

AGENDA
REGULAR ZONING BOARD MEETING
Public Meeting Room, Village Hall
Tuesday, April 11, 2017
7:00 p.m.

Reasonable accommodations or auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings. Please contact the Village Administrative Office (847.883.8600) 48 hours in advance if you need any special services or accommodations.

CALL TO ORDER

1.0 ROLL CALL

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes of the regular Zoning Board Meeting held on Tuesday, March 14, 2017.

3.0 GENERAL BUSINESS

3.1 PUBLIC HEARING regarding a request for a Major Amendment to an existing Special Use Permit to construct a proposed 50,000 square foot building addition, with Zoning variances for Adlai E. Stevenson High School District 125, 1 Stevenson Drive (Stevenson High School District 125).

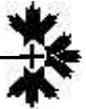
4.0 UNFINISHED BUSINESS

5.0 NEW BUSINESS

6.0 CITIZEN COMMENTS

7.0 ADJOURNMENT

The Zoning Board will not proceed past 10:30 p.m. unless a motion is made and approved by a majority of the Zoning Board members to extend the meeting one-half hour to 11:00 p.m. Any agenda items or other business that are not addressed within this time frame will be continued to the next regularly scheduled Zoning Board Meeting.



UNAPPROVED Minutes of the **REGULAR MEETING OF THE ZONING BOARD** held on Tuesday, March 14, 2017 in the Public Meeting Room in the Village Hall, One Olde Half Day Road, Lincolnshire, IL.

PRESENT: Chairman Manion, Members Bickhoff, Kalina, Udoni, Van de Kerckhove and Alternate Hersh

STAFF PRESENT: Tonya Zozulya, Economic Development Coordinator, Adam Letendre, Assistant Village Manager/Director of Community & Economic Development.

ABSENT: Trustee Liaison McDonough.

CALL TO ORDER: **Chairman Manion** called the meeting to order at 7:00 P.M.

1.0 ROLL CALL

The roll was called by **Economic Development Coordinator Zozulya** and **Chairman Manion** declared a quorum to be present.

2.0 APPROVAL OF MINUTES

2.1 Approval of the Minutes for the Regularly Scheduled Zoning Board Meeting held on Tuesday, January 10, 2017. **Member Kalina** moved and seconded by **Member Bickhoff** to approve the minutes of the Regular Meeting of the Zoning Board.

The motion passed unanimously by voice vote.

3.0 ITEMS OF GENERAL BUSINESS

Chairman Manion recessed the Zoning Board meeting and opened the following Public Hearings:

3.1 PUBLIC HEARING regarding a Major Amendment to an Existing Special Use for a U-Haul Self-Storage and Equipment Rental Facility in a M-1 Manufacturing District, Resulting in the Repeal of Ordinance #06-2959-51 Granted to Lenzini Excavating, a Previous Property Owner/User, 200 and 300 Industrial Drive (U-Haul).

David Pollack, Manager of Development for U-Haul International and Amerco Real Estate was sworn in by **Chairman Manion**. David Pollack reviewed with the Board the 5 action items U-Haul are seeking approval on. He said two items are considered housekeeping items reviewed by Village Staff and agreed to by U-Haul representatives; consolidate the two properties of 200 and 300 Industrial Drive into one lot and secondly, to repeal an ordinance from 2006 granted to Lenzini Excavating for a chipping and recycling facility that is no longer needed nor in business.

David Pollack stated the three remaining items are to construct a new 3 story climate controlled building, construct 5 single story self-storage buildings and finally 4 single story covered rv/boat canopies with 7 uncovered rv/boat spaces. In regards to the plat of consolidation, he stated they are following the comments of the Village Engineer on the plat signature blocks, and then submit for attorney review. He further presented an overview of the Phase 1 plan which was completed in 2016, the process overseen by U-Haul Lincolnshire staff, **Heather Skelton**. He added during Phase 1, the site had substantial improvements under the special use, the balance of the site was cleaned up, landscaping was added. With the Phase 2 proposal under consideration, this facility will continue to provide a substantial benefit to the community and community at large. The improvements will also benefit their customers, improved traffic flow; removal of the chain link fence; replacing with a 6 ft. decorative wrought iron fence with additional landscaping. **David Pollack** stated the U-Haul company is an American icon and been able to provide a desired and essential product to their communities and has been a symbol of quality for over 70 years, ensuring their developments and facilities are aesthetically pleasing. He further added the exterior of the design is being modified at the suggestion of both Lincolnshire and Village of Buffalo Grove staff, and the design will be presented to the Architectural Review Board in April 2017.

David Pollack, presented the landscape plan; adding the site is well illuminated and aesthetically appealing. More foundation plantings around the new buildings, screening by the RV parking was noted as well as additional trees and shrubs in the front. The RV parking they are planning will assist residents by providing a place to park their RV's; since they are restricted in residential areas. He further elaborated on U-Haul policies for hours of operation, what can and cannot be stored; security and handicapped accessibility. Traffic activity is low with this type of facility. They have a "re-use" center for boxes, packaging material, and furniture for clients to use. In addition, this facility will be providing a "you-box" program; it is a portable container that clients will use to pack up and U-Haul will ship it to its designated destination.

David Pollack went through a "findings of fact" presentation in regards to the requirements of a special use permit in which he noted they will conform to the applications regulations of the M1 Zoning District. He added that they have reviewed and are aware of the items noted by Buffalo Grove; they have talked with staff about the items and they will work with staff to get through it.

Chairman Manion inquired about the "re-use" center, would this result in outdoor storage of furniture, cardboard boxes? **Heather Skelton, U-Haul Lincolnshire**, approached and was sworn in by **Chairman Manion**. She stated the "take a box-leave a box" and the re-use center are within the existing storage facility; not visible from the outside. **David Pollack** clarified the facilities trash containers are locked within a storage room; if a customer wants to use them, they have to ask staff. It is rolled out the day of pick up to avoid illegal dumping. Cameras are in place at the facility for security and will be expanded in the phase 2 development. In regards to the RV parking, Lincolnshire requires a 6 ft fence but U-Haul will add electronic monitoring on the fence. **Chairman Manion** questioned the retail use; **David Pollack** stated it is an ancillary use for customers. In regards to site parking, **David Pollack** stated there is parking in the proposed building, and based upon their studies and historical usage, the retail center is busy, and parking elsewhere is not an issue.

Economic Development Coordinator, Tonya Zozulya, stated this is Phase 2 of their plan which has had preliminary evaluation by the Village Board with no issues when

presented. She said it was also reviewed by the internal Development Review Team to include village administration, planning, police, and engineering, fire safety in which comments were generated and taken into consideration by the U-Haul team. She added the proposed expansion and usage are in compliance with the Village of Lincolnshire zoning regulations; no additional on-site detention will be required by Lake County Stormwater Management Commission. Long Grove Fire Protection District has also provided input as to access and fire suppression.

Economic Development Coordinator Tonya Zozulya noted this property is part of a boundary agreement with the Village of Buffalo Grove and as part of such agreement; this property is subject to Lincolnshire codes however we do ask for Buffalo Groves input and their concerns. She added the letter from Buffalo Grove is stating what the common areas are and what Buffalo Groves concerns are; she added the Zoning Board is encouraged to further ask the petitioner to provide additional information in regards to these questions and certainly feel free to incorporate this information into their final recommendation. In regards to the repeal of the Lenzini ordinance from 2006, since Lenzini no longer owns the property, the Village Attorney requested it be repealed to avoid any issues in the future. **Member Bickhoff** asked why the need for the plat of consolidation in which **Tonya Zozulya** responded it was required for zoning purposes; so they could meet the setback requirements.

Member Bickhoff asked how to prevent people living in their RV'S at the RV site; **Heather Skelton** replied they do security walks throughout the day.

Chairman Manion asked if there was any one in the audience would like to approach. **Thomas Bojanaski of Apple Hill Lane** was sworn in by the Chairman. **Mr. Bojanaski** stated he received a letter of annexation in the mail for a public hearing tonight and he was expecting this to be on the agenda. **Adam Letendre, Assistant Village Manager/CED Director** replied the annexation hearing was not on the agenda tonight, as the petitioner did not meet the requirements of the public notice. He added although the petitioner, Adlai Stevenson High School, sent letters to property owners of the pending meeting, the meeting could not be held as certain legal requirements were not met by the petitioner. **Adam Letendre** said the annexation hearing will be scheduled to a later date and property owners will receive an additional letter in regards to the annexation and the date of the hearing. **Adam Letendre** told the audience agendas are posted on the Village web site for residents to check at any time.

There being no further testimonies or questions from the Zoning Board, **Chairman Manion** closed the Public Hearing and reconvened the Zoning Board Meeting.

Chairman Manion entered into the public record the letter dated March 10, 2017 from the Village of Buffalo Grove Director of Community Development, Christopher Stilling, AICP.

Chairman Manion also entered into the record Agenda Item 3.2: Consideration of a Final Plat of Subdivision to Consolidate 200 and 300 Industrial Drive into a single lot, 200 and 300 Industrial Drive (U-Haul).

Member Bickhoff stated since U-Haul came before the Zoning Board over a year ago, they have done a nice job with the property; and he expects this to continue. **Member Kalina** agreed this project is a step forward.

Having made findings based on facts covered in a Public Hearing held on March 14, 2017. **Member Udoni** moved, seconded by **Member Kalina**, to recommend approval to the Village Board of a Major Amendment to Special Use Ordinance No. 15-3351-78 to allow for construction of additional storage facilities for U-Haul located at 200 and 300 Industrial Drive, resulting in the repeal of Ordinance #06-2959-51 previously granted to Lenzini Excavating.

The motion passed unanimously by voice vote.

