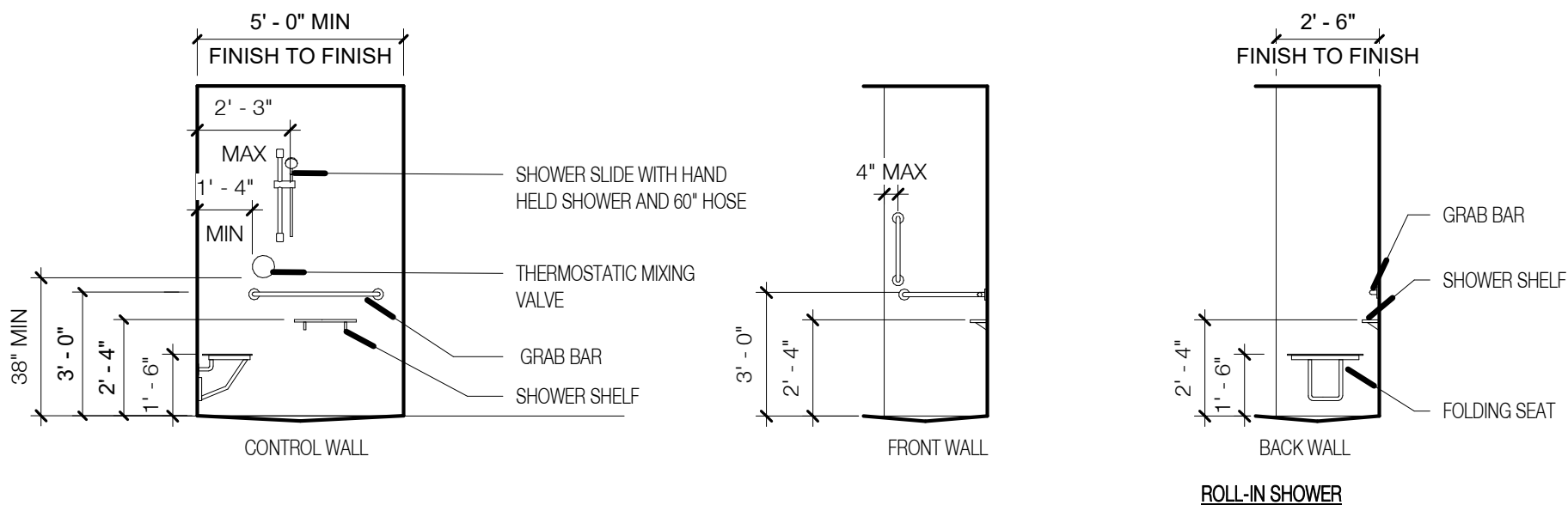
1. ALL CONTROLS AND OPERATING MECHANISMS SHALL MEET COMPLIANCE WITH ICC A117.1-2009 CHAPTER 308.3 AND 309.4, INCLUDING:
 - 1.1. ALL CONTROLS AND OPERATING MECHANISMS TO BE PROVIDED TO PROVIDE CLEAR FLOOR SPACE FOR FORWARD/ON PARALLEL APPROACH PER ICC A117.1-2009 CHAPTER 308.3 AND 309.4
 - 1.2. ALL CONTROLS AND OPERATING MECHANISMS TO LOCATED WITHIN REACH RANGE OF 15 INCHES TO 48 INCHES AFF PER ICC A117.1-2009 CHAPTER 308.3 AND 309.4 AND AS OTHERWISE REQUIRED WHEN REACHING OVER OBSTRUCTIONS AND BASED ON APPROACH.
2. OPERABLE PARTS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE THUMB GRASPING, PINCHING OR TWISTING OF THE WRIST PER 309.4.
 - 2.1. ALL SWITCHE TO COMPLY WITH ICC A117.1-2009 SECTION 703 AND APPENDIX D.07.
 - 2.2. DOORS SHALL MEET COMPLIANCE WITH ICC A117.1-2009 CHAPTER 403.2.
 - 2.3. SWITCHE FOR ROOMS/FURNITURE ROOMS AND SPACE TO COMPLY WITH PER ICC A117.1-2009 CHAPTER 703. PROVIDE GRASPING WITH HORIZONTAL, VERTICAL, DIMENSIONS.
 - 2.4. ALL DOORS PROVIDED WITH MANEUVERING CLEARANCE IN ACCORDANCE WITH ICC A117.1-2009 SECTION 404.2.3.
 - 2.5. ALL NEW OR ALTERED DOORS TO HAVE LEVELS OPERABLE HARDWARE OF EQUIVALENT PER ICC A117.1-2009 SECTION 404.2.6.
 - 2.6. ALL DOORS TO HAVE A MINIMUM 30 INCH CLEAR OPENING MEASURED FROM THE TOP OF THE DOOR TO THE DOOR STOP PER ICC A117.1-2009 SECTION 404.2.2.
 - 2.7. ALL PUBLIC AND COMMON AREA INTERIOR DOORS TO HAVE A MINIMUM 30 LBS FORCE TO OPERATE ICC A117.1-2009 CHAPTER 404.2.6 (IC 404.2.6)
 - 2.8. ALL PUBLIC AND COMMON EXTERIOR DOORS TO HAVE A MINIMUM 5 LBS FORCE TO OPEN PER ICC A117.1-2009 SECTION 404.2.6.5.
 - 2.9. ALL FLOORING SHALL COMPLY WITH TO BE FIRM, STABLE AND SLIP-RESISTANT PER ICC A117.1-2009 SECTION 302.3. CHANGES IN LEVEL SHALL COMPLY WITH 303.3.
 - 2.10. CHARGE IN THRESHOLD NOT TO EXCEED ONE HALF INCH PER ICC A117.1-2009 SECTION 302.3. CHANGES IN LEVEL SHALL COMPLY WITH 303.2.
 - 2.11. CHANGES IN LEVEL, GREATER THAN ONE QUARTER INCH AND NOT MORE THAN ONE HALF INCH MAXIMUM HEIGHT SHALL BE DEVELOPED WITH A SLOPE NOT STEEPER THAN 1:2 PER 303.3.
 - 2.12. CHANGES IN LEVEL, GREATER THAN ONE HALF INCH MAXIMUM HEIGHT SHALL BE RAMPED AND COMPLY WITH PER ICC 406.
3. ALL NEW, ALTERED, REPLACED, OR REPLACED FIRE ALARM OR EMERGENCY WARNING SYSTEMS TO COMPLY FULLY WITH ICC/ANSI A117.1-2009 SECTION 702. ALL VISUAL ALARMS TO BE SYNCHRONIZED THROUGHOUT PER ICC A117.1-2009 SECTION 702. THE STRIKE STRIKE SHALL BE LOCATED A MINIMUM 80 INCH AFF TO THE BOTTOM AND 80 INCH TO THE TOP.
4. COAT COATS AND FIXED AND BUILT IN STORAGE SHALL MEET COMPLIANCE WITH ICC A117.1-2009 SECTION 606.5.
 - 4.1. IN EACH COAT CLOSET, PORTION OF SHELF-FOOT TO BE PROVIDED AT 48 INCHES MAX AFF TO TOP PER ICC A117.1-2009 SECTION 606.5. OTHER STORAGE SHALL BE BETWEEN 48 INCH AND 68 INCH AFF.
 - 4.2. COAT COATS TO BE LOCATED ON AN ACCESSIBLE ROUTE AND PROVIDE CLEAR FLOOR SPACE FOR FORWARD OR PARALLEL APPROACH PER ICC/ANSI A117.1-2009 SECTION 606.2.
 - 4.3. TOLLET AND BATHING ROOMS SHALL COMPLY WITH ICC A117.1-2009 CHAPTER 6. ACCESSIBLE TOILET SEATS SHALL BE SELF-CLOSING AND HAVE A DOOR PULL COMPLYING WITH 404.2.6 AND 404.2.7 OF THE DOOR LOCATED NEAR THE LATCH.
 - 4.4. SINGS SHALL COMPLY WITH ICC A117.1-2009 SECTION 606.
 - 4.5. ACCESSIBLE TO BE DRINKING FOUNTAIN TO BE PROVIDED COMPLYING WITH CHAPTER 14B-11106 AND ICC A117.1-2009 SECTION 602.
 - 4.6. ACCESSIBLE WHEEL DRINKING FOUNTAIN MAX. 30 INCHES AFF TO SPOUT/OUTLET, STANDARD HEIGHT DRINKING FOUNTAIN 28 INCHES TO 42 INCHES AFF. MAX. TO OUTLET/SPOUT.
 - 4.7. ACCESSIBLE DRINKING FOUNTAIN TO BE PROVIDED WITH CLEAR FLOOR SPACE FOR FORWARD APPROACH, KNEE AND TOE CLEARANCE PER ICC/ANSI A117.1-2009 SECTION 306.
 - 4.8. ACCESSIBLE FOUNTAIN LOCATED TO BE PROVIDED WITH CLEAR FLOOR SPACE FOR FORWARD APPROACH, KNEE AND TOE CLEARANCE PER ICC/ANSI A117.1-2009 SECTION 306.
 - 4.9. WHERE A DRINKING FOUNTAIN PROTRUS INTO A ROUTE MORE THAN 4 INCH, CANE DETECTION NOT HIGHER THAN 27 INCHES AFF TO BE PROVIDED UNDER DRINKING FOUNTAIN.



ada reach diagram

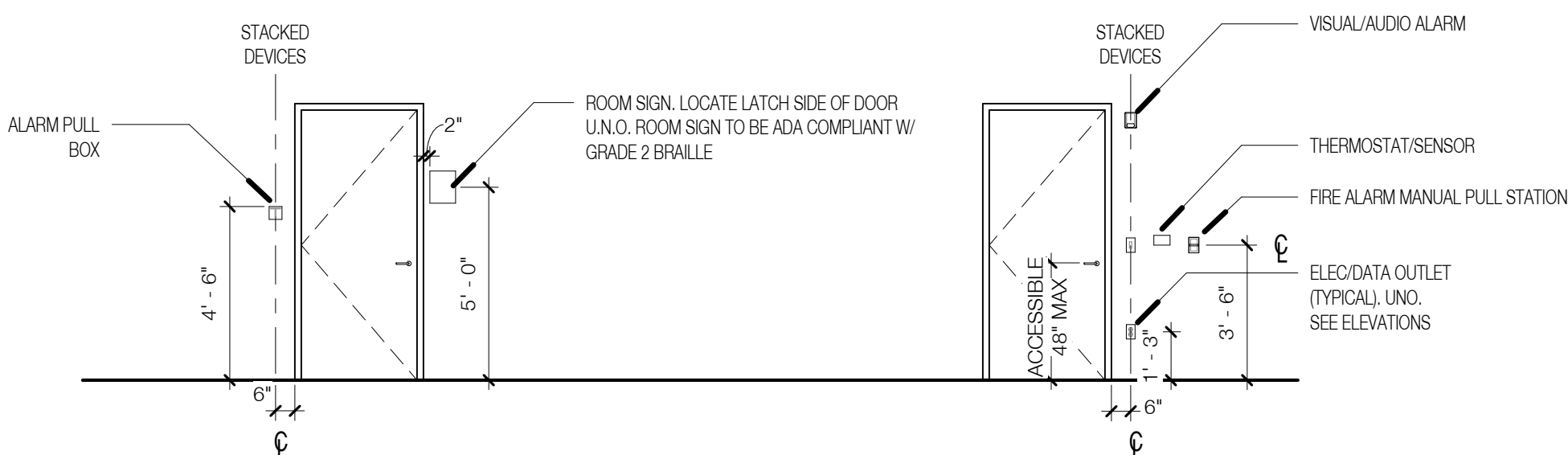
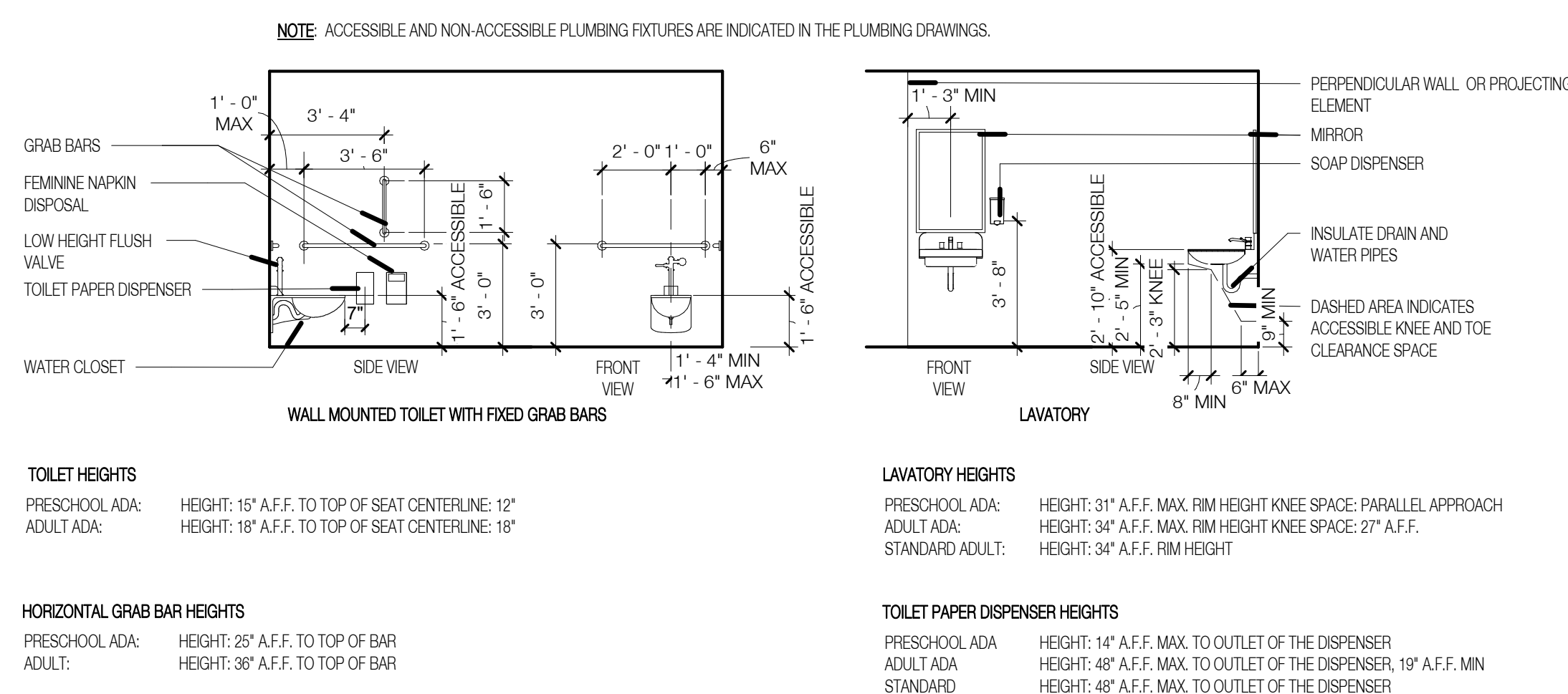
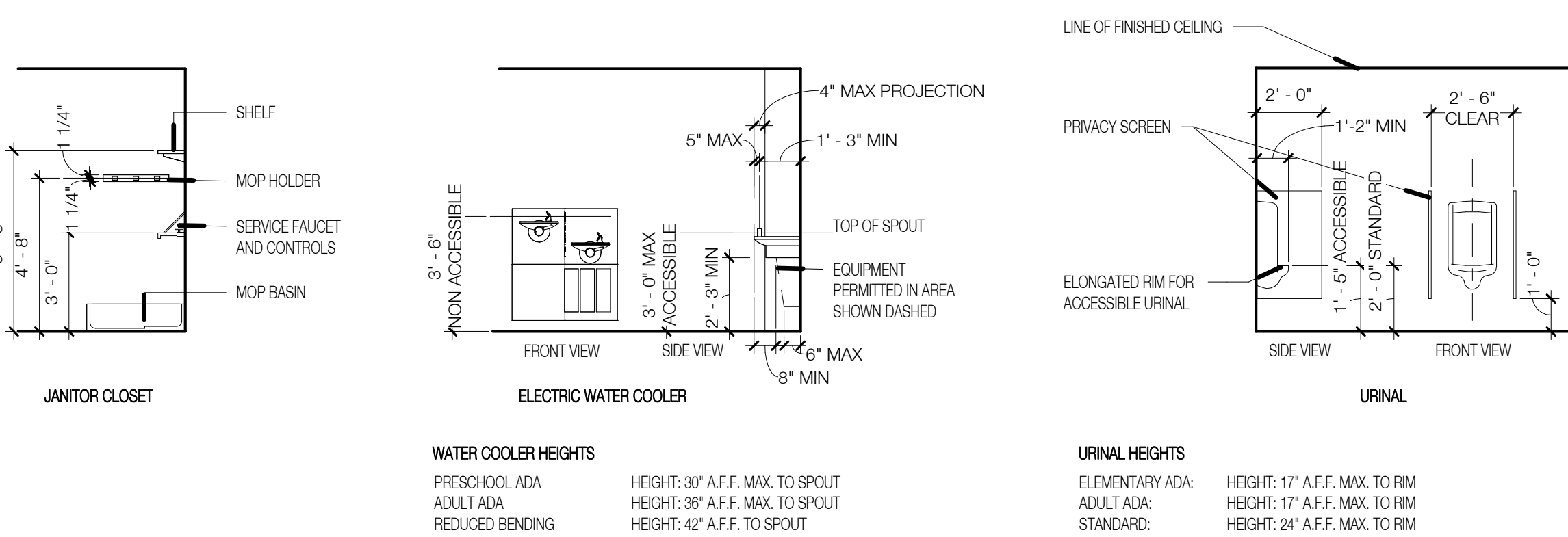
FOR REFERENCE ONLY