3.2 Consideration of a Final Plat of Subdivision to Consolidate 200 and 300 Industrial Drive into a Single Lot, 200 and 300 Industrial Drive (U-Haul).

Having made findings based on facts covered in a Public Hearing held on March 14, 2017. **Member Udoni** moved, seconded by **Member Kalina**, to recommend approval to the Village Board Consideration of a Final Plat of Subdivision to Consolidate 200 and 300 Industrial Drive into a single lot, 300 and 300 Industrial Drive (U-Haul) subject to the title of the plat must be revised to Final Plat of Subdivision.

The motion passed unanimously by voice vote.

4.0 UNFINISHED BUSINESS (None)

5.0 NEW BUSINESS (None)

6.0 CITIZENS COMMENTS (None)

7.0 ADJOURNMENT

There being no further business, **Chairman Manion** requested a motion for adjournment. **Member Udoni** moved, and **Member Kalina** seconded the motion to adjourn. The meeting adjourned at 7:51 P.M.

Minutes submitted by Carol Lustig, Administrative Assistant, Community & Economic Development Department

REQUEST FOR BOARD ACTION
Zoning Board
April 11, 2017

Subject:	Special Use Request for Adlai E. Stevenson High School District 125 – 1 Stevenson Drive
Action Requested:	3.1 Public Hearing regarding a request for a Major Amendment to an existing Special Use Permit to construct a proposed 50,000-square-foot building addition, with zoning variances for Adlai E. Stevenson High School
Petitioner:	Adlai E. Stevenson High School District 125
Originated By/Contact:	Adam M. Letendre, Assistant Village Manager/CED Director
Advisory Board Review:	Zoning Board

Background:

-) Adlai E. Stevenson High School District 125 seeks a major amendment to its existing Special Use permit and related zoning variances to construct a 50,000-square-foot addition to the existing east wing of the school to accommodate increasing student enrollment and need for additional educational facilities. The school property is located in the western part of the Village, as shown on the attached location map.
-) Stevenson High School was constructed in 1965 in unincorporated Lake County. In 1992, the school property was annexed into Lincolnshire with the R1 zoning designation and granted a Special Use permit by Ordinance # 92-1226-04. Stevenson High School has completed expansions and additions over time, resulting in its current size of 870,000 square feet.
-) On January 23, 2017, the Village Board considered the school's request and referred it to the Zoning Board for a Public Hearing and Architectural Review Board (ARB) for design review. On January 19, 2017, Stevenson High School held an information meeting for adjacent residents to discuss the scope of the proposal (see attached meeting minutes). On February 15, 2017, staff conducted an internal Development Review Team meeting and generated plan review comments which the petitioner incorporated into the current proposal.

Project Summary and Staff Comments:

-) **Building Addition:** The proposed 50,000-square-foot, 3-story building addition will pursue Net-ZERO Certification to compliment Stevenson's LEED EB certification. Stevenson proposes to integrate solar energy panels and only consume the energy created on-site. Also proposed are rooftop urban agriculture and interior bio-filtration. Stevenson plans to be recognized by the International Living Futures Institute as an energy petal certified building. Stevenson predicts over 4,700 students by 2024 and the addition will primarily house instructional and laboratory space.
-) **Parking** – Lincolnshire Zoning Code requires a high school to provide one parking space for each employee and 0.25 spaces for students aged 16 years or older. Currently the school has 500 employees and 2,006 students over the age of 16 years old resulting in a current code requirement of 1,002 spaces. Existing campus parking consists of 1,127 spaces, 125 more than Code requirements. In the Year 2024, Stevenson High School is projected to have 530 employees and 2,198 students over the age of 16 years old which would require 1,080 spaces, still less than the current supply. Recognizing that extra-curricular events bring parking pressures to the campus, Stevenson is proposing additional parking (70-100

spaces) be built in the location of the existing tennis court lot (after construction of the addition. Stevenson has confirmed the proposed new parking lot will meet Village code requirements for parking stall length and drive aisle width.

Stevenson is also working to implement a carpooling program where students would share a parking spot for the entire year if the students make a commitment to carpooling for the school year. Stevenson's parking committee also recently decided to reduce the number of grading periods from 5 to 4 in an effort to free up parking spaces.

-) **Vehicular Circulation** – A Traffic and Parking Study, completed by Eriksson Engineering is attached. The findings of this Study indicate there is a backup of traffic at peak times along Route 22 and Stevenson Drive and at Port Clinton Road and Stevenson Drive. While buying additional land and improving circulation at Route 22 is prohibitively expensive, the Illinois Department of Transportation (IDOT) has been contacted and IDOT has developed special traffic light timing plans for Stevenson's arrival and dismissal periods. However, at this point, the maximum eastbound left-turn green light has been set so it would not adversely affect the through-traffic on Route 22. Extending the left-turn lane was reviewed, but would negatively impact the existing westbound left-turn lane at Apple Hill Lane. The last alternative reviewed was creating dual left-turn lanes for more capacity and storage, but was not pursued due to prohibitive right-of-way land acquisition costs.

Stevenson is proposing to purchase land along Port Clinton Road and substantially improve the Port Clinton Road/Stevenson Drive intersection. Currently, to allow a bus to turn into Stevenson, all directions of traffic are required to stop to allow a bus to make the turn. The proposed improvements will widen the lanes along Port Clinton using Stevenson High School Property to accommodate left and right-turn lanes into Stevenson Drive without stopping westbound through traffic. The right-turn lane will have a raised island and the lane will be wide enough to accommodate a school bus without stopping traffic in any direction.

Staff endorses the purchase of land necessary to make these improvements, and the Village Board has directed Staff to work with the School district to annex the required property into Lincolnshire and see that the school has what is needed to close on the required property. The Village Board will consider approval of the annexation request at a future meeting following the Zoning Board public hearing. Stevenson High School has indicated to staff their proposed use of the property will remain consistent with the R-1 Special Use requirements.

The alley on the west side of campus will remain an emergency access road for Police, Fire protection, and utilities. This alley ultimately intersects with Stevenson Drive on the north side of the facility and intersects with bus loading areas and therefore is not considered as a potential circulation improvement option.

-) **Pedestrian Circulation** – At preliminary evaluation, the Village Board raised concerns about pedestrian circulation at peak times and during after school events. Stevenson has indicated it does not plan to install a sidewalk along the eastern edge of the addition because it will encourage foot traffic from Hotz Road. During football games or large events, Stevenson will open necessary building entrances off the east parking lots to allow pedestrians through the building. A planned circulation map has been provided and is attached.

- J) **Stormwater Detention** –Lake County Stormwater Management Commission (SMC) has preliminarily reviewed the existing conditions and proposed development and has stated “the school development appears to be exempt from the Watershed Development Ordinance (WDO) detention requirement per WDO Section 302.” This will be verified as part of the future permit review. Any required detention basin location, size and planting plan must be approved by Lake County SMC.
- J) **Building Design & Landscape Plan** – The ARB will review the building architecture and landscaping details at a meeting on April 18, 2017 and provide a recommendation to the Village Board.
- J) **East Property Line Screening** – At preliminary evaluation the Village Board expressed concerns about glare from morning sun affecting local residents. Stevenson has indicated that the glass will be angled and coated appropriately to reduce or eliminate any glare from the addition. The school does not intend to install any new parking lot light poles with the proposed addition
- J) **Zoning Variances** – Stevenson High School is requesting variances to Village code to permit a Floor Area Ratio equal to 29.38% and Impervious Area equal to 42.13%; and to grant a variance from Section 6-11-2 to permit existing off-street parking spaces that are 8.5 feet wide and 18 feet long. The current facility without the addition and annexation exceeds allowances within the Village’s R-1 Zone. The current Floor area Ratio is exceeded by 2.62% and the petitioner requests an additional 1.76% for the addition. Current Impervious Area equals 41.53%, exceeding R-1 Zone requirements by 11.53%, and the petitioner is requesting an additional 0.6%. The parking spaces variance has been in existence on campus for over 20 years, and the petitioner requests this be accepted into the Special Use to clean up existing conditions discussed within the special use.

	Code	Existing	Petitioner
Varianted Requested	Permitted	Non-Conforming	Proposed
Floor Area Ratio	25%	27.62%	29.38%
Impervious Area	30%	41.53%	42.13%
Existing Parking Stall Dimensions	9'x19"	8.5'x18'	No Change

- J) **Special Use Findings of Fact:** The attached presentation packet includes the Petitioner’s response to the Findings of Fact for Special Use for consideration by the Zoning Board. **The Zoning Board must find each standard has been satisfactorily met in order to provide a positive recommendation.**

Recommendation:

Staff recommends approval of the Special Use Permit amendment with associated variances to allow a 50,000-square- foot addition to the east wing of Stevenson High School with variances for Floor Area Ratio, Impervious Surface Ratio and Parking lot stall measurements.

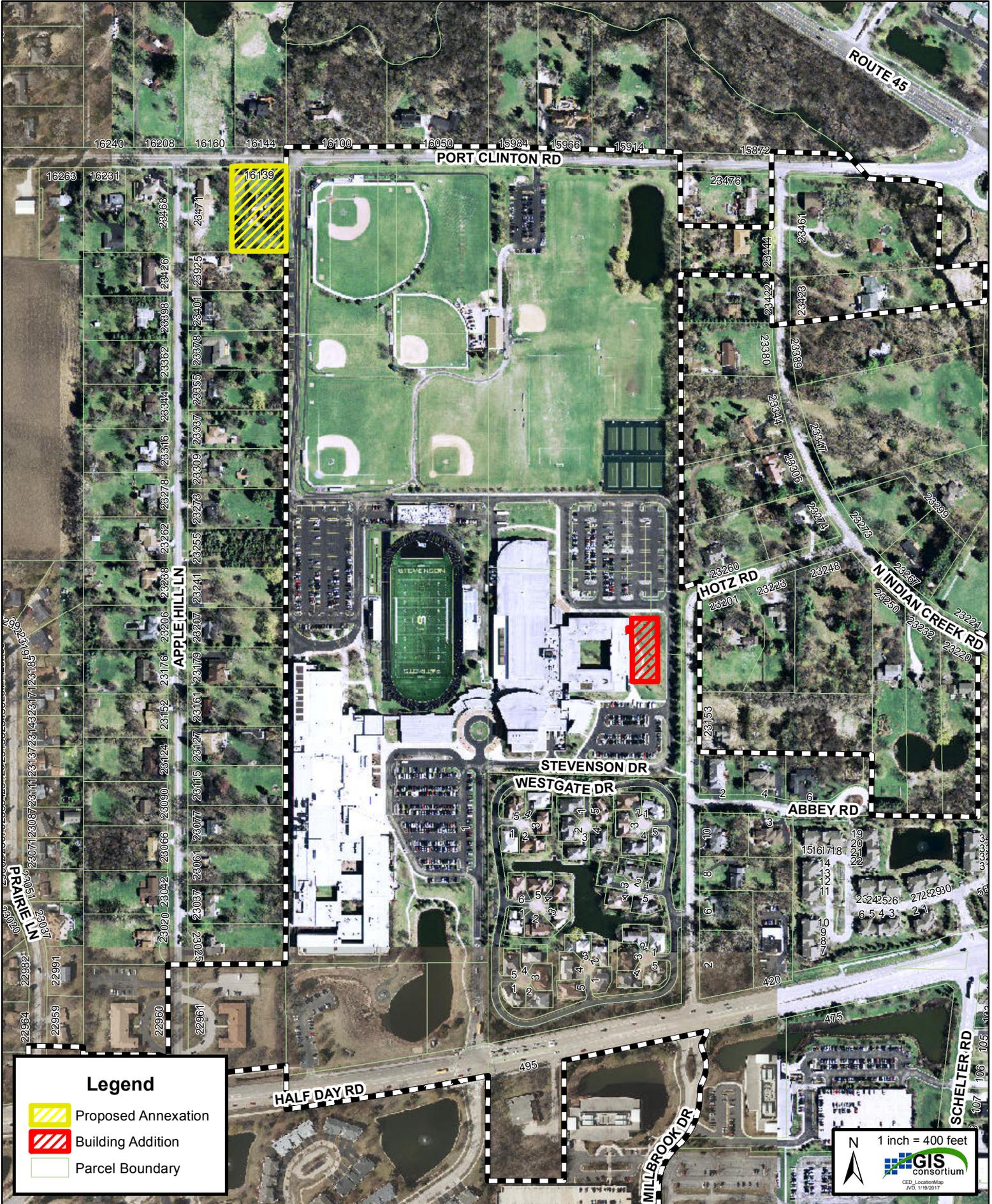
Motion:

Having made Findings of Fact covered in a Public Hearing held on April 11, 2017, the Zoning Board recommends approval to the Village Board of a Major Amendment to Special Use Ordinance Number 92-1226-04, with Floor Area, Impervious Area and parking stall zoning variances to allow for the construction of a building addition for Adlai E. Stevenson High School District 125, located at 1 Stevenson Drive, (and further subject to...)

Reports and Documents Attached:

-) Site Map showing location of proposed annexation and building addition.
-) Petitioner's Zoning Board packet prepared by Wight and Company, including findings of fact, special use zoning variances requests, and Traffic and Parking Study, dated April 3, 2017.
-) Preliminary Engineering Plan for Port Clinton Road Improvements.
-) Minutes of neighborhood meeting.
-) Pedestrian route map for football games/large events.

Meeting History	
Village Board Preliminary Evaluation (COW):	January 23, 2017
Current Zoning Board (Public Hearing)	April 11, 2017



Legend

- Proposed Annexation
- Building Addition
- Parcel Boundary

N 1 inch = 400 feet

GIS consortium
CED LocationMap
JUL 19/2017



Adlai E. Stevenson High School District 125

One Stevenson Drive, Lincolnshire, IL 60069
847-415-4000 fax 847-634-0239 www.d125.org

FINAL

Village of Lincolnshire
Zoning Board Submittal
for
Stevenson High School - East Building Addition

4/03/2017

Contents

Cover Letter
Zoning Application (Revised)
Existing Special Use (1992)
Special Use Findings
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Parking and Traffic/Circulation Study
DRT Comments and Responses to Parking and Traffic/Circulation Study
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Civil Drawings:
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 •C1.0 - Site Demolition Plan
 •C2.0 - Site Geometry and Utility Plan
 •C2.1 - Future Parking Plan
 •C3.0 - Grading and Paving Plan
 •C4.0 - Site Details
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 •L1.0 – Landscape Plan
 •TP1.0 – Tree Preservation Plan
Architectural Drawings
 A1.1 – Architectural Site Plan
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 A2.5R – Roof Plan
 A3.1 – Exterior Elevations
 A3.2 – Exterior Elevations
 E0.2R – Partial Site Lighting Plan

Prepared By:

Wight & Company
2500 North Frontage Rd.
Darien, IL 60561
630.969.7000

Eriksson Engineering Associates
145 Commerce Drive, Ste A,
Grayslake, IL 60030
847.223.4804

Wight





Adlai E. Stevenson High School District 125

One Stevenson Drive, Lincolnshire, IL 60069

847-415-4000 fax 847-634-0239 www.d125.org

March 27, 2017

Chairman Manion and Zoning Board Members Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: Stevenson High School – East Building Addition Zoning Submittal

Dear Chairman Manion and Zoning Board members,

Adlai E. Stevenson High School – District 125 is an established and respected institution in the Village of Lincolnshire and has served the community as one of the most highly recognized secondary education organizations in the nation. Under current zoning ordinances, Stevenson High School is recognized under a special use permit within an R1 residential district. As such, special use permits required should the District need to further develop the existing facility on the current site. Based primarily on a recent series of analyses of current facility capacity and projected student enrollment growth, the District has discovered the need for additional classroom space and is seeking zoning review and recommendation to the Village Board to construct a new building addition located to the east of the existing east classroom building.

Stevenson High School currently serves students from grades 9-12. The existing facility consists of multiple buildings ranging from 2-3 stories and has a footprint of approximately 870,000 s.f. Current enrollment for the school for 2015-16 school year is 4140 students. The proposed East Building Addition will incorporate 14 new general classrooms and 5 new science labs to increase schedulable teaching stations to accommodate immediate and projected student enrollment increases. The proposed addition will have an approximate footprint of 16,670 s.f. with a total area of 50,000 s.f. over three floors. The addition will also incorporate a fourth floor penthouse to house roof-top air handling systems. The penthouse has been designed to provide full visual and acoustical screening from adjacent properties.

The new addition for Stevenson High School meets all setback and building height restrictions governed by the existing special use permit. The new addition, however, will exceed the FAR and impervious limitations currently in place and will be requesting variances for these limitations as a part of this submittal.

Importantly, this submittal incorporates confirmation from the SMC regarding the proposed design strategy for stormwater management as well as a traffic and site circulation study conveying the impacts and recommendations for site development in this regard.

We look forward to working with the Zoning Board and the Village of Lincolnshire on the development of this exciting project. Please accept our thanks for considering this submittal and feel free to contact me with any questions or concerns.

Sincerely,

Sean P. Carney
Assistant Superintendent for Business
Adlai E. Stevenson High School

92-1226-04

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FRONT OF PAMPHLET

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ORDINANCE NO. 92-1226-04

**AN ORDINANCE REZONING AND GRANTING
A SPECIAL USE PERMIT TO CERTAIN PROPERTY
(ADALI E. STEVENSON HIGH SCHOOL DISTRICT 125)**

WHEREAS, the Plan Commission of the Village of Lincolnshire, Lake County, Illinois, pursuant to notice as required by law, held a public hearing on January 13, 1992, on the question of granting the below indicated rezoning and issuance of a special use permit in accordance with Section 6-5A-2F of the Village Code; and

WHEREAS, the Plan Commission has heretofore submitted to the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, its findings of fact and recommendations relating thereto; and

WHEREAS, the Corporate Authorities of the Village of Lincolnshire, Lake County, Illinois, have duly considered said findings and recommendations of said Plan Commission;

NOW, THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Lincolnshire, Lake County, Illinois, as follows:

Section 1: That the written findings and recommendations of the Plan Commission of the Village of Lincolnshire, Lake County, Illinois, attached hereto and made a part hereof, are herein incorporated by reference as the findings of this Board to the same effect as if fully recited herein at length. All references in said findings and recommendations are hereby made the references of the Mayor and Board of Trustees of the Village of Lincolnshire.

3116735

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Section 2: That the Lincolnshire Zoning Code, as amended, be further amended by rezoning and issuing a special use permit, in accordance with Section 6-5A-2F of the Village Code, for the following described property:

**PARCELS ANNEXED AND AUTOMATICALLY ZONED
R-1 SINGLE-FAMILY RESIDENCE DISTRICT
TO BE ISSUED A SPECIAL USE PERMIT:**

PARCEL 1

The West 301.65 feet of the North 583.59 feet of the East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, in Lake County, Illinois.

PARCEL 2

The North 583.59 feet lying Easterly of the West 361.65 feet of the East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, in Lake County, Illinois.

PARCEL 3

The East 1/2 of the East 1/2 of the Southeast Quarter of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, excepting therefrom the West 301.65 feet of the North 583.59 feet thereof and except that part of the North 583.59 feet thereof which lies East of the West 361.65 feet thereof, in Lake County, Illinois.