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



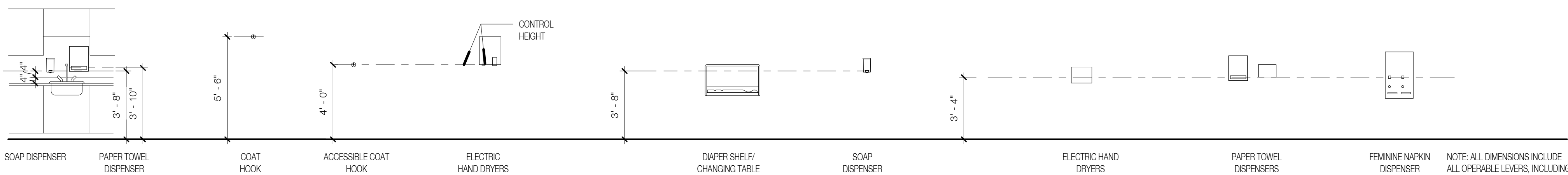
shower mounting heights

FOR REFERENCE ONLY



typical mounting locations at doors

FOR REFERENCE ONLY



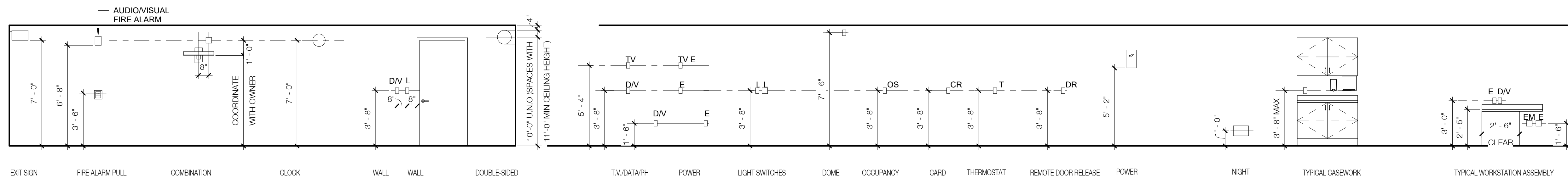
plumbing fixture mounting heights

FOR REFERENCE ONLY



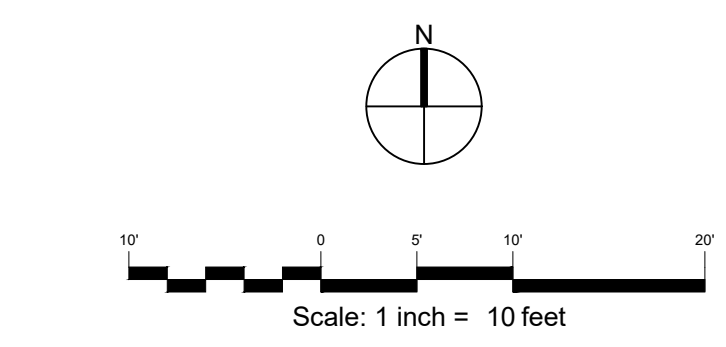
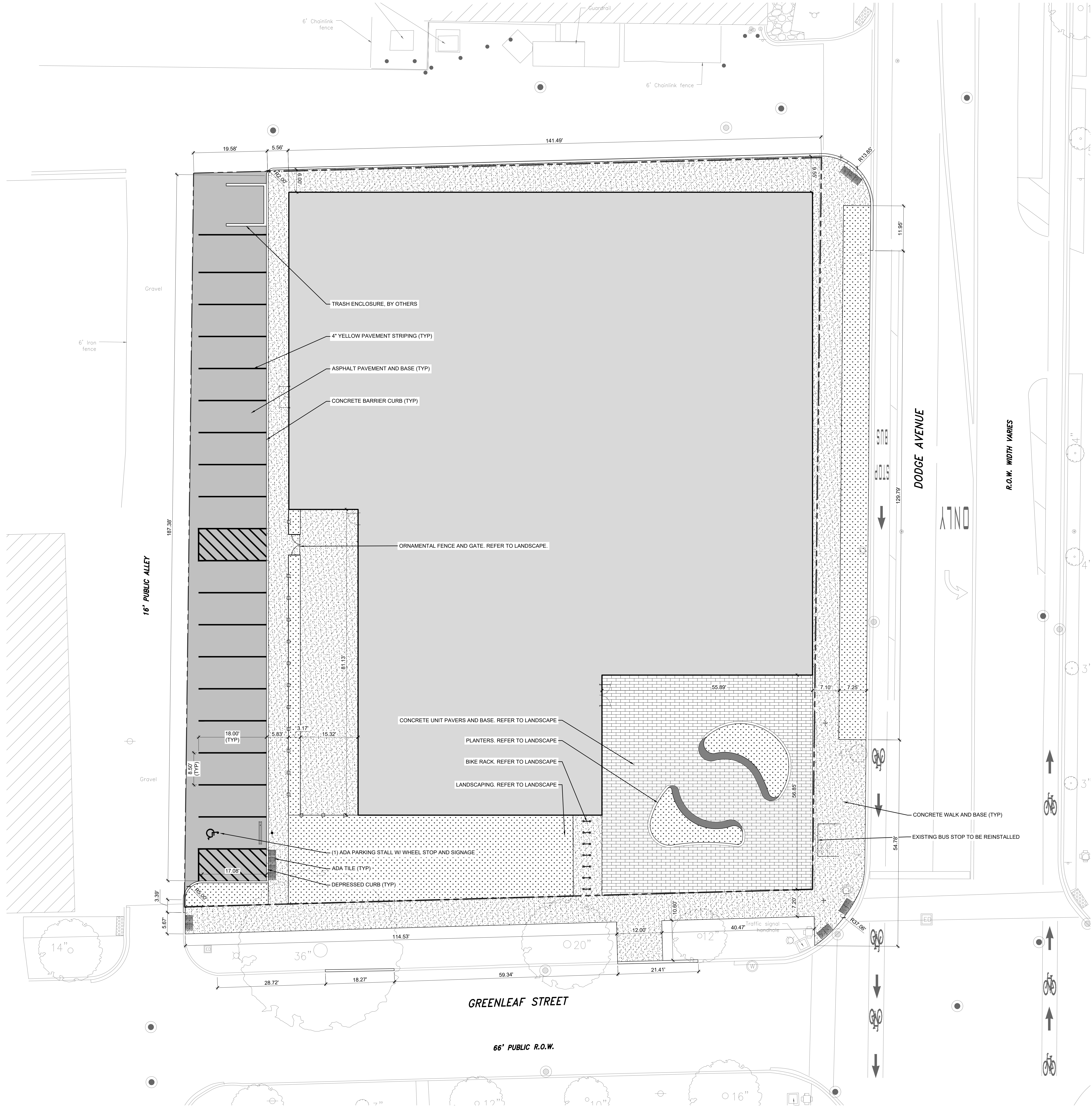
accessory mounting heights

FOR REFERENCE ONLY



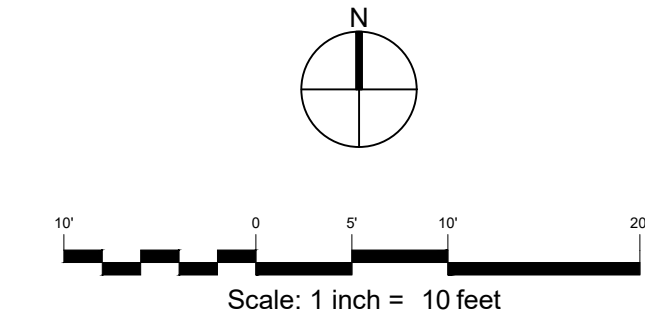
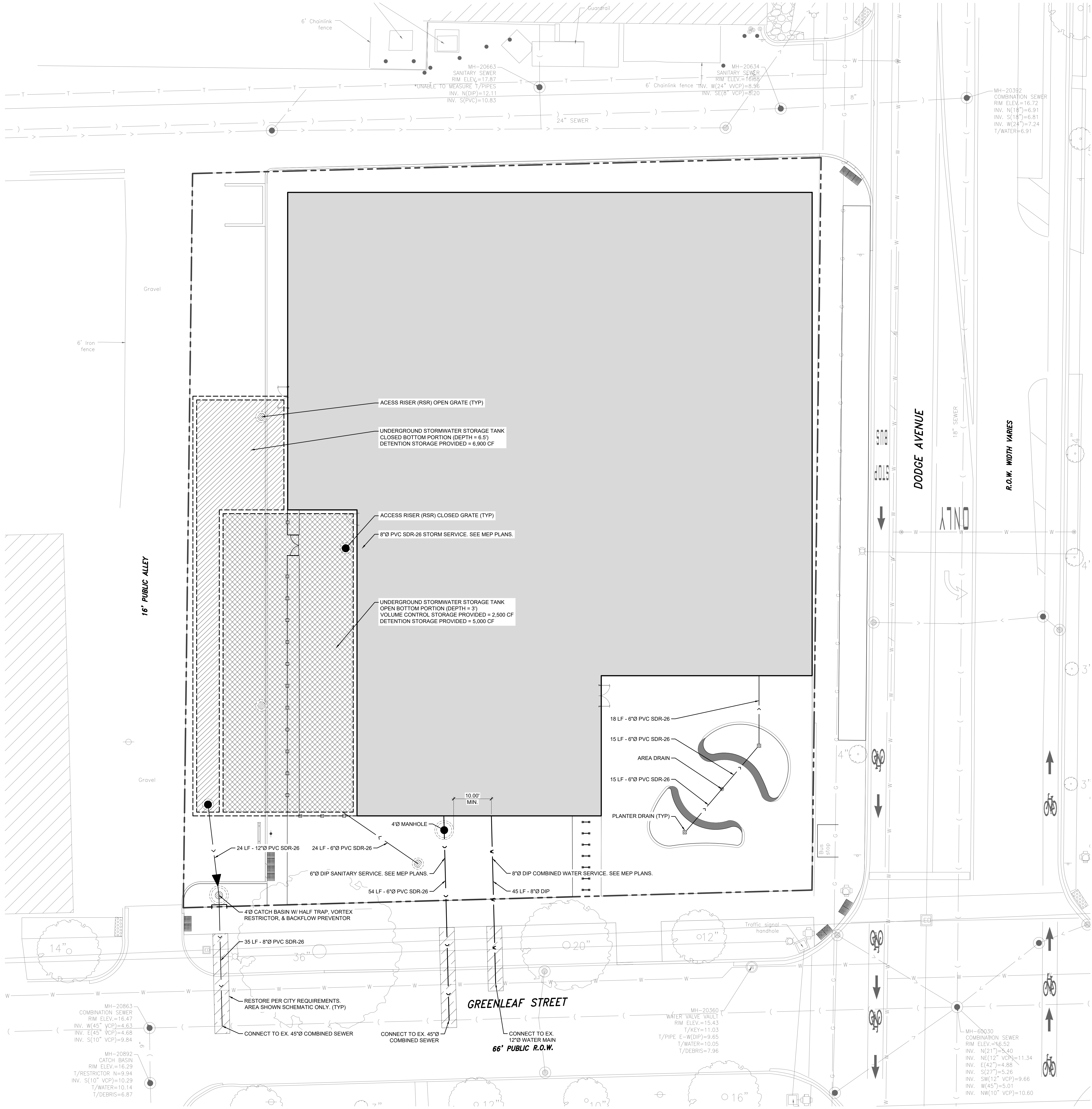
electrical control mounting heights

FOR REFERENCE ONLY



LEGEND:

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



LEGEND:

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

- NOTES:
- FINAL DESIGN SEASONAL HIGH GROUNDWATER TABLE ELEVATION TO BE CONFIRMED BY GEOTECH ENGINEER.

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

Issued for SD 05/07/2026

general notes

project team

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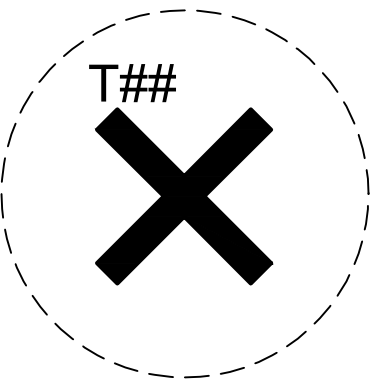
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1100 Dodge Ave. Evanston, IL 60202

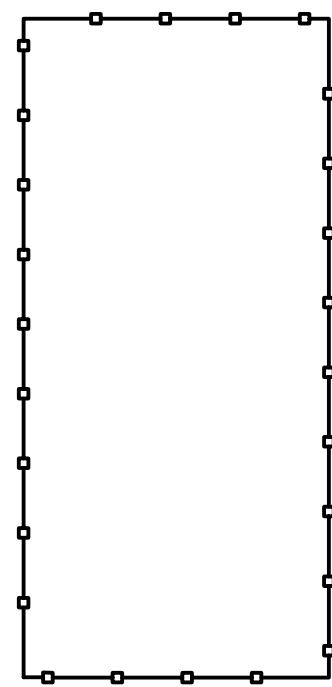
SITE UTILITY PLAN

C4.0

legend



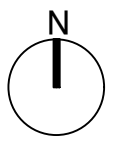
EXISTING TREE TO REMOVE



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



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



Issue for SD 08.07.2026
SD 08/03/2026

general notes

project team
owner: MetroSquash
6100 S Cottage Grove
Chicago, IL 60637
tel 773.241.5150
general contractor: xx
xx
tel xxx.xxx.xxx
civil: Terra Engineering
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tel 312.931.3740
mechanical electrical plumbing: IMEG Corporation
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landscape: Tgda Landscape Architecture
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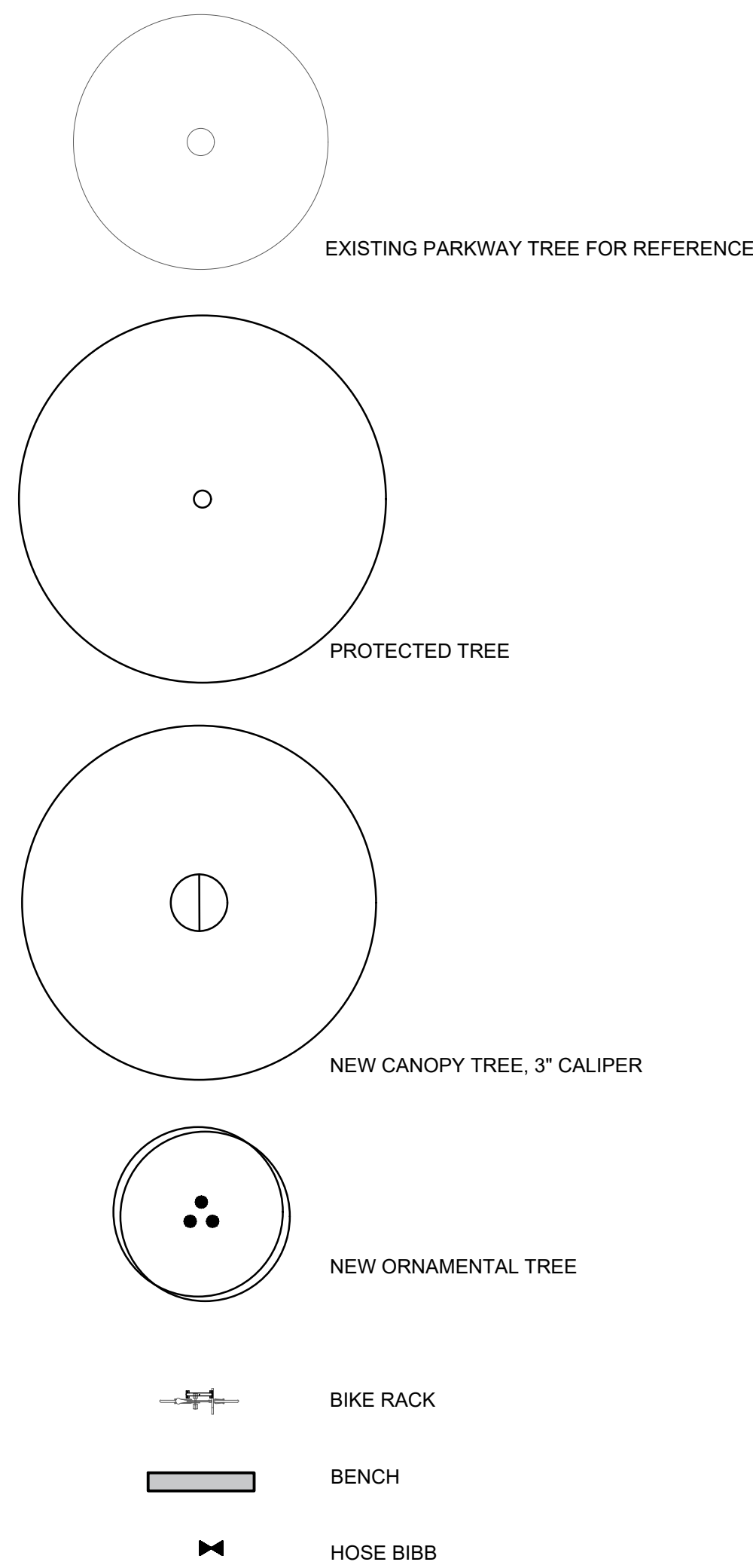
MetroSquash

1100 Dodge Ave. Evanston, IL 60202

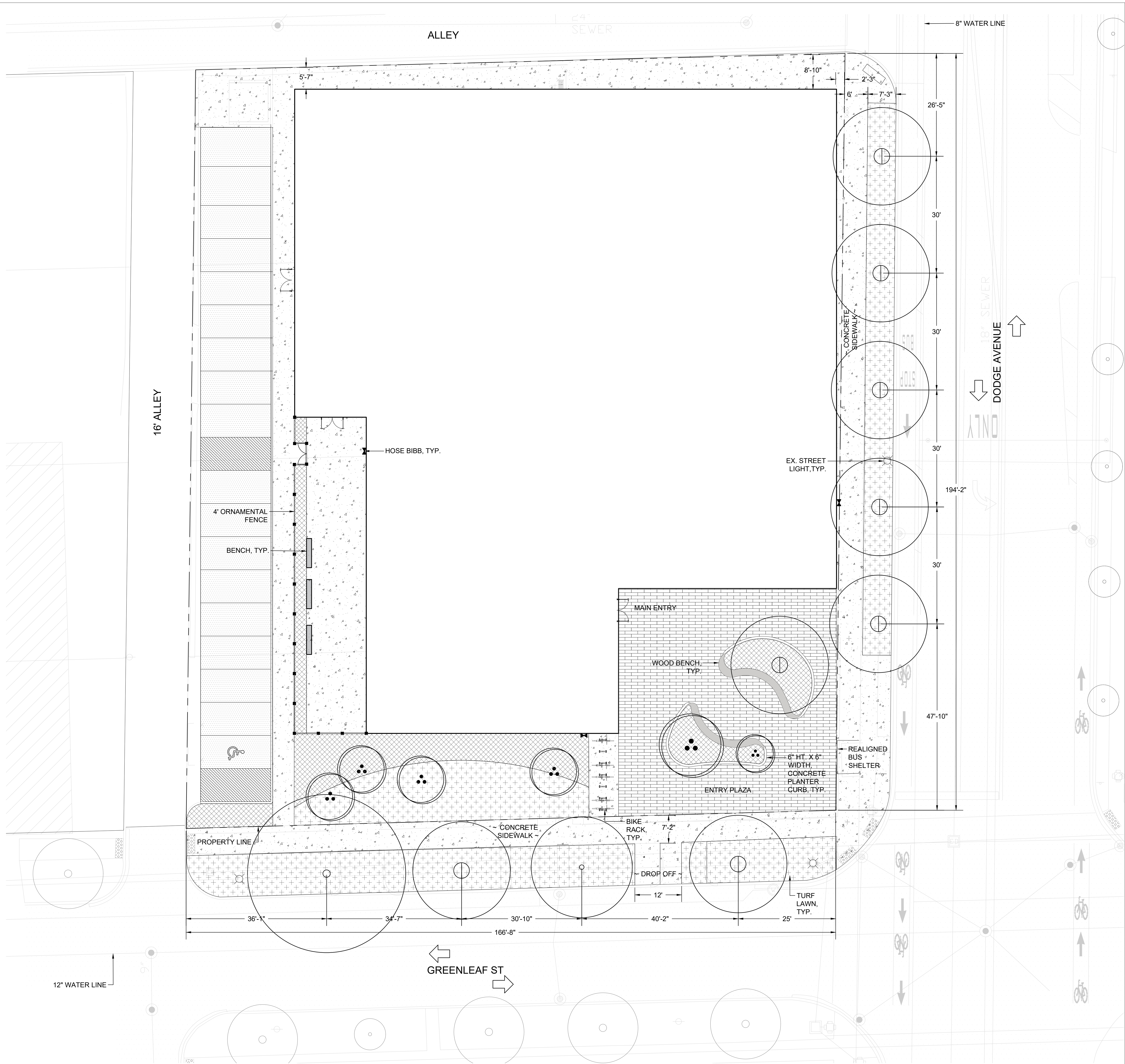
protection and removals plan

L1.0

legend



SYMBOL	DESCRIPTION
	CONCRETE SIDEWALK, REFER TO CIVIL
	ASPHALT, REFER TO CIVIL
	CONCRETE UNIT PAVER
	TURF LAWN
	PERENNIALS, SHRUBS, BULBS



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

Issue for SD 08.07.2026
SD 08/03/2026

general notes

project team

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landscape site plan

L1.1



project team

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general contractor:
xx
xx
tel xxx.xxx.xxxx

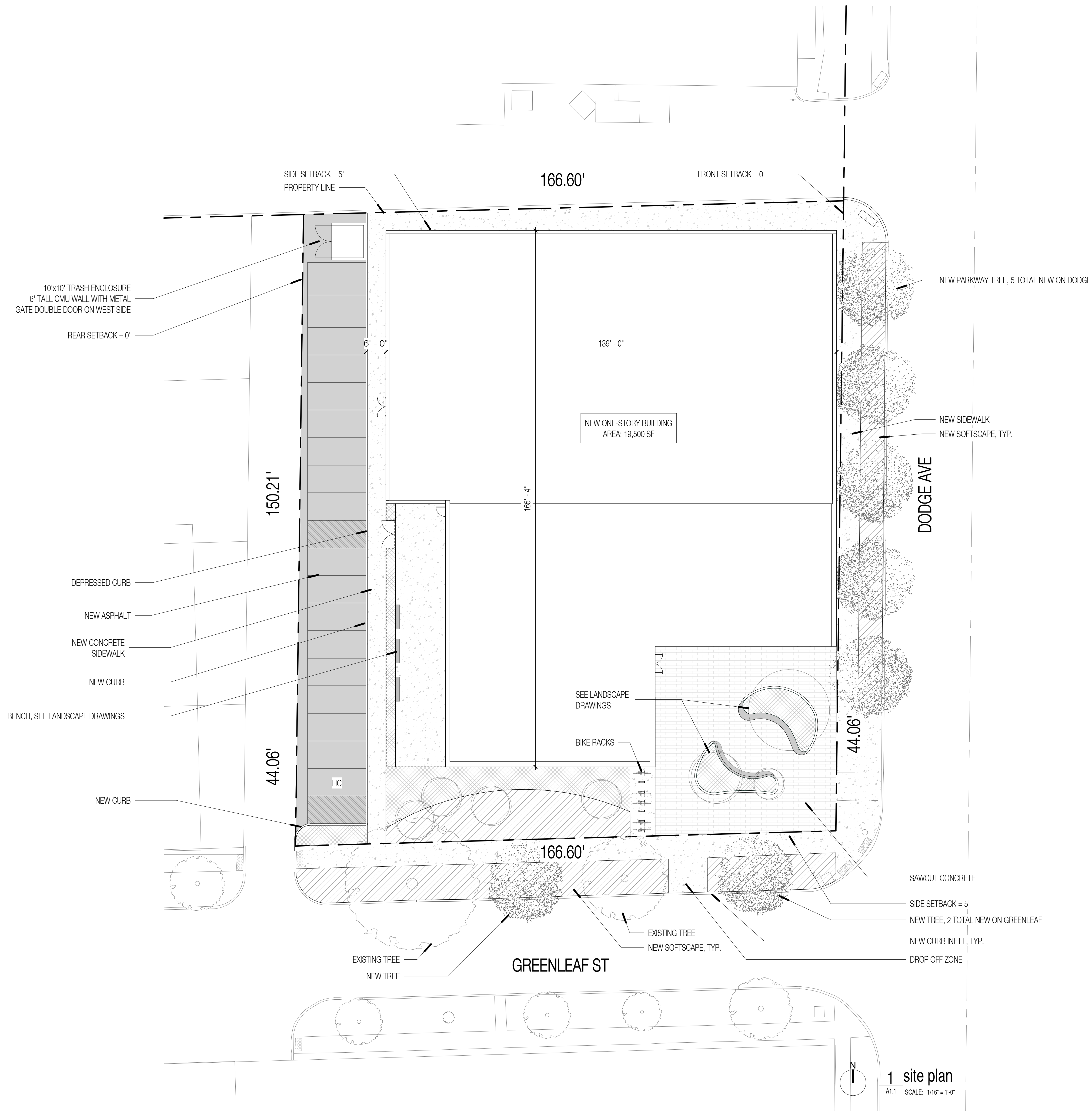
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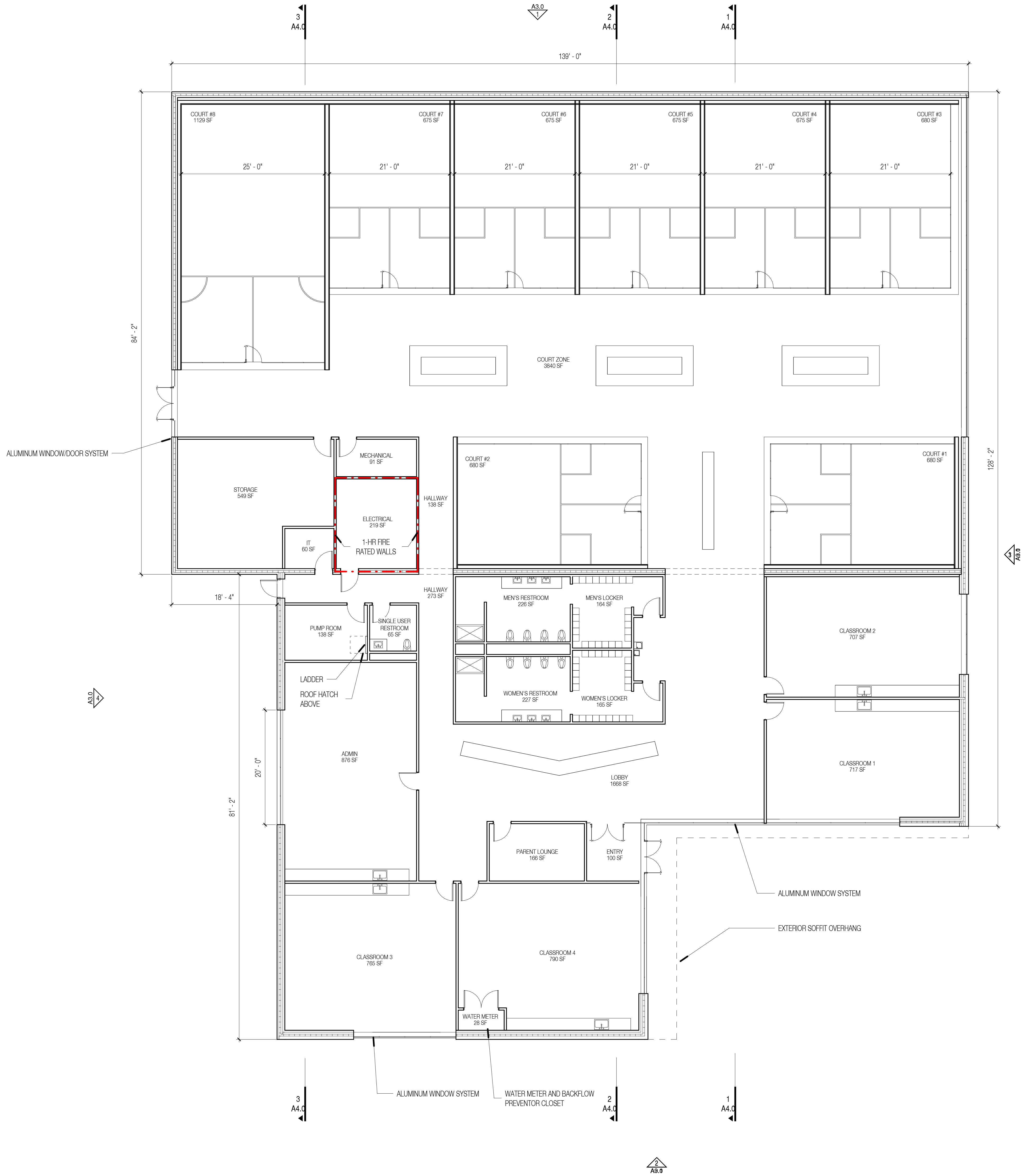
PAVING LEGEND