PARCEL 4

The East 10 feet of Lots 29 and 30 in Prairie Ridge Subdivision, being a subdivision of the West Half of Lot 35 and part of the West Half of Lot 29 in School Trustee's Subdivision of Section 16, Township 43 North, Range 11 East of the Third Principal Meridian, according to the Plat of said Prairie Ridge Subdivision recorded December 13, 1960 as Document 1092456 in Book 36 of Plats, Page 68, in Lake County, Illinois.

PARCEL 5

The West 465.25 feet of the East 665.25 feet of that part of the East Half of the North East Quarter of Section 21, Township 43 North, Range 11 East of the Third Principal Meridian (as measured on the North Line of said Quarter Section), lying North of the Center Line of State Bond Issue Route 22, in Lake County, Illinois.

PARCEL 6

The East 200 feet of that part of the East Half of the North East Quarter of Section 21, Township 43 North, Range 11 East of the Third Principal Meridian (as measured on the North Line of said Quarter Section), lying North of the Center Line of State Bond Issue Route 22, all in Lake County, Illinois.

Located North of Route 22, South of Port Clinton Road, West of Hotz Road and East of the east lot line of the lots facing Apple Hill Lane.

**PROPERTY CURRENTLY WITHIN VILLAGE TO BE REZONED
FROM R-2 AND R-3 SINGLE-FAMILY RESIDENCE DISTRICTS
TO R-1 SINGLE-FAMILY RESIDENCE DISTRICT
AND ISSUED A SPECIAL USE PERMIT:**

The South 344.30 feet of the North 2024.30 feet (as measured along the west line thereof) of that part of the Southwest Quarter of Section 15 and of the Northwest Quarter of Section 22, Township 43 North, Range 11 East of the Third Principal Meridian, described as follows: Commencing at the Northwest Corner of the Southwest Quarter of Section 15 and running thence South 88 and 3/4 Degrees East 9.53 Chains (628.98 feet); Thence South 20 Minutes West 42.25 Chains (2788.50 feet) to a Stake; Thence South 79 Degrees West 9.75 Chains (643.50 feet) to a point 4.37 Chains (288.42 feet) South of the Corner of Sections 16, 15, 21 and 22 and Thence North 20 Minutes East to the Place of Beginning, in Lake County, Illinois.

Located as described above.

Section 3: That the Zoning Map of the Village of Lincolnshire Lake County, Illinois, be amended so as to be in conformance with the aforesaid zoning, rezoning and issuance of a special use permit.

Section 4: That this Ordinance shall be in full force and effect from and after its passage, approval and publication as required by law. The Village Clerk is hereby directed to publish this Ordinance in pamphlet form.

PASSED this 13th day of January, 1992 by the Corporate Authorities of the Village of Lincolnshire on a roll call vote as follows:

AYES: Trustees Forres, Hansen, Saltiel, Schwan

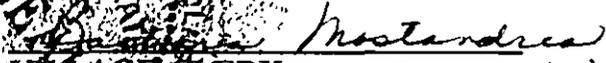
NAYS: Trustee Serauskas

ABSENT: Trustee Angonese

APPROVED this 13th day of January, 1992.


VILLAGE MAYOR




VILLAGE CLERK by Carol S. Marshall
Deputy Clerk

Published by me in pamphlet form this 13th day of January, 1992.

VILLAGE OF LINCOLNSHIRE
PLAN COMMISSION
WRITTEN REPORT FINDINGS AND RECOMMENDATIONS
RELATIVE TO THE REZONING AND ISSUANCE
OF A SPECIAL USE PERMIT FOR
ADLAI E. STEVENSON HIGH SCHOOL DISTRICT 125

Pursuant to subparagraph F. of Section 6-14-13 and subparagraph G. of Section 6-14-14 of the Village Code, the Plan Commission, at the conclusion of the public hearing on the aforesaid rezoning and special use permit, hereby submits its findings and recommendations to the Board of Trustees of the Village of Lincolnshire:

1. We find and recommend the zoning and rezoning of the subject property, being the School District No. 125 property to be annexed to the Village of Lincolnshire pursuant to a Pre-Annexation Agreement and School District No. 125 property presently located within the Village of Lincolnshire, to R-1 Single-Family Residence District.

Based upon the evidence presented at said public hearing, we have made the required findings which were publicly announced at the conclusion of the public hearing and we incorporate, by reference thereto, said findings as recorded on the tape attached hereto as Exhibit A and made a part hereof.

2. We find and recommend that a special use permit be issued to School District No. 125 for the subject property pursuant to Section 6-5A-2F of the Village Code to use said property for public high school purposes. Based upon the evidence presented at said public hearing, we

have made the required findings announced at the conclusion of the public hearing and we incorporate, by reference thereto, said findings as recorded on the tape attached hereto as Exhibit A and made a part hereof.



Robert Ives
Chairman

EXHIBIT A

The tapes from this meeting are on file with the original ordinance in the ordinance file in the Clerk's offices of the Village of Lincolnshire

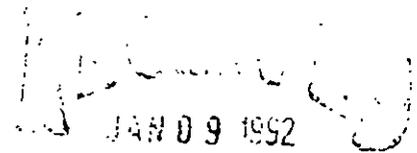


2.31

WHERE MINDS MATTER MOST
ADLAI E. STEVENSON SCHOOL DISTRICT 125

18010 W HIGHWAY 22 • PRAIRIE VIEW, ILLINOIS 60069-2814
PHONE (708) 634-4000

January 7, 1992



VILLAGE MANAGER'S OFFICE

Mr. David Limardi
Village Manager
Village of Lincolnshire
175 Olde Half Day Road
Lincolnshire, Illinois 60069

Dear Mr. Limardi,

Upon review of the standards for the issuance of a special use permit established by the Plan Commission of the Village of Lincolnshire, we have concluded that the application for a special use permit for the area commonly referred to as the Adlai E. Stevenson High School campus meets each of these criteria. A summary of our review follows:

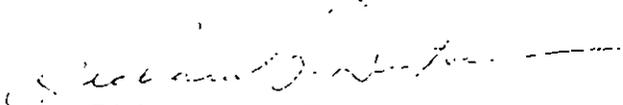
- 1) The special use permit will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. Public schools are specifically created to advance the general welfare, and there is evidence that the presence of Stevenson High School has contributed to the welfare of this area over the past quarter century.
- 2) The special use permit will be neither injurious to the enjoyment of other property in the area nor impair the property values of the neighborhood. Stevenson's campus with its athletic fields, tennis courts, and swimming pool enhances the area and the quality of the school has had a positive effect on property values.
- 3) The special use permit will not impede the development and improvement of surrounding property. The area surrounding the school has been developed or is in the process of development. The presence of the school has not deterred development.
- 4) Adequate utilities, access roads, and drainage facilities are already in place.

Mr. David Limardi
January 7, 1992
Page Two

- 5) The campus has three exits and entrances, and the District pays the cost of providing traffic patrolmen immediately before and after school hours and for major special events. The District continues to work with the Illinois Department of Transportation to secure the installation of a stop light at the main entrance of the school.
- 6) The special use permit is not contrary to the comprehensive plan of the Village. In fact, the comprehensive plan calls for the annexation of the Stevenson campus into the Village.
- 7) The special use permit conforms to all applicable regulations of the Village.

The fact that the Stevenson campus has been in existence for over a quarter of a century allows the Plan Commission to assess the impact of a special use permit from an historical rather than a speculative perspective. Clearly the presence of Stevenson has been an asset to the community. The fact that the criteria identified by the Plan Commission for issuance of a special use permit have been met should be equally clear.

Sincerely,


Richard P. DuFour
Superintendent

RPD:nm
Enclosures

11
3116735

PAMPHLET
BACK OF PAMPHLET

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of Lincolnshire, Lake County, Illinois.

12

3116735

FINDINGS OF FACT FOR SPECIAL USE

Adlai E. Stevenson High School – East Building Addition
1 Stevenson Drive
Lincolnshire, IL 60069

1. *The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject premises for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located.*

Stevenson High School has existed on the subject property since 1965. Parcels which comprise the current high school campus were annexed and consolidated under an ordinance rezoning and granted special use permit in 1992. The proposed addition project meets all setback and building height restrictions currently in place under the 1992 ordinance and will not impair the current site or surrounding properties as a result of the proposed project. The academic leadership demonstrated by Stevenson High School has been and is currently an attraction for potential home buyers. The proposed project is only the latest development to a nationally recognized institution of superior secondary education quality.

2. *The establishment of the special use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.*

As the proposed project falls within the current zoning regulations under the existing special use permit, the new addition project will not prevent future development of the surrounding properties for uses currently in place.

3. *Adequate utilities, access roads, drainage and/or necessary facilities have been or will be provided.*

The District along with the District's Architects and Engineers are currently working with the Village Engineers to identify project utility service requirements for coordination with existing and proposed systems in order to minimize impact to the surrounding community. Stormwater management strategies are ongoing with the Village and the SMC to ensure the design will meet or exceed the requirements of existing stormwater design criteria and applicable site ordinances.

4. *Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.*

The District along with the District's Architects and Engineers have conducted a traffic analysis and have put forth recommendations to improve vehicular circulation on site and towards improving existing site ingress and egress strategies in place. The analyses and recommendations have been authored to consider the increased student enrollment which has necessitated the addition project.

5. *The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village as amended.*

The proposed school addition has been designed to blend with the existing high school. Similar materials and massing have been incorporated such that the existing fabric of the school is expressed. Stevenson High School, along with all public learning institutions located in the Village are regarded as highly valuable assets. The proposed project stands to continue the quality of secondary education to the community it serves.