NEW ASPHALT
NEW CONCRETE SIDEWALK
NEW SOFTSCAPE
NEW LANDSCAPING

project team

owner:	MetroSquash 6100 S Cottage Grove Chicago, IL 60637 tel 773.241.5150
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Issue	
issued for SD	08.07.2026
general notes	

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MetroSquash
Evanston
1100 Dodge Ave. Evanston, IL 60202

floor plan

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

A2.0



Issue	
issued for SD	08.07.2026
general notes	

project team	
owner:	MetroSquash 6100 S Cottage Grove Chicago, IL 60637 tel 773.241.5150
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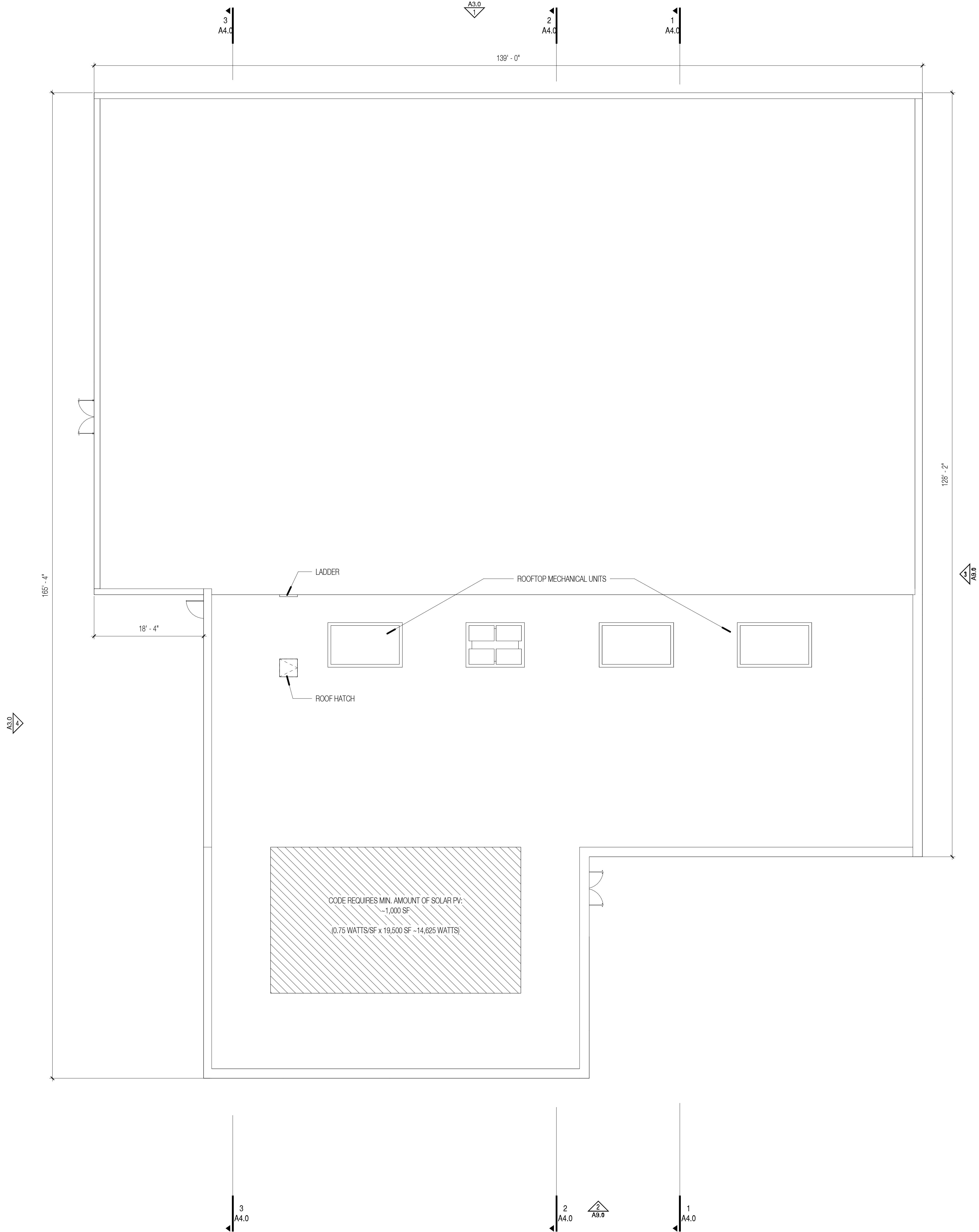
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1100 Dodge Ave. Evanston, IL 60202

reflected ceiling plan

A2.1

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



Issue	
issued for SD	08.07.2026
general notes	

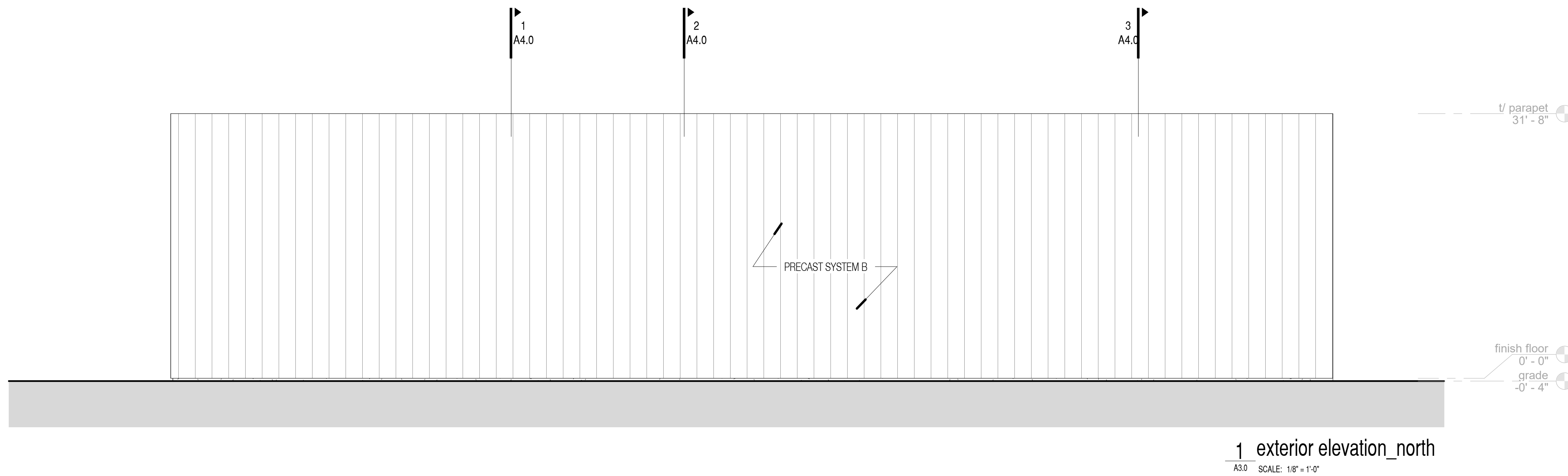
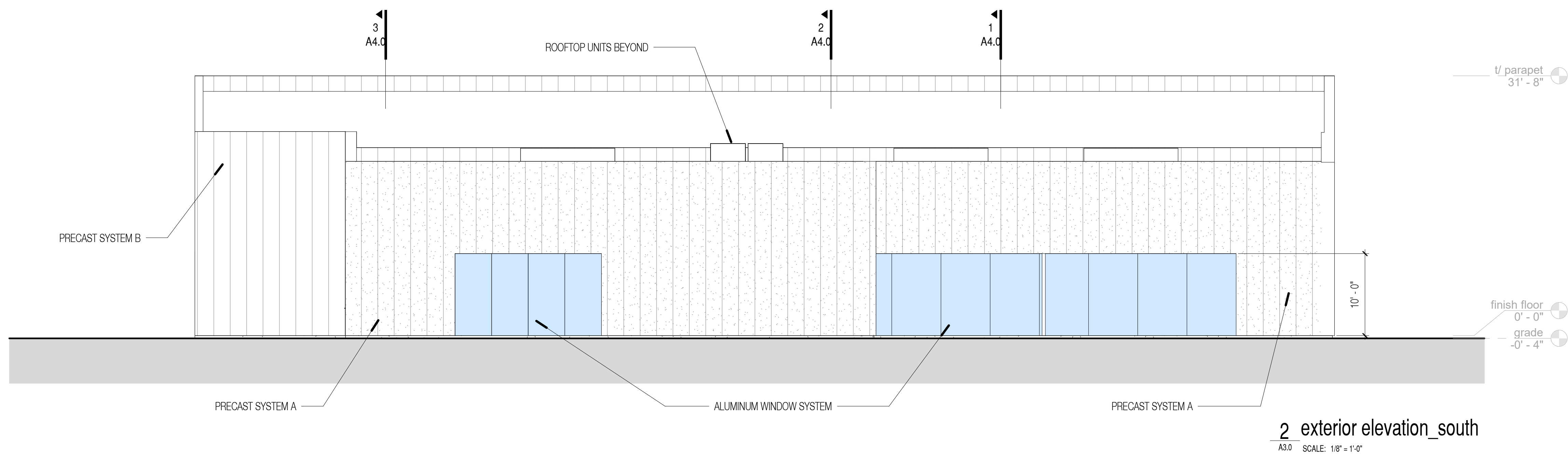
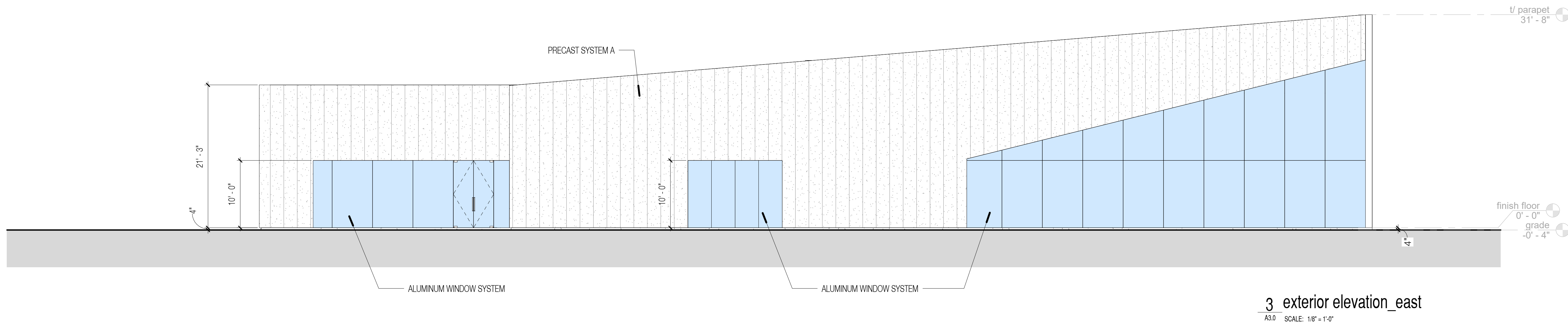
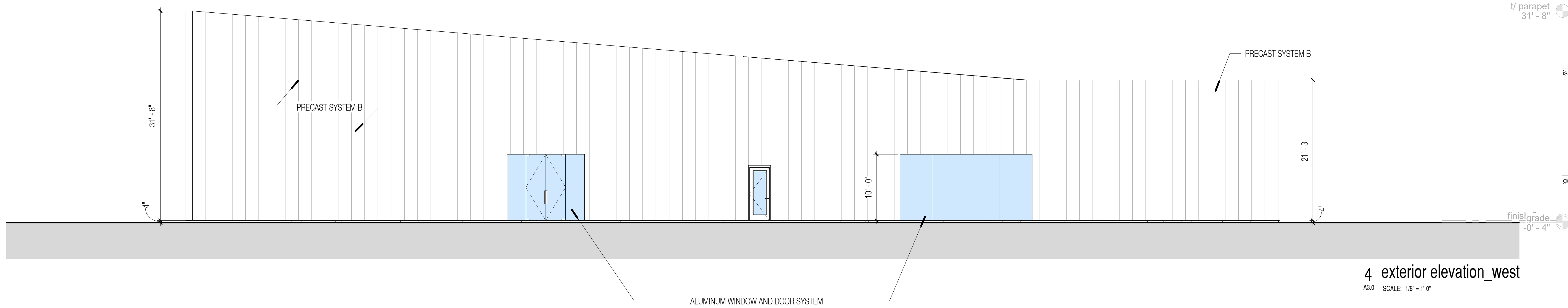
project team	
owner:	MetroSquash 6100 S Cottage Grove Chicago, IL 60637 tel 773.241.5150
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roof plan

A2.2



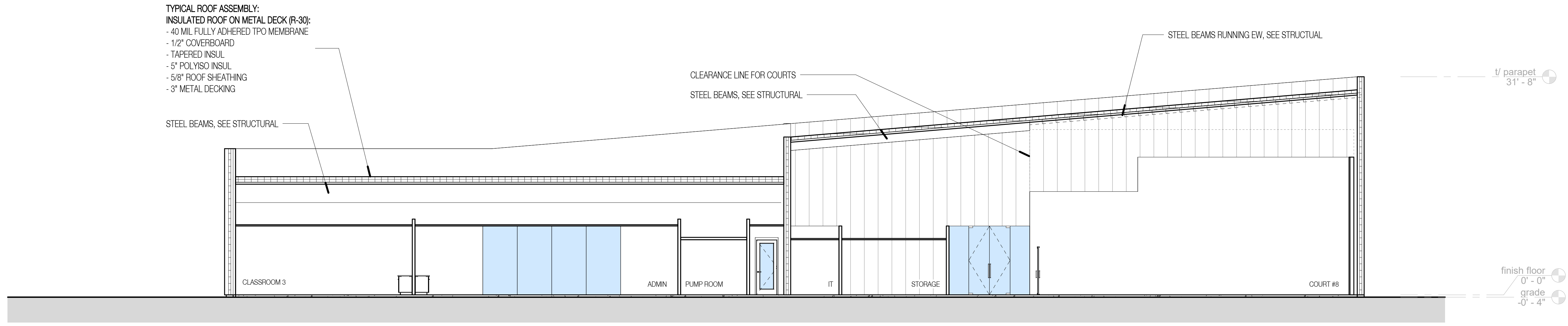
t/ parapet 31' - 8"	
Issue	
issued for SD	08.07.2026
general notes	

project team	
owner:	MetroSquash
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	Chicago, IL 60637
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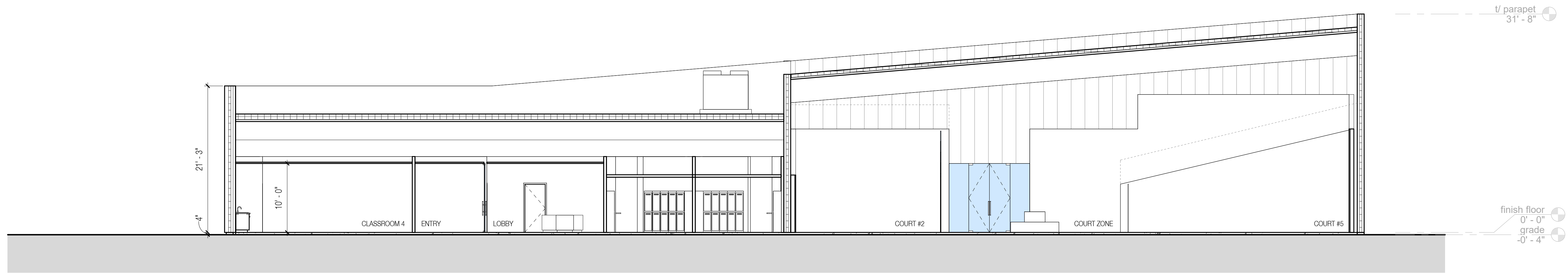
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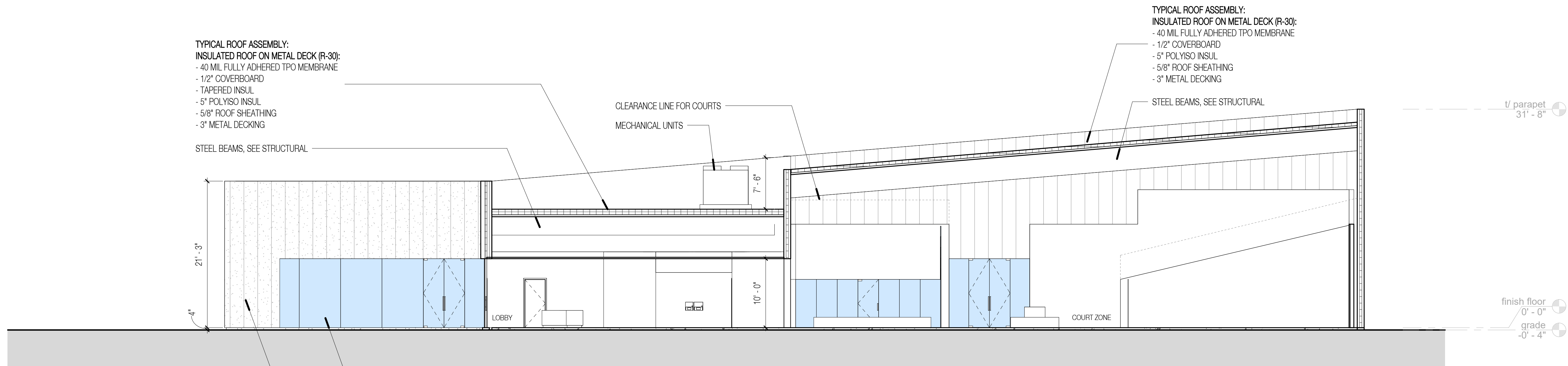
exterior elevations
A3.0



overall section_at doubles
3 court n/s looking west
A4.0 SCALE: 1/8" = 1'-0"



overall section_at singles
2 court n/s looking west
A4.0 SCALE: 1/8" = 1'-0"



overall section_at entry n/s
1 looking west
A4.0 SCALE: 1/8" = 1'-0"

Issue	
issued for SD	08.07.2026
general notes	

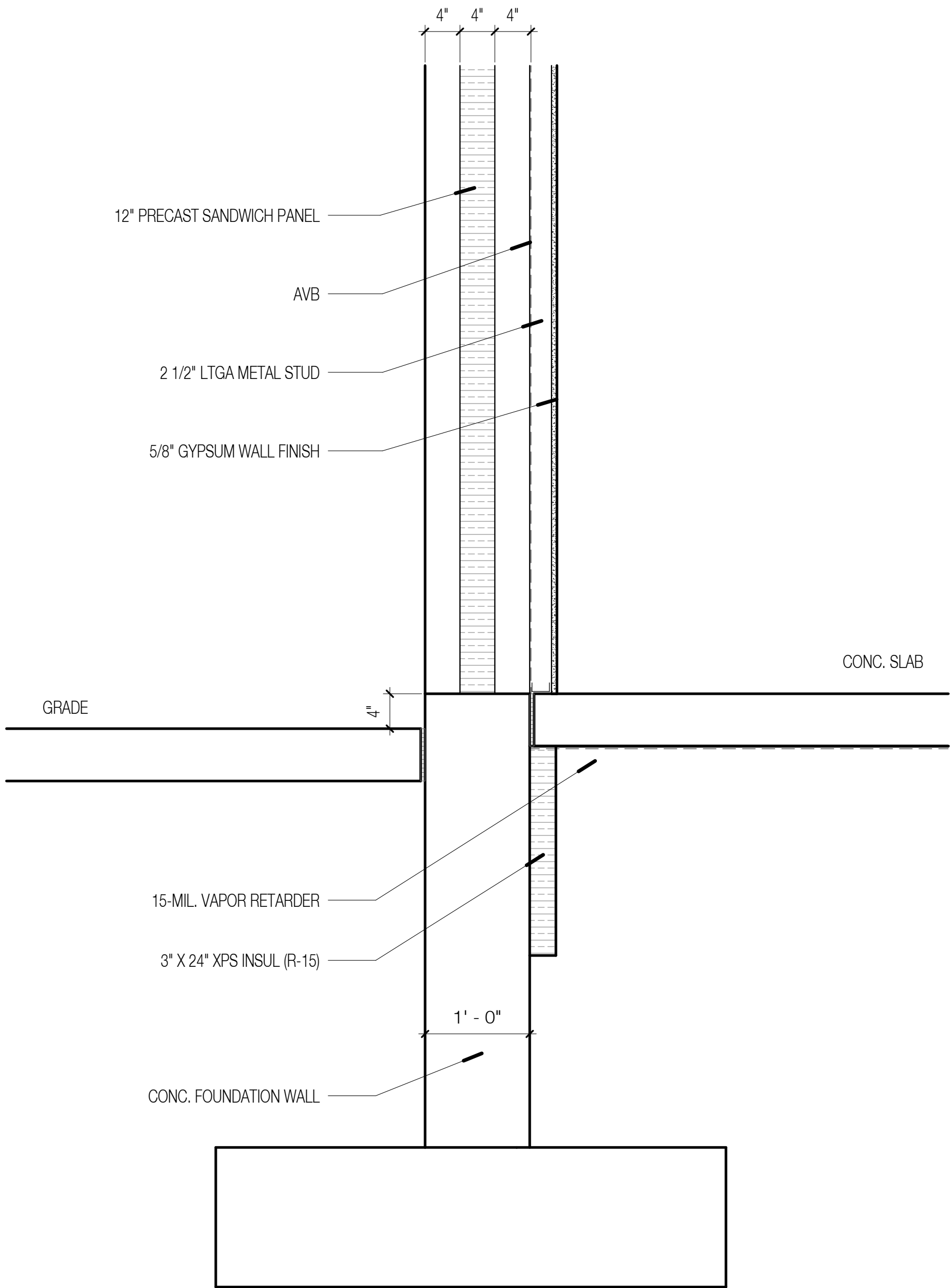
project team	
owner:	MetroSquash 6100 S Cottage Grove Chicago, IL 60637 tel 773.241.5150
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Evanston
1100 Dodge Ave. Evanston, IL 60202

building sections

A4.0



wall section - precast wall
1 assembly - west / north

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

project team

owner:

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60202

wall assemblies

A5.0



EXTERIOR VIEW - AT SOUTHEAST CORNER ENTRANCE



EXTERIOR VIEW - ON DODGE AVE.



INTERIOR VIEW - COURT ZONE



INTERIOR VIEW - CLASSROOM

DESIGN CRTERIA

IBC 2021
ASCE 7-16

DEAD LOAD
TYPICAL ROOF = 20 PSF
+ 7 PSF PV ALLOWANCE (OVER ENTIRE ROOF)

SNOW LOAD
GROUND SNOW LOAD 25 PSF
Ce = 1.0
Ct = 1.0
FLAT ROOF SNOW LOAD = 17.5 PSF
DESIGN SNOW LOAD = 20 PSF

RAIN LOAD
15-MINUTE INTENSITY 5.89 IN/HR

WIND LOAD
SPEED = 107 MPH
Kz = 0.98
Kd = 0.85
Kzt = 1.0
Ke = 1.0
qz = 24.4
MWFRS WIND LOAD = 27 PSF

SEISMIC LOAD
SOIL SITE CLASE = D DEFAULT
Ss = 0.111
S1 = 0.061
sds = 0.119
SD1 = 0.097
SEISMIC DESIGN CATEGORY B

SOIL BEARING CAPACITY = 2500 PSF
TOP / FOOTING EL (-3'-0")

AT DEPTHS OF ABOUT 5.5 FEE BELOW EXISTING GRADE
REPLACING FILL WITH CRUSHED STONE, CRUSHED GRAVEL OR
RECYCLED CONCRETE BETWEEN 1/4" TO 3 INCHES; IDOT
GRADATIONS CA-1 AND CA-7 MEET THESE CRITERIA
(APPROXIMATELY 18" OF FILL BELOW BOTTOM OF FOOTING)

CONCRETE PROPERTIES
INTERIOR CONCRETE SLAB ON GRADE = 3000 PSI
CONCRETE FOOTINGS / FOUNDATION WALLS = 4000 PSI



Issue for SD 08.07.2026

general notes

project team

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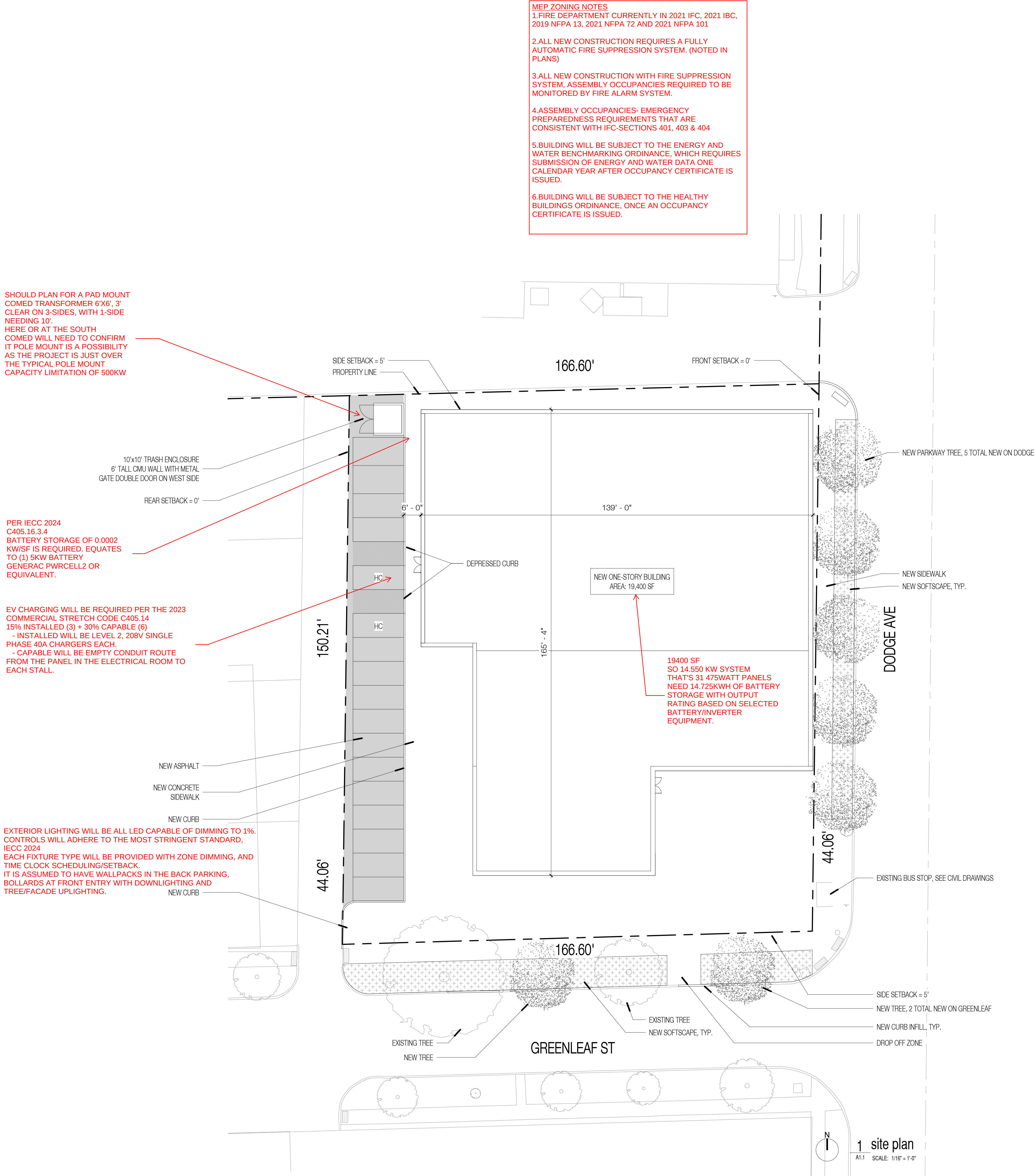
foundation plan

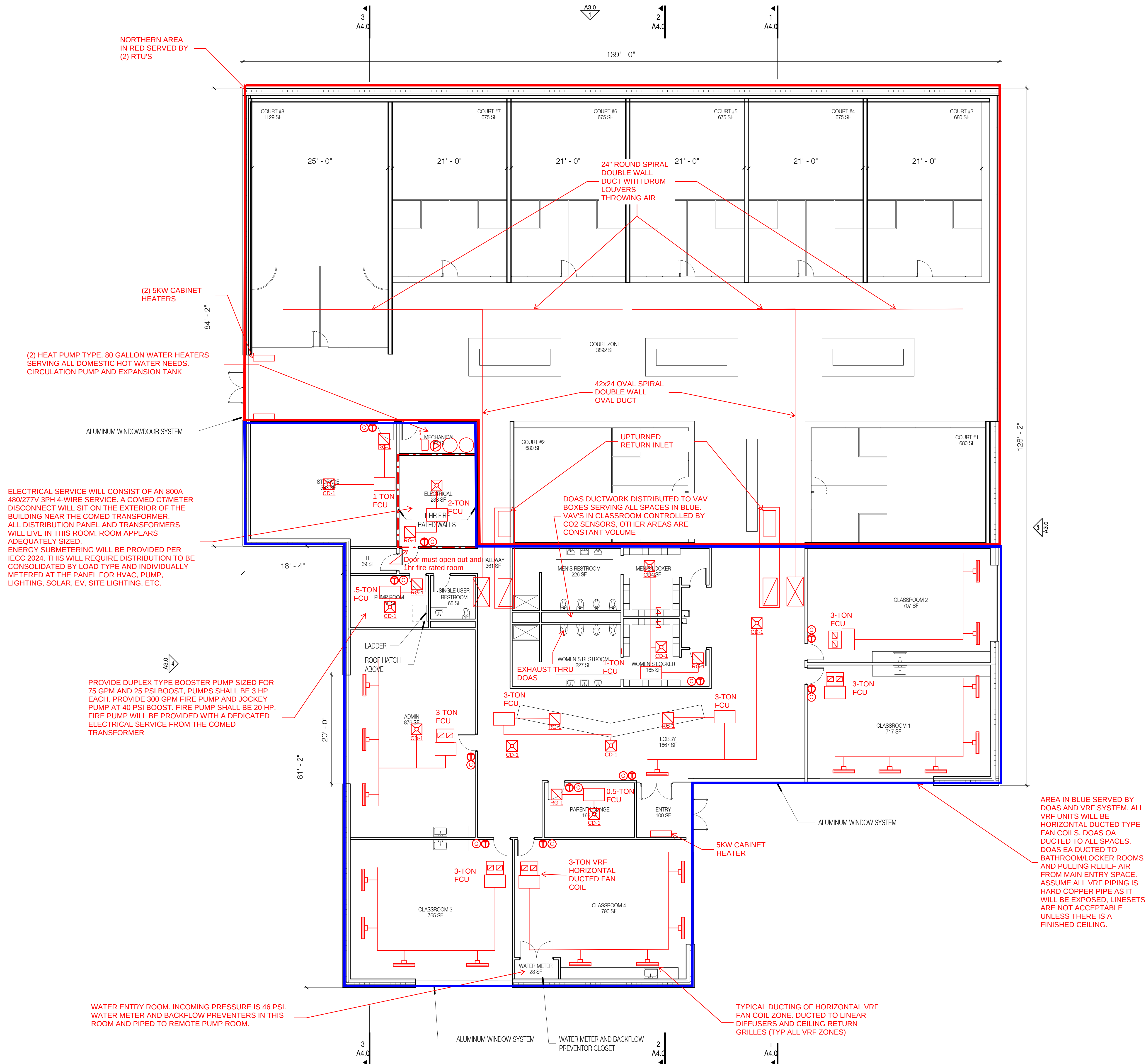
1 overall floor plan
A2.0 SCALE: 1/8" = 1'-0"

S2.0

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

general notes





Issue for SD

08.07.2026

general notes

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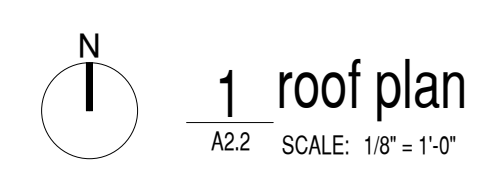
1100 Dodge Ave. Evanston, IL 60202

ME FLOOR PLAN

1 overall floor plan

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

ME1.2



METROSQUASH



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



Students enroll into their best-match high school

2009



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

2015



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

2018

2005



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

2013



Students graduate from high school and enroll in college

2017



Students earn their college degree and enter the workforce



Transformative Impact



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

2021



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

2023



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

2025



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

2020



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

2022



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

2024



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.