6. *The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be varied pursuant to Section 6-14-9 of this Chapter.*

The proposed school addition has been designed within the existing regulations governed by the existing special use permit and is not requiring or seeking variations to said regulations.

Prepared by:

Wight & Company
2500 North Frontage Rd.
Darien, IL 60561

STANDARDS FOR ZONING VARIATION

Adlai E. Stevenson High School – 1 Stevenson Drive, Lincolnshire IL 60069

As a part of this application, the School District is requesting the following variances.

1.) 6-5A-3.4 - Floor Area Requirement. *The maximum floor area ratio shall not exceed 0.25 and the minimum floor area per dwelling unit shall not be less than 1,750 square feet. The ground floor area of one story dwellings shall not be less than 1,750 square, or for dwellings with more than one story, the ground floor area shall not be less than 1,000 square feet.*

Building / Level	Square footage - Actual Takeoff <i>*Excludes pressboxes + bleacher building</i>
Existing School Building	
Level 01 Existing Building	444,031
Level 02 Existing Building	384,753
Level 03 Existing Building	44,758
Existing School Building Total	873,542
Administration Building	
Level 01 Existing Building	9,817
Pole Barn Building	
Level 01 Existing Building	4,160
Existing Buildings Total	887,519
Existing FAR (non conforming)	27.62%
Proposed East Building Addition	
Level 01 Addition	16,500
Level 02 Addition	17,600
Level 03 Addition	17,600
Level 04 Addition	5,100
Addition Total	56,800
Buildings Total	944,319
Proposed FAR	29.38%

Floor Area Ratio - R1 25.00%
Site = 73.78 Acres (3,213,639.87 S.F.)

Existing - Non Conforming 27.62% Overage: 2.62%
Proposed Addition 29.38% Overage: 4.38%
Net Change: 1.76%

2.) 6-5A-3.6 - Maximum Impervious Surface. The maximum impervious surface may not exceed 30% of the Gross Lot Area, notwithstanding whether the calculation of the Buildable Area for the subject Lot results in a larger area for permitted structures and uses. (Amd. Ord. 07-2973-01B, eff. 1/22/07)

The total percent impervious for the existing site is 41.53%. The building addition and associated walks (some removed as part of project) will bring the total to 42.13%

Item	SF
Total Impervious (existing)	1,336,641
Total Site	3,218,451
%impervious (existing)	41.53%
%pervious	58.47%
East Building Addition	19371
Total Impervious with Bldg Addition	1,356,012
% Impervious with East Bldg Addition	42.13%
% Pervious with East Bldg Addition	57.87%

3.) 6-11-3 Parking Space Size in accordance with size chart - acceptance of 8.5' x 18.0'

With the exception of Lot C, all parking spaces have 8.5' X 18' spaces and generally 25' drive aisles (Lot D has 24' aisles). Lot C, just south of our new building addition has 9'X18' spaces. We have field verified lots B, C, D, and E to confirm that the dimensions are as shown on these drawings. All spaces in these lots are pre-existing and have been functioning for quite some time (20+ years minimum).

STANDARDS FOR ZONING VARIATION

Adlai E. Stevenson High School – 1 Stevenson Drive, Lincolnshire IL 60069

1. *Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be carried out;*

Stevenson High School has been in existence on its current site since 1965 and has expanded their facility to accommodate enrollment growth and the progression of educational delivery over the years. Recent projections in student enrollment has caused the district to explore ways to accommodate projected 7% growth. Following a full facility analysis and master plan, the district has determined that the enrollment projections are best accommodated by the construction of a new addition located immediately east of the 1996 east building. The current facility is currently zoned under R1 with a special use permit granted in 1992 and exhibited in this zoning submittal. The school district has gone to great lengths to accommodate the enrollment projections with an addition that is of a similar language and scale as the existing facility. Despite these efforts the proposed addition will increase the impervious surfaces and FAR requirements. Relief from these requirements are requested as variances described in the zoning application.

2. *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the zoning district in which it is located;*

The measurement of a reasonable return for a school district is not monetary. Rather, it is measured by whether it is meeting the educational needs of its students. Stevenson High School has a nationally recognized program of high performing students and faculty. The educational aspirations of the school district for delivering high performing students can be directly attributed to the way their facility has grown and responded to developing educational trends. The proposed east addition represents the latest evolvement of the school facility to meet these needs.

3. *The conditions upon which an application for a variation is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification;*

As stated above, Stevenson High School is known nationally for their ability to consistently provide education at the highest level possible. This includes program offerings to all students. Through the project feasibility stage, it was determined that the addition would be necessary to prevent the administration from lessening or eliminating current programs which are in demand from the students. Moreover, the loss of these programs would not be viewed favorably by the community.

4. *The purpose of the variation is not based primarily upon a desire to increase financial gain;*

The proposed east building addition is not relying on a public ballot referendum, nor will the school district realize monetary gain from it's construction.

5. *The alleged difficulty is caused by this Title and has not been created by any persons presently having an interest in the property;*

The variance requests are made on behalf of the school district for the betterment of the facility and the education of the students.

6. *The granting of the variations will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located;*

The impact of the proposed east addition will have a positive impact on the inhabitants of the Village. In addition to providing the much needed facility growth, the addition will be constructed with mass and materials consistent with the existing facility. Moreover, the east building addition will be a certified “net-zero” building in that all energy needed to run the new addition will be produced on site through photovoltaic panels on the existing field house roof.

7. *The granting of the variation will not alter the essential character of the neighborhood or locality;*

Since 1965, there has been a school building on the current site. As such, the character juxtaposition from the school and the surrounding neighborhood will not change. The proposed improvements are simply an extension of the current architecture using similar and repeatable materials and massing.

8. *The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood;*

Setback or Building Height variations are not being requested. The proposed addition remains compliant with building height and setbacks and as such will not impair sunlight as presupposed by the existing zoning code. The school has included a traffic and parking study with this application which addresses how the changes in public street congestion will be accommodated. Existing fire and police access to the existing facility will not be impacted. Property values should not be impacted as the proposed addition will further enhance the educational facility shared by adjacent neighbors.

9. *The proposed variation is consistent with the Official Comprehensive Policies Plan of the Village and other development codes of the Village.*

The variances requested with the proposed east building addition have no impact on the comprehensive plan for the village.

Prepared by:

Wight & Company
2500 North Frontage Road
Darien, Illinois 60561

Adlai E. Stevenson High School

Traffic and Parking Study

Lincolnshire, Illinois

Prepared For:

School District 125

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

www.eea-ltd.com

1 – INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Stevenson High School District 125 to conduct a traffic study for the expansion of Adlai Stevenson High School in Lincolnshire, Illinois. The school is located at 1 Stevenson Drive and currently serves 4,084 students. An expansion on the east side of the school building is proposed between parking Lots C and D along with a new parking lot to be located at the current tennis courts. EEA was asked to review the existing and future traffic and parking conditions around the campus and to recommend improvements to its transportation network.

EEA's evaluation of the transportation network included an analysis of the transportation network around the site. Data was collected of the existing traffic volumes along with traffic control devices, sidewalks, bike routes, traffic lanes, and parking counts. Traffic projections were made for the Year 2024, five years after project completion, for the anticipated growth in student enrollment and regional traffic growth. Capacity analyses were conducted and the recommendations were developed to improve the school's transportation system:

Based on the following analyses, the following recommendations were developed.

1. **Port Clinton West Access Improvements** – Widen the intersection with a westbound left-turn lane and an eastbound right-turn lane on Port Clinton Road. Improve the turning radii for the intersection to allow eastbound right-turns and northbound left-turns to occur simultaneously.
2. **Remove and Replace Existing Sidewalk Connections to Hotz Road** and replace them with one crossing roughly in the center of the shared frontage. It should be located just north of the Lot C access point on Stevenson Drive where the road is blocked during arrival and dismissal.
3. **Provide “No Parking, Standing, and Stopping” signs** on Hotz Road north of the curve to Indian Creek Road which will require coordination and approval of Vernon Township.
4. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.
5. **Additional Parking** – When the building expansion is completed, the tennis courts that were used as a construction staging area will be reconstructed with a 70 to 100 space parking lot.

2 – EXISTING TRANSPORTATION NETWORK

Site Location and Area Land-Use

Adlai E. Stevenson High School is located between IL Route 22 to the south and Port Clinton Road to the north in the Village of Lincolnshire, Illinois. The eastern edge of the campus is bordered by residential homes located along Westgate Drive, Hotz Road, and Indian Creek Road. Residential homes along Apple Hill Lane form the western border of the campus. Single-family subdivisions are located around the perimeter of the campus. The Millbrook Business Center is located southeast of the campus across IL Route 22. **Figure 1** illustrates the school's location and area roadways.

Bicycle/Pedestrian Routes

Multi-use pedestrian and bike paths are currently located along both sides of IL Route 22 by the campus and on the south side of Port Clinton Road. Pedestrian crosswalks and signals are provided at the IL 22/Stevenson Drive/Palazzo Drive traffic signal.

Existing Roadway System

IL Route 22 is an east-west arterial road that extends west from Highland Park to Fox River Grove. There are two travel lanes in each direction and a barrier median for left-turn lanes at its signalized intersection with Stevenson Drive/Palazzo Drive. A westbound right-turn lane is provided for turns into the school. It is under the jurisdiction of the Illinois Department of Transportation with a 35 miles per hour (mph) speed limit.

Port Clinton Road is an east-west major collector road that extends between US Route 45 and Buffalo Grove Road. It has one travel lane in each direction with no median. It is under the jurisdiction of the Vernon Township with a 35 miles per hour (mph) speed limit.

Palazzo Drive is a local residential street extending south from IL 22. It has one travel lane in each direction with on-street parking. At Route 22, Palazzo Drive has a northbound left-turn lane and a shared thru/right-turn lane. Parking is restricted near the school. It has a 25 mph speed limit and is under the jurisdiction of the Village of Lincolnshire.

Apple Hill Lane is a north-south local residential road that runs between Route 22 and Port Clinton Road. It has a 25 mph speed limit and is under the jurisdiction of the Village of Lincolnshire and Vernon Township.

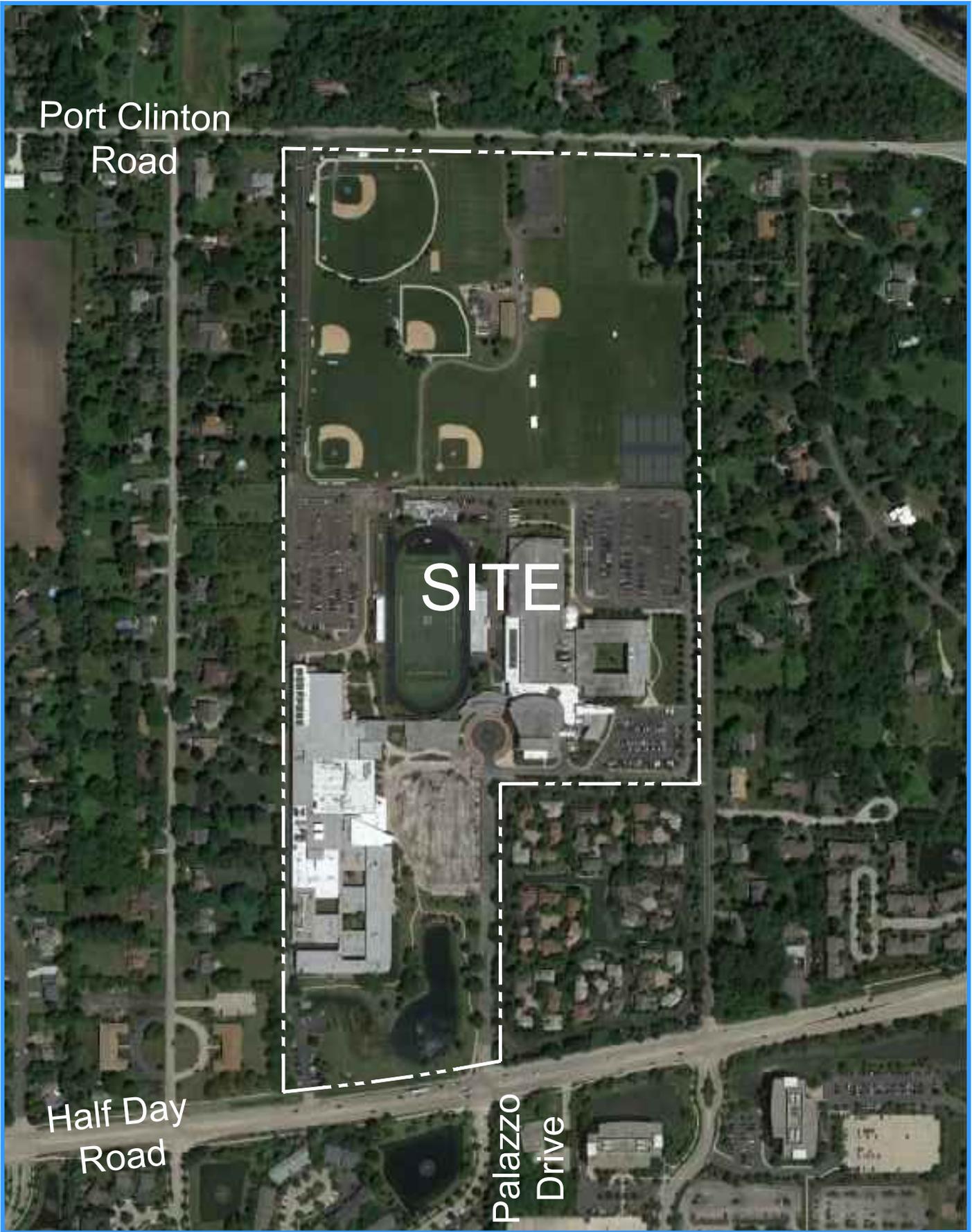
Hotz Road is a local north-south local residential road that runs between Route 22 and Indian Creek Road. It has a 30 mph speed limit and portions of the road are under the jurisdiction of the Village of Lincolnshire and Vernon Township.

Indian Creek Road is a local north-south local residential road that runs between Olde Half Day Road and Port Clinton Road. It has a 25 mph speed limit and is under the jurisdiction of the Vernon Township.

Figure 2 illustrates the existing study area, travel lanes, and traffic control.

Existing Traffic Volumes

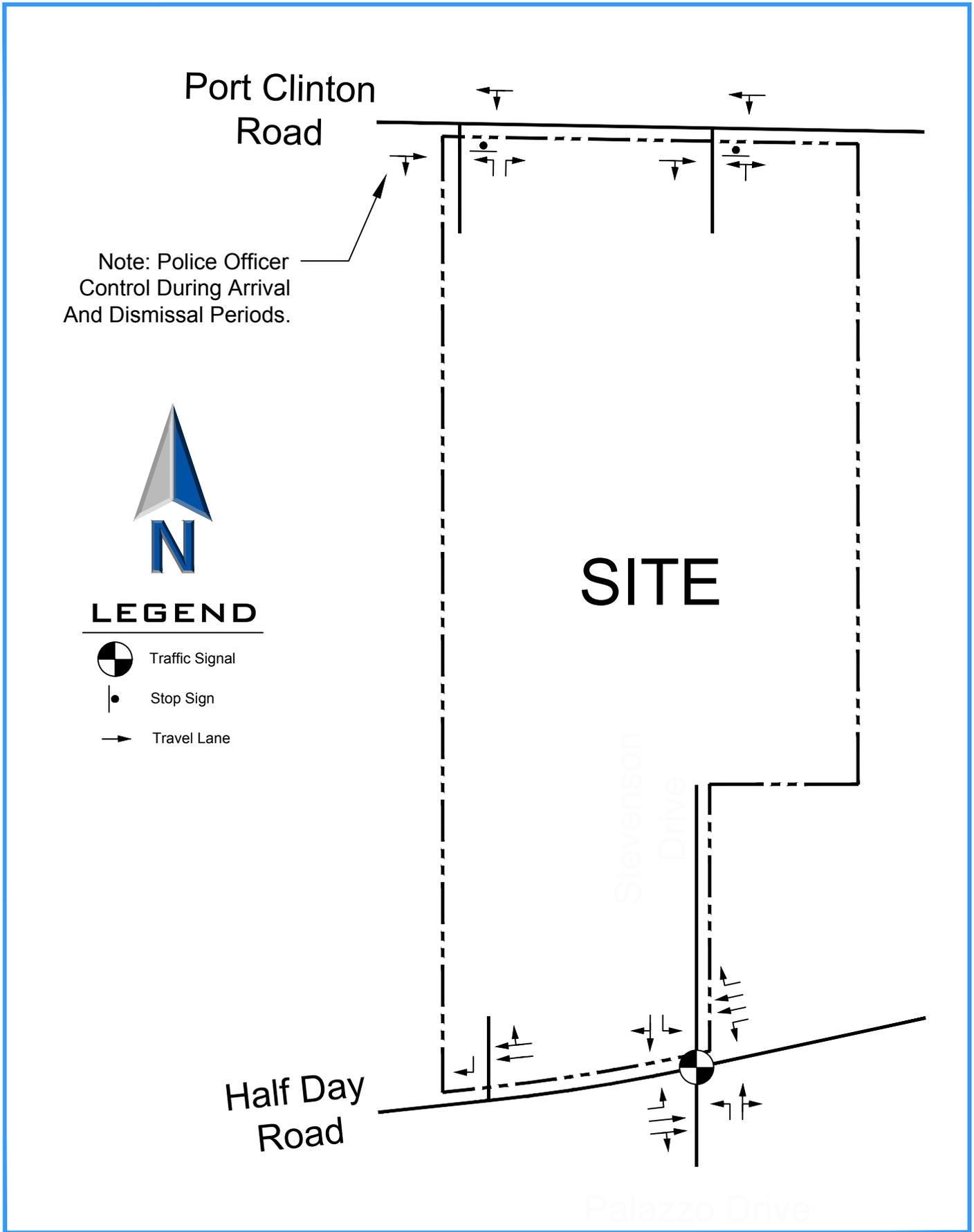
Weekday morning (6:00 to 8:00 AM) and afternoon (2:00 to 4:00 PM) manual counts were conducted at the four entrances serving the campus. These counts showed the peak-hours of school traffic occurring from 7:30 to 8:30 AM and 3:15 to 4:15 PM which coincides with the school's 8:30 AM start of classes and 3:25 PM dismissal time. **Figure 3** summarizes the existing traffic volumes with copies of the counts in the **Appendix**. Daily traffic counts from the Illinois Department of Transportation show that Route 22 carries 21,600 vehicles per day (2013) and Port Clinton Road handles 5,750 vehicles per day (2011).