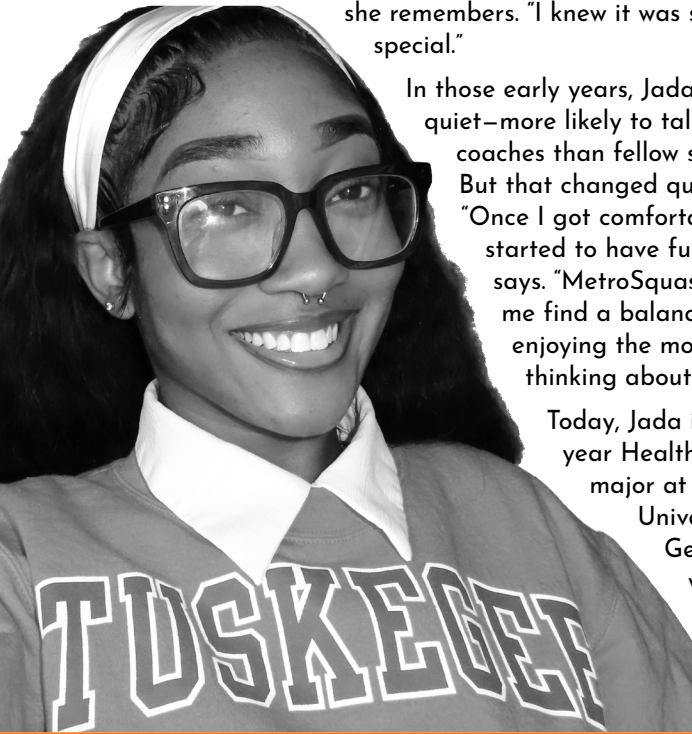
Getting there wasn't easy. She

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

ELEVATE

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.



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.

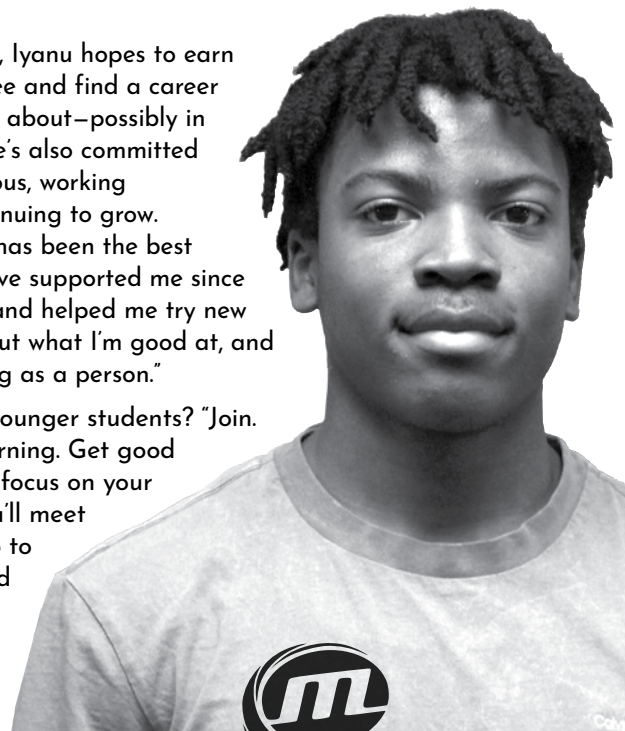
Over the years, MetroSquash has helped Iyanu build more than just athletic skill. He's grown mentally—learning how to handle setbacks, reflect on tough matches, and keep moving forward. "I've gotten better at taking losses and learning from them," he says. He also points to the academic support he's 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

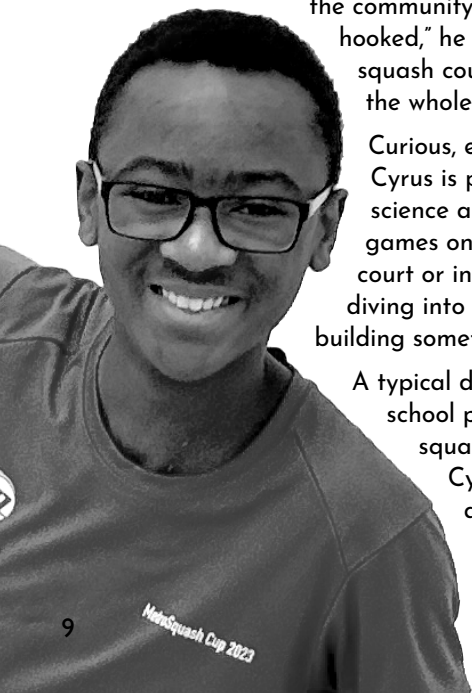
me think about high school and college and what I want to do in the future. But it's not all pressure—it's fun too. There's a good balance."

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."

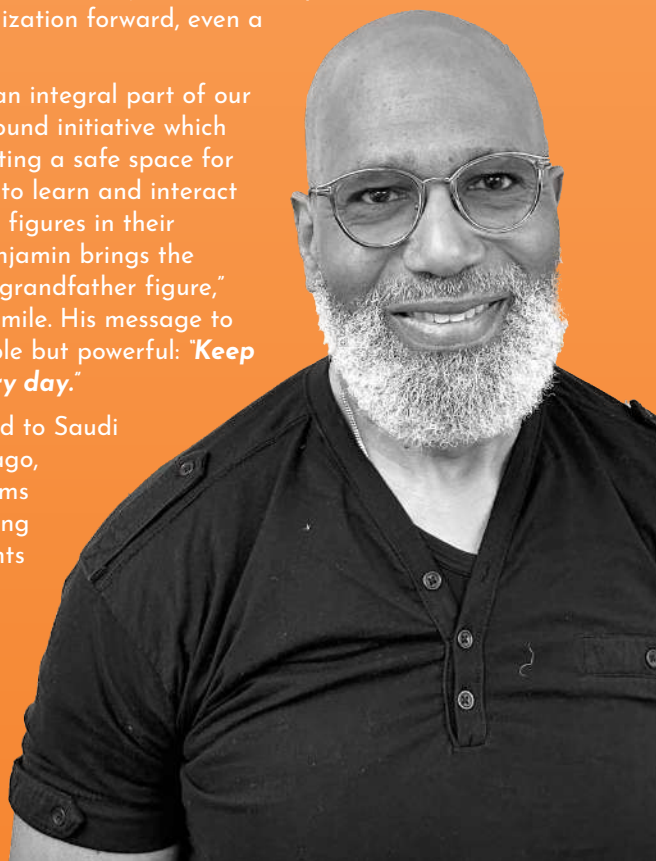
Mentorship is personal for Dr. Williams. Growing up, he was shaped by strong family influences and teachers who opened doors for him. Today, he aims to pay that forward. "If you walk away a little smarter each session, that's a win,"

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."

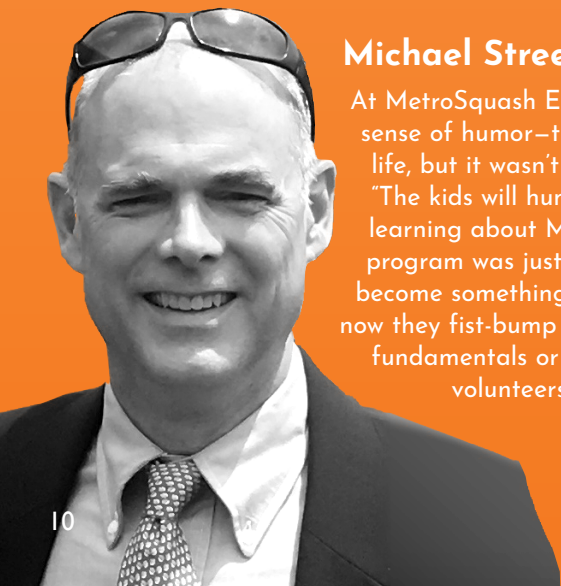
Dr. Williams is an integral part of our UnCommon Ground initiative which focuses on creating a safe space for our young men to learn and interact with other male figures in their community. "Benjamin brings the energy, I'm the grandfather figure," he said with a smile. His message to students is simple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

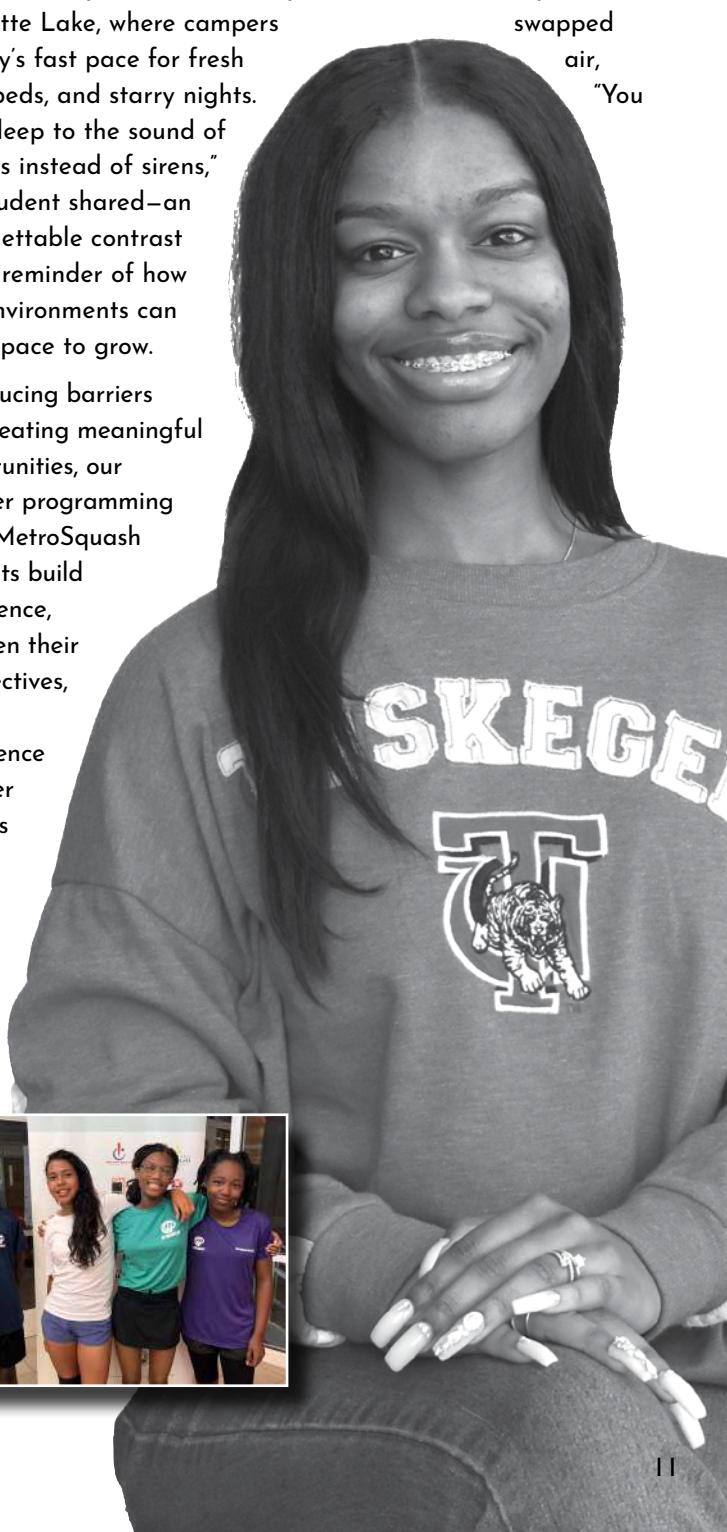
and Education Alliance (SEA) Championship.

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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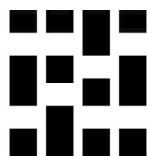
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Traffic Impact Study Proposed MetroSquash

Evanston, Illinois



Prepared For:



Woodhouse Tinucci Architects



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

*Proposed MetroSquash
Evanston, Illinois*

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.

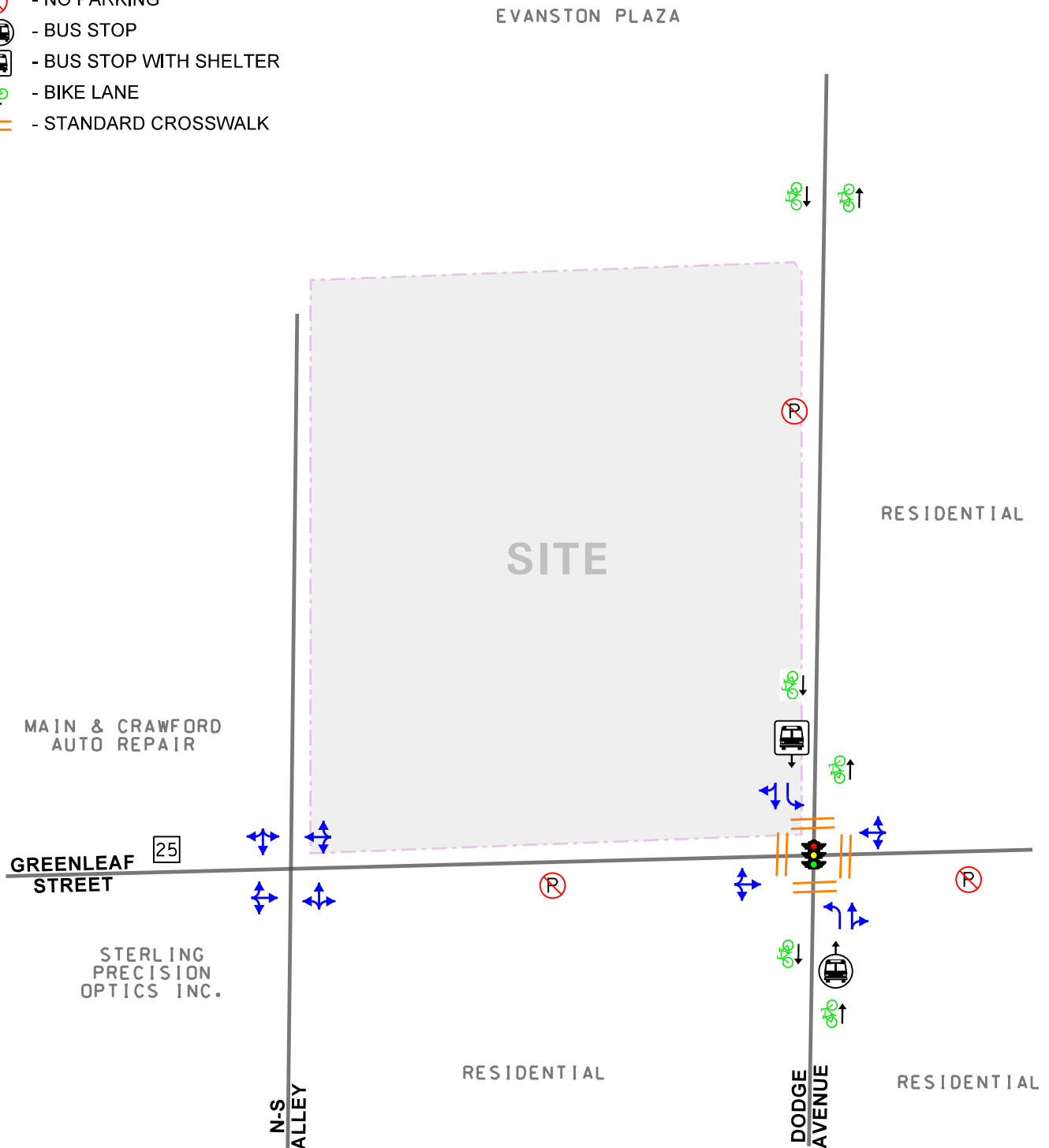
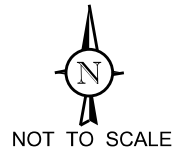
Public Transportation

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.

LEGEND

- TRAVEL LANE
- TRAFFIC SIGNAL
- SPEED LIMIT SIGN
- NO PARKING
- BUS STOP
- BUS STOP WITH SHELTER
- BIKE LANE
- STANDARD CROSSWALK



MetroSquash
Evanston, Illinois

Existing Roadway Characteristics

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 Urban 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 from the site. Other stations in the area 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 data¹ 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	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>
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).

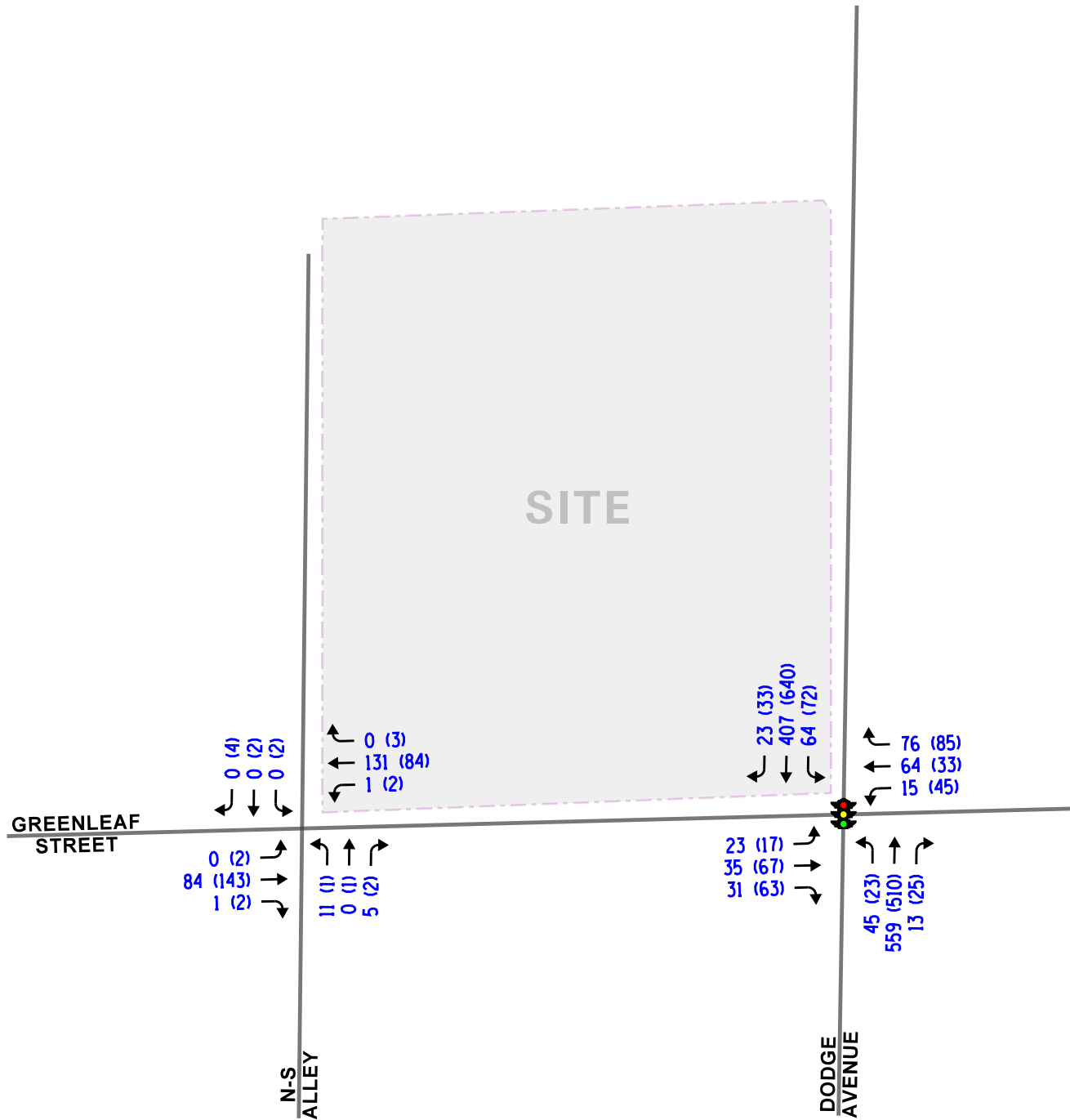
LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)



NOT TO SCALE



MetroSquash
Evanston, Illinois

Existing Traffic Volumes



Job No: 26-104

Figure: 4

LEGEND

00 - AM PEAK HOUR (7:45-8:45 AM)

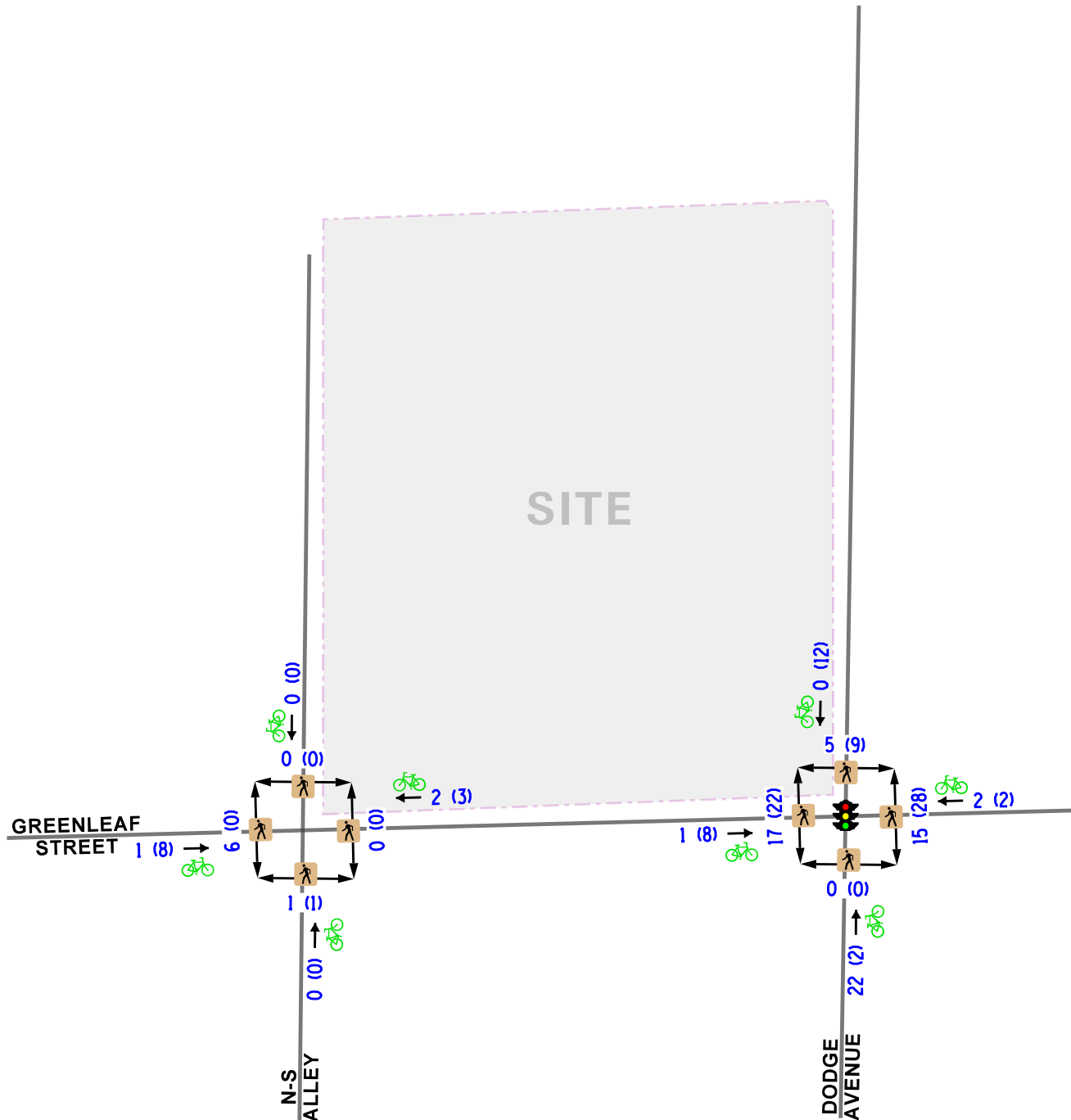
(00) - PM PEAK HOUR (4:45-5:45 PM)

00 (00) → - PEDESTRIAN VOLUME

00 (00) → - BICYCLE VOLUME



NOT TO SCALE



MetroSquash
Evanston, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes



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

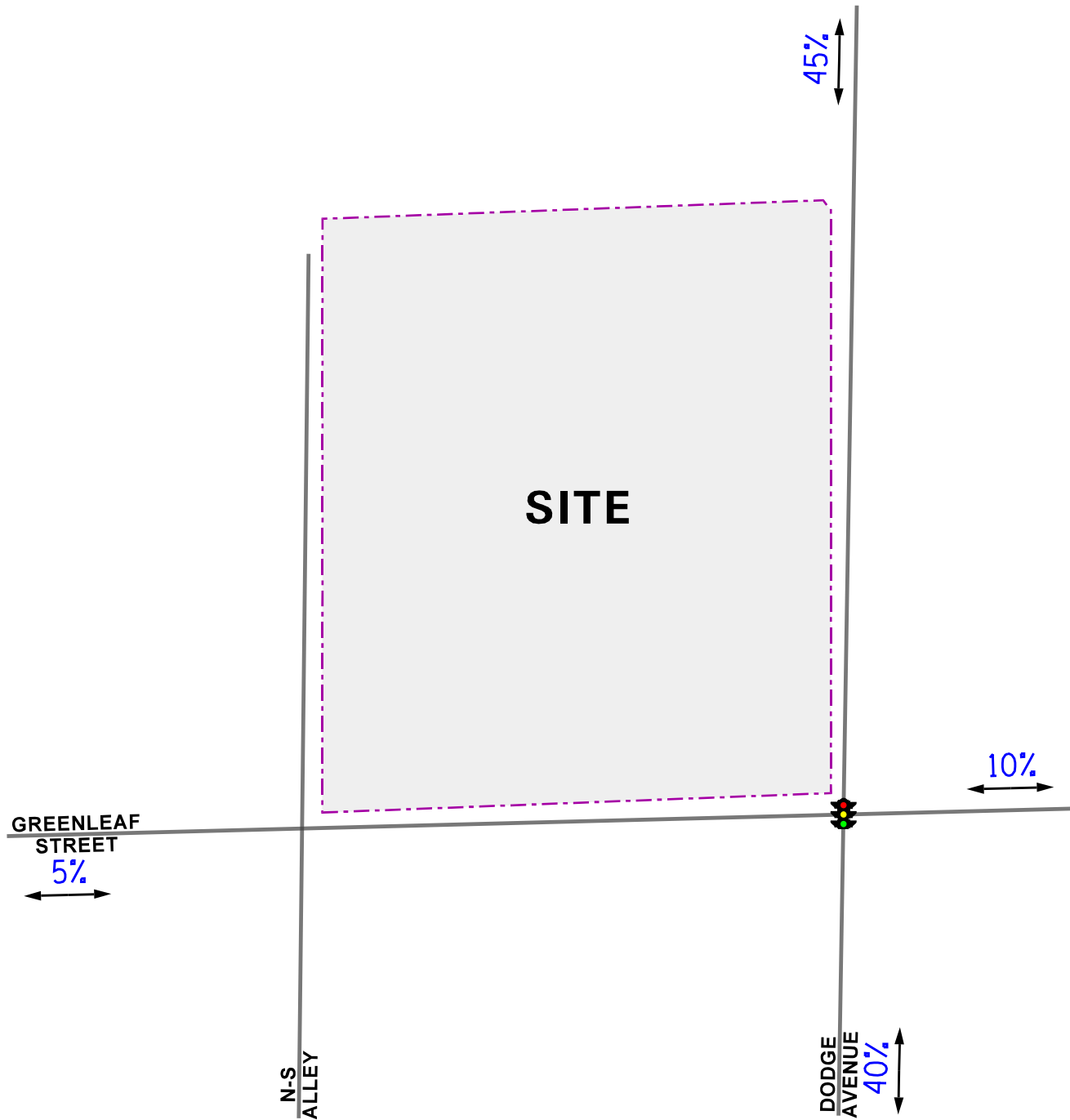
LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET



NOT TO SCALE



MetroSquash
Evanston, Illinois

Directional Distribution



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

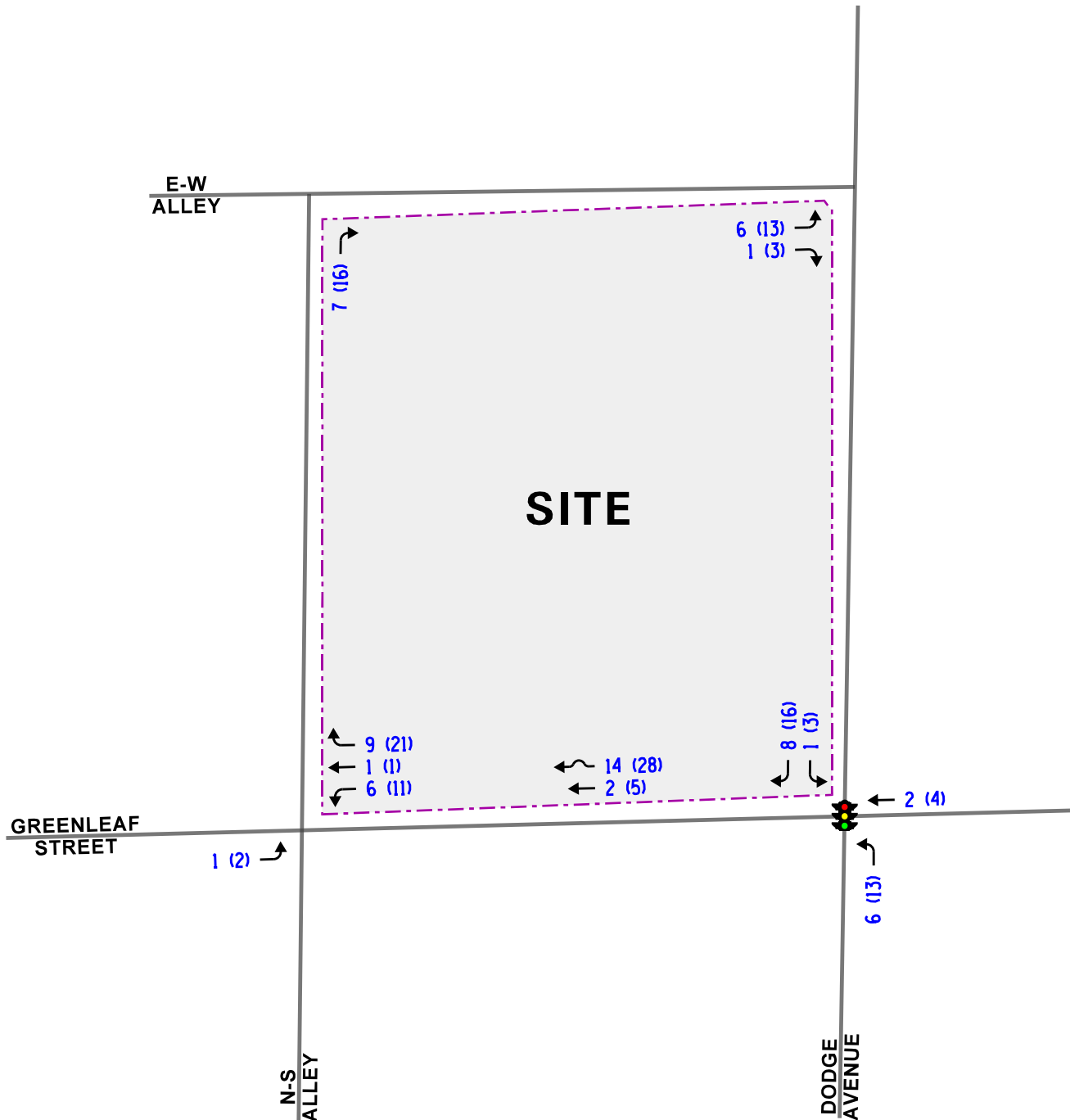
The total projected traffic volumes include the Year 2032 no-build traffic volumes (Figure 8) and the traffic estimated to be generated by the proposed development (Figure 7). **Figure 9** shows the Year 2032 total projected traffic volumes.