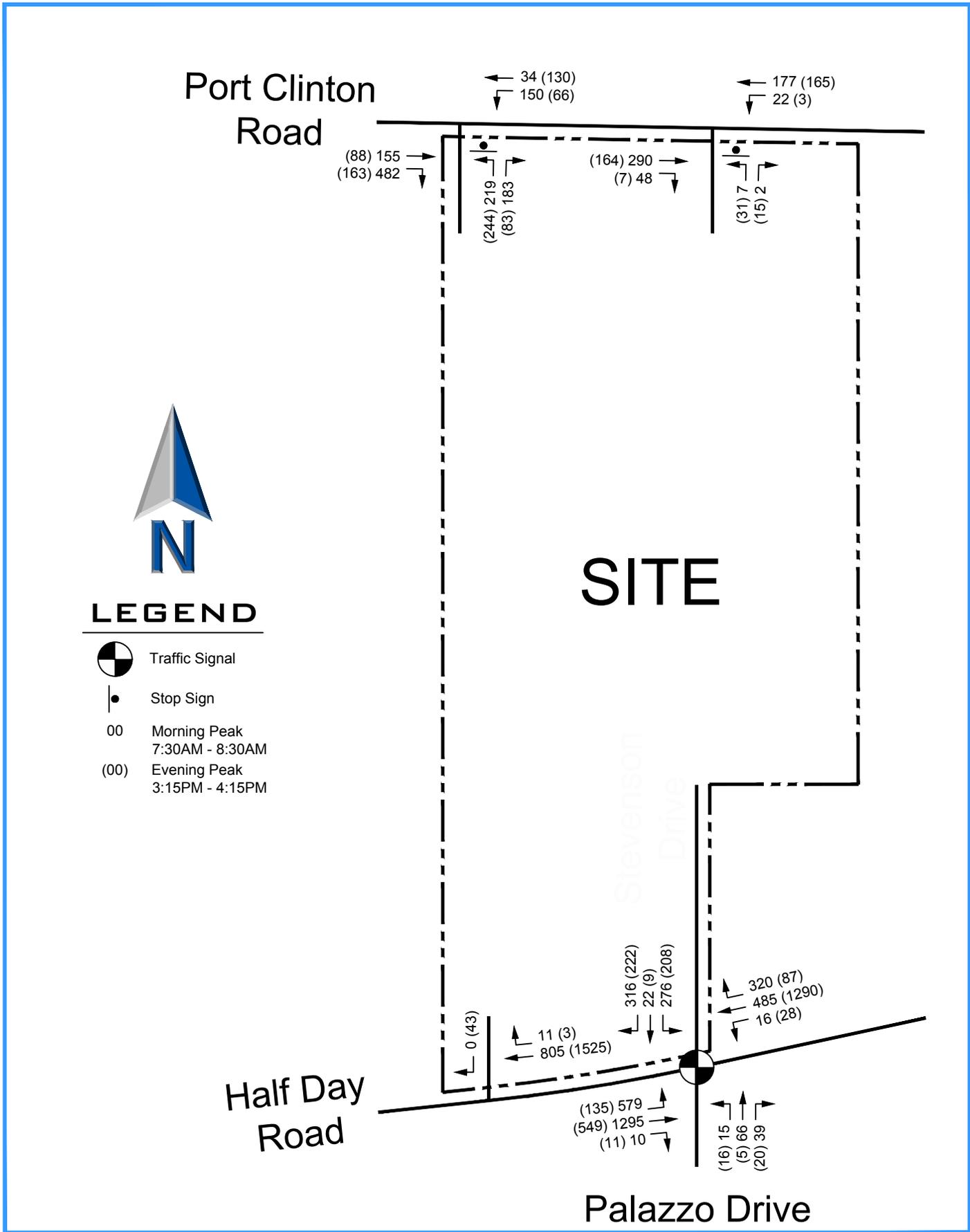


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Site Location & Area Roadways

Figure 1





3 – SCHOOL TRANSPORTATION CHARACTERISTICS

School Boundaries

The attendance boundary for Stevenson High School is irregularly shaped and includes the communities of Lincolnshire, Buffalo Grove, Kildeer, Long Grove, Lake Zurich, Hawthorn Woods, Mundelein, Mettawa, and portions of unincorporated Lake County. A copy of the attendance boundary can be found in the **Appendix**. Stevenson High School is located in the middle of the district along a north-south axis with about two thirds of the district located west of the school.

School Arrival and Dismissal Procedures

The campus has two entrances on each of Route 22 and Port Clinton Road. The west access on Route 22 is for Lot A, a restricted staff-only lot with minimal traffic and the east access on Port Clinton Road is restricted to the student-only Port Clinton Lot. Neither of these lots is connected internally to the other portions of the campus road system.

The west access on Port Clinton Road and the east access on Route 22 serve the main portion of the campus parking and circulation system which allows students, staff, and parents to enter the campus to park or load students. Within the campus, traffic circulation is divided in northern and southern areas that do not permit traffic to enter from one road and exit to the other road (i.e. traffic entering from Route 22 cannot exit onto Port Clinton Road). During the morning arrival and afternoon dismissal, Stevenson Drive is blocked just north of Lot C to prevent cross-traffic. School staff is provided at multiple locations within the campus to direct traffic.

Students load the buses along the periphery of Lots E and B and use the west Port Clinton drive and signalized Route 22 respectively for access. Parents also use Lots E and B to load students. Staff parking occurs in Lots A, B, C and portions of E and D. Student parking is in the Port Clinton Lot and portions of Lots E and D.

Figures 4A, 4B, and 4C summarize the existing circulation patterns on campus for school buses, staff, and students, respectively.

Field Observations

Eriksson Engineering Associates staff observed several morning arrival and afternoon dismissal periods at Stevenson High School and had discussions with school staff and noted the following activity:

1. At the West Port Clinton Road access, substandard geometrics make it difficult for school buses to turn into and out of the campus without encroaching on opposing lanes which impedes the intersection operations and capacity. A police officer directs traffic to this location. Long queues extending west from the Port Clinton Road are consistently occurring.
2. Traffic queueing and students entering the campus via the two sidewalks from Hotz Road are creating safety and sightline issues.
3. The signalized intersection of Stevenson Drive/Route 22/Palazzo Drive sees long back-ups in the eastbound left-turn lane into the campus.

Directional Distribution

The directional distribution of school related traffic approaching or departing the campus was derived from the existing traffic counts. The school trip distribution is shown on **Table 1** and **Figure 5**. IL 22 is the main route to and from the campus with 22% of school traffic from the east and 32% from the west. Port Clinton Road carries 30% of the school traffic from the west and 13% from the east. Most traffic approached the school from the west (62%) on either route which is consistent with the distribution of student residences within the school's boundaries.

Table 1
Directional Distribution on Adjacent Roadways

Direction	Distribution
East on Route 22	22%
West on Route 22	32%
East on Port Clinton Road	13%
West on Port Clinton Road	30%
North on Palazzo Drive	3%
Total	100%

The distribution of site traffic at the individual school access drives access was also determined from the traffic counts as shown on **Table 2** and **Figure 5**. As expected, Lot A and the Port Clinton student lot has the least amount of traffic due to the limited number of parking spaces in each lot. The signalized entrance on Route 22 is used by 56% of the school traffic and Port Clinton carries the remaining 39% of the traffic into the campus.

Table 2
Traffic Distribution by Driveway

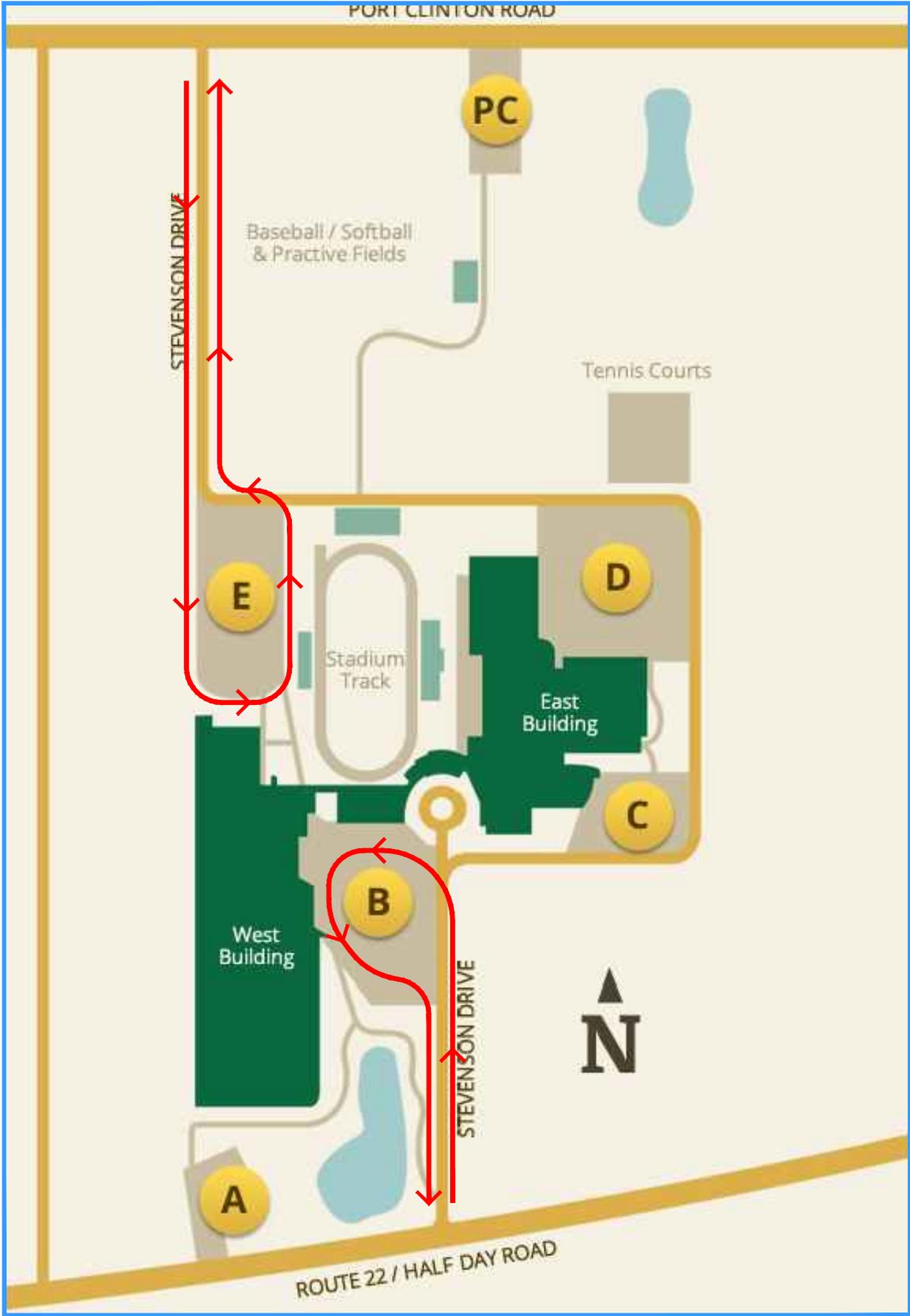
Access	Distribution
Lot A Access from Route 22	1%
Stevenson Drive Signal	56%
Port Clinton Student Lot Drive	4%
Port Clinton West Driveway	39%
Total	100%