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

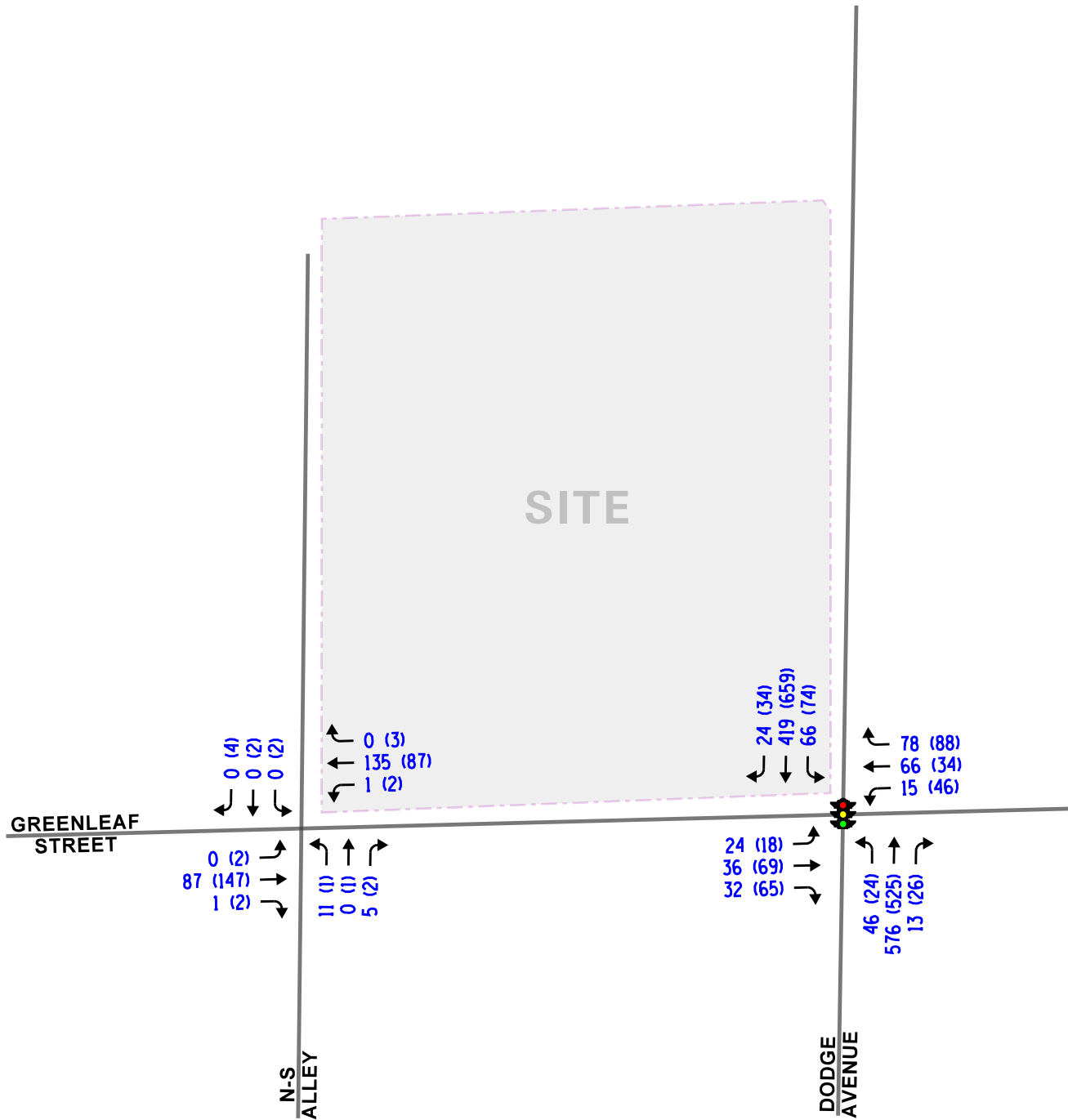


LEGEND

- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)



NOT TO SCALE



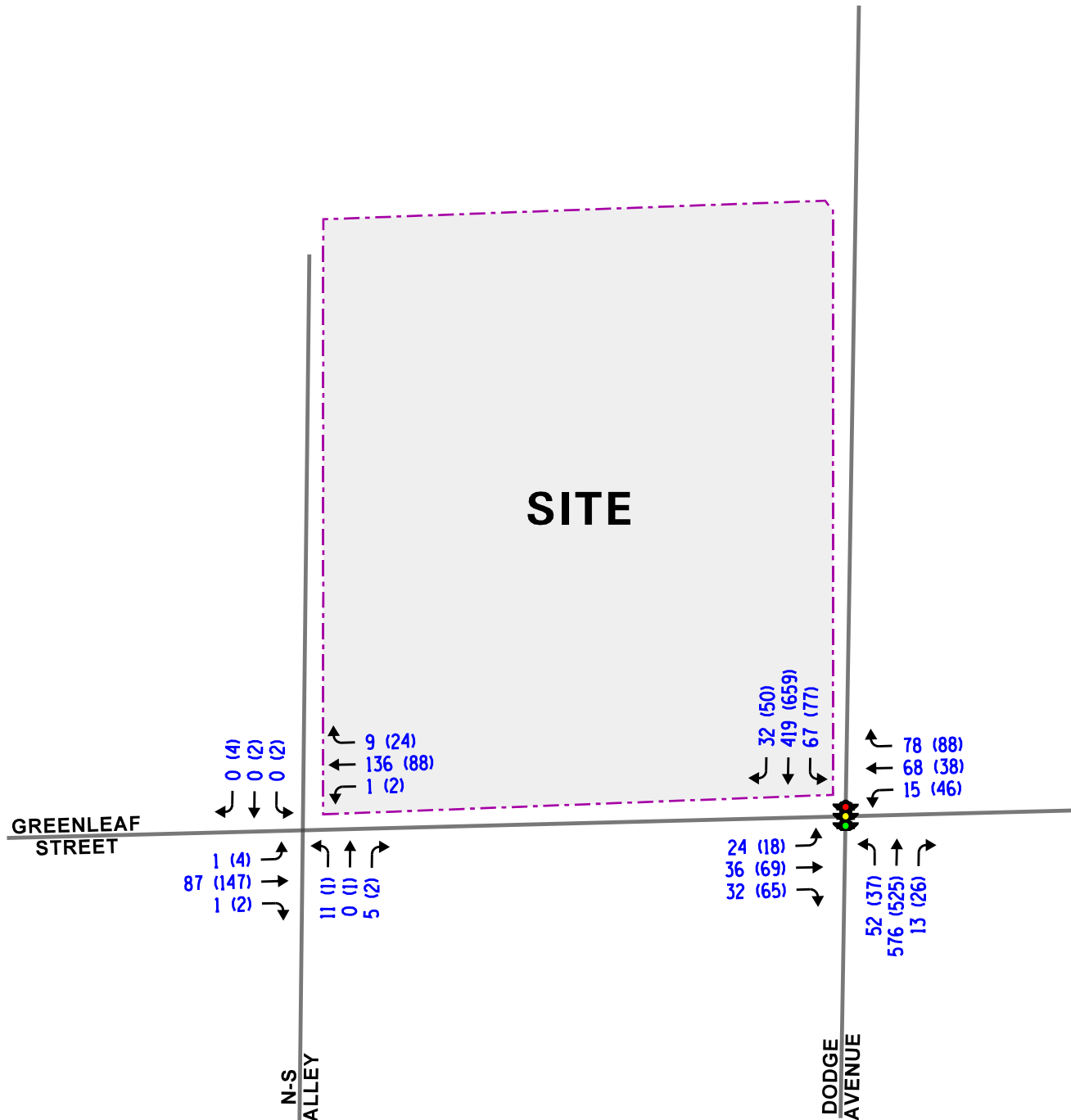
LEGEND

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



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

Existing Conditions	Peak Hour	Eastbound	Westbound	Northbound		Southbound		Overall	
		L/T/R	L/T/R	L	T/R	L	T/R		
	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 Alley¹				
• 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 Alley¹				
• 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 Alley¹				
• 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
Page No: 1

Turning Movement Data

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Dr Northbound						Dodge Dr Southbound					Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. 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
6:15 PM	0	1	21	1	0	23	0	3	19	0	0	22	0	0	0	1	1	1	0	1	0	0	1	47
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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Count Name: Dodge access drive and Greenleaf
St TMC
Site Code:
Start Date: 04/28/2026
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Dr Northbound						Dodge Dr Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. Total		
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	-	-	-	-	-	-	-	



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Count Name: Dodge access drive and Greenleaf
St TMC
Site Code:
Start Date: 04/28/2026
Page No: 4

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Greenleaf St Eastbound						Greenleaf St Westbound						Dodge Dr Northbound						Dodge Dr Southbound					Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	App. 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	-	-	-	-	-	-	-



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Count Name: Dodge Rd and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026
Page No: 1

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
Page No: 3

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	-	-	



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

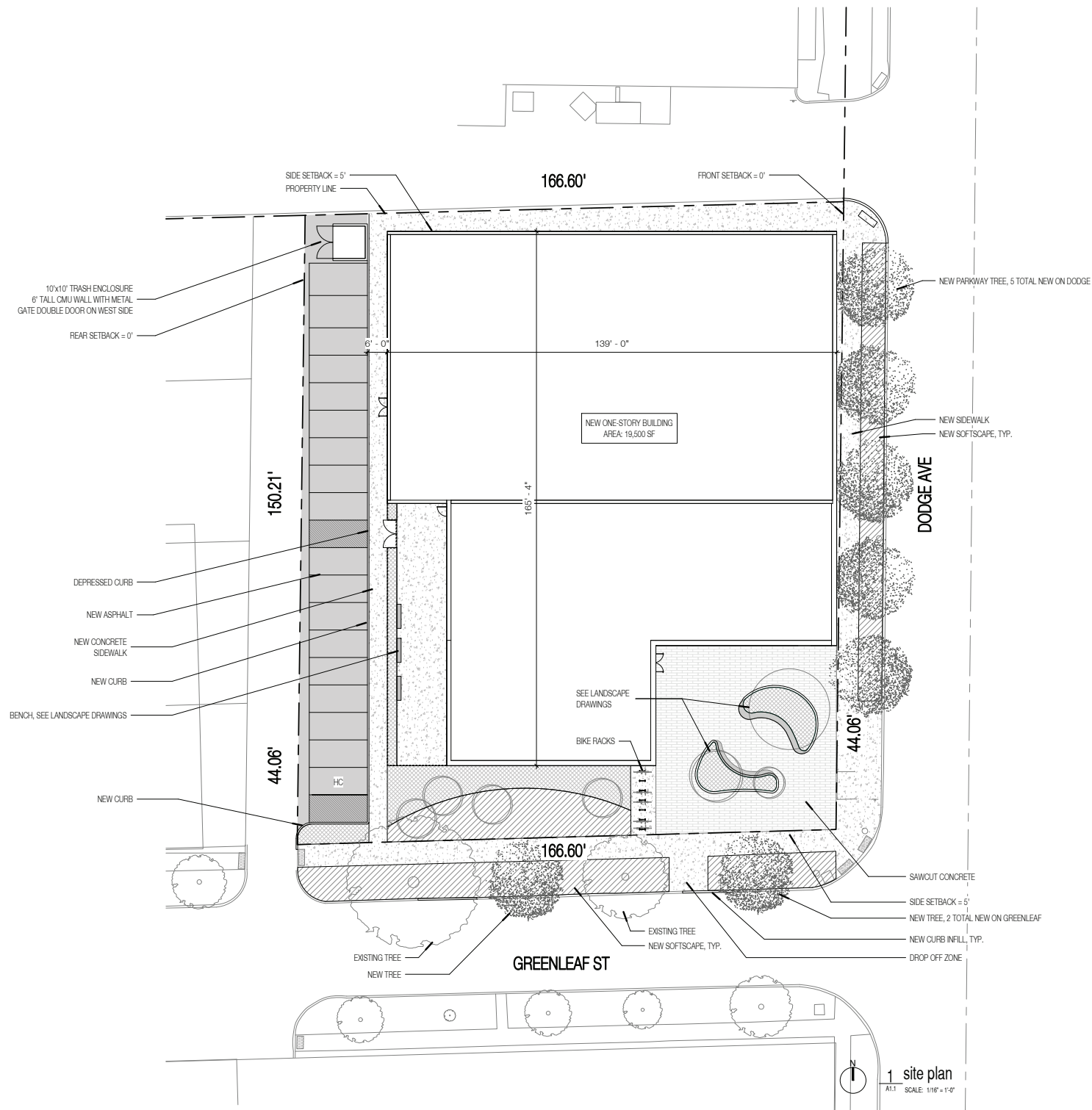
Rosemont, Illinois, United States 60018
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Count Name: Dodge Rd and Greenleaf St TMC
Site Code:
Start Date: 04/28/2026
Page No: 4

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



PAVING LEGEND

[Pattern]	NEW ASPHALT
[Pattern]	NEW CONCRETE SIDEWALK
[Pattern]	NEW SOFTSCAPE
[Pattern]	NEW LANDSCAPING

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 3230 W. La Moine St., No. 1 Chicago, IL 60651 tel 312.481.8432

Woodhouse Tinucci Architects
230 W Superior 8th Flr Chicago IL 60654
Tel 312 943 3120 www.woodtinarch.com

CMAP 2050 Projections Letter



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: <i>Highway Capacity Manual</i> , 7 th 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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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

#2 	#2 
Ø2 (R)	Ø4
35 s	25 s
#2 	#2 
Ø6 (R)	Ø8
35 s	25 s

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