School Trip Generation

Stevenson High School currently serves 4,084 students and 500 staff. By the Year 2024, which is five years after the completion of the east expansion, the school population is projected to increase to 4,502 students (+10%) and 530 staff (+6%). School bus usage would remain constant with 50% of the students riding the bus. Trip estimates were made by proportionally increasing the existing volumes ten percent in conjunction with the enrollment projections. The existing and total volume of traffic entering and exiting the campus is shown in **Table 3**. Please note that the school is in the process of implementing a car pool program that would reduce the traffic volumes below. The study conservatively did not assume any reductions for carpooling.

Table 3
Stevenson High School Traffic Volumes

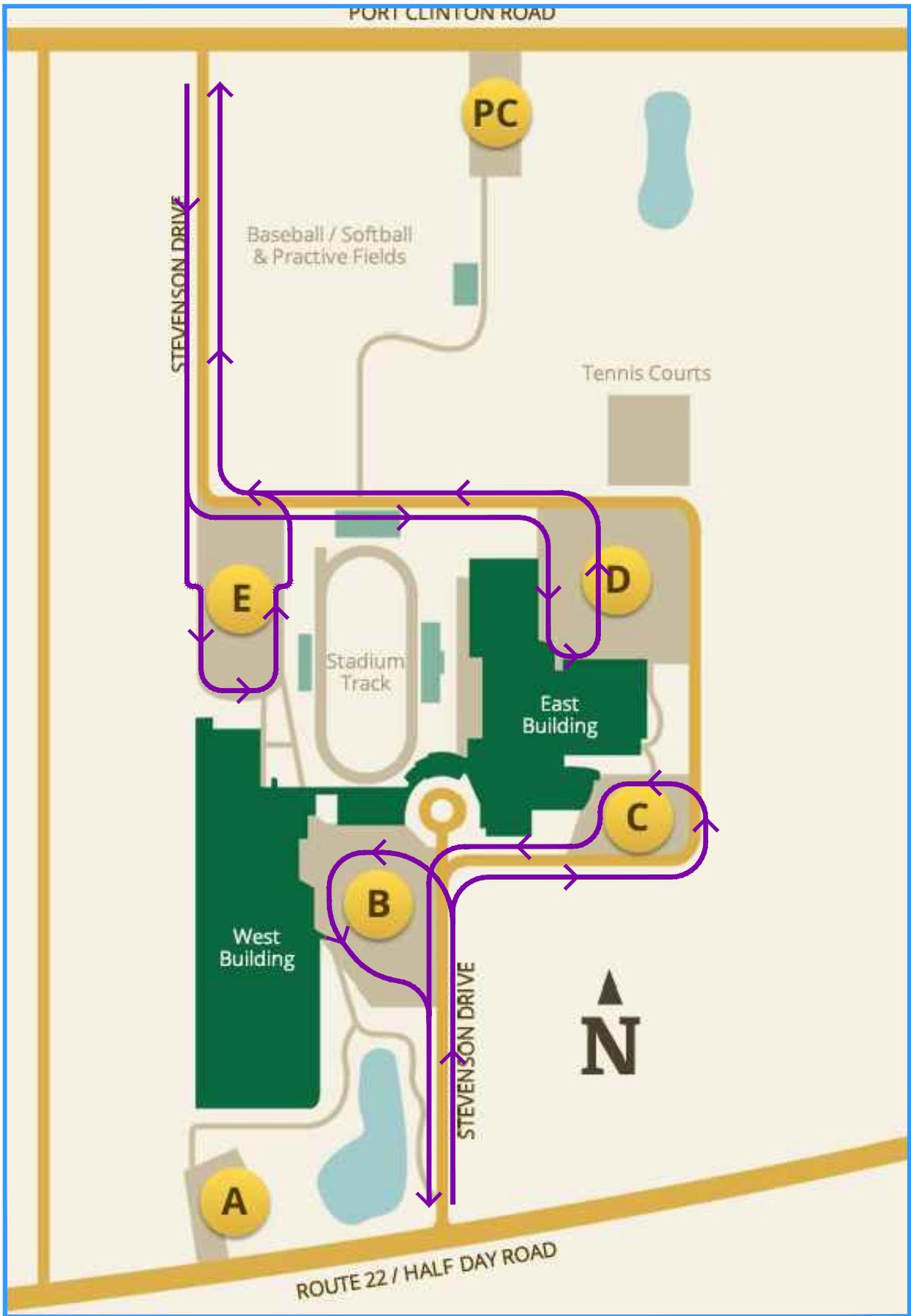
Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
4,084 Students (Existing)	1,678	1,025	2,703	469	855	1,324
+418 Students (by 2024)	168	103	271	47	86	133
4,502 Students	1,846	1,128	2,974	516	941	1,457



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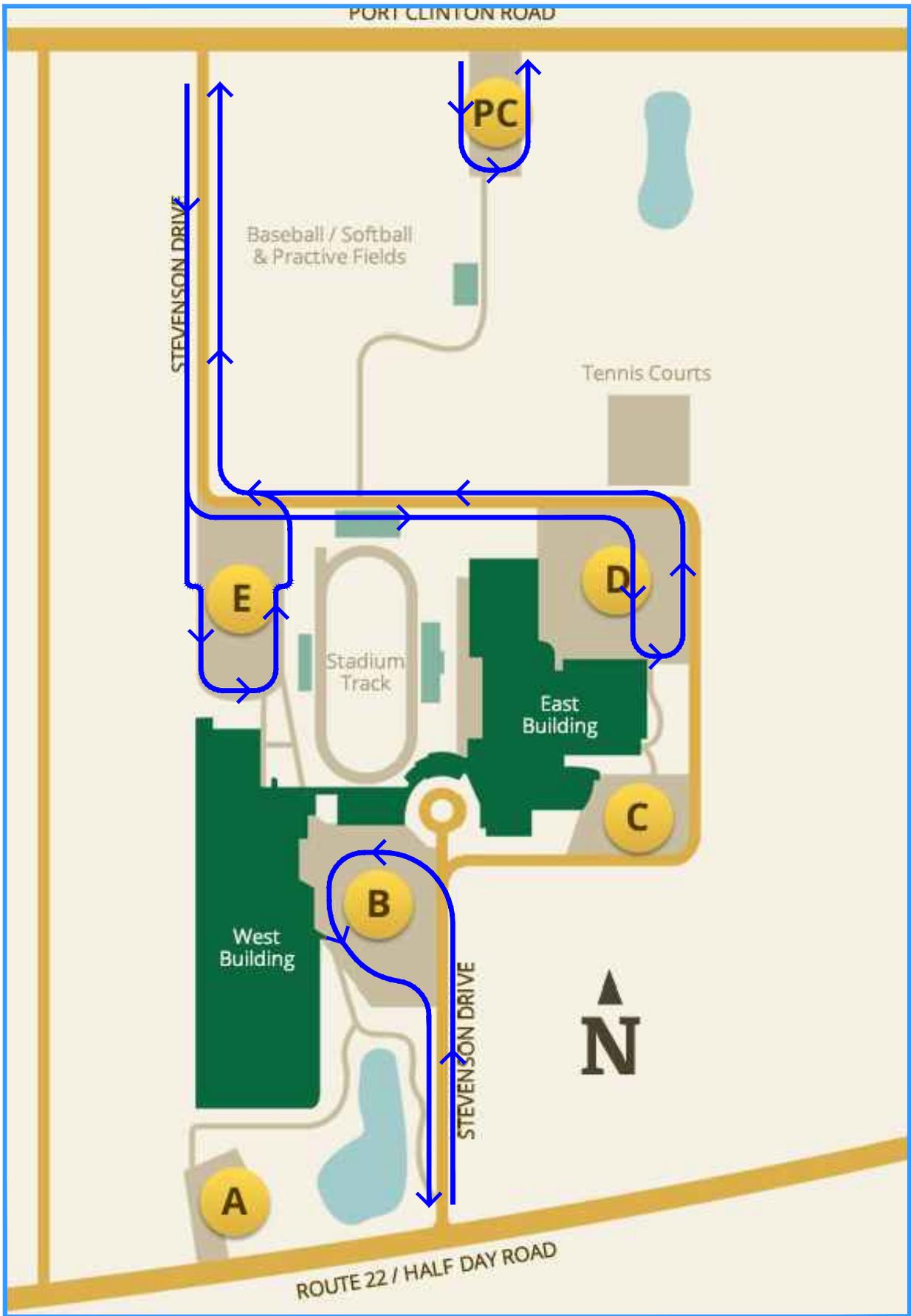
Stevenson Campus School Bus Circulation

Figure 4A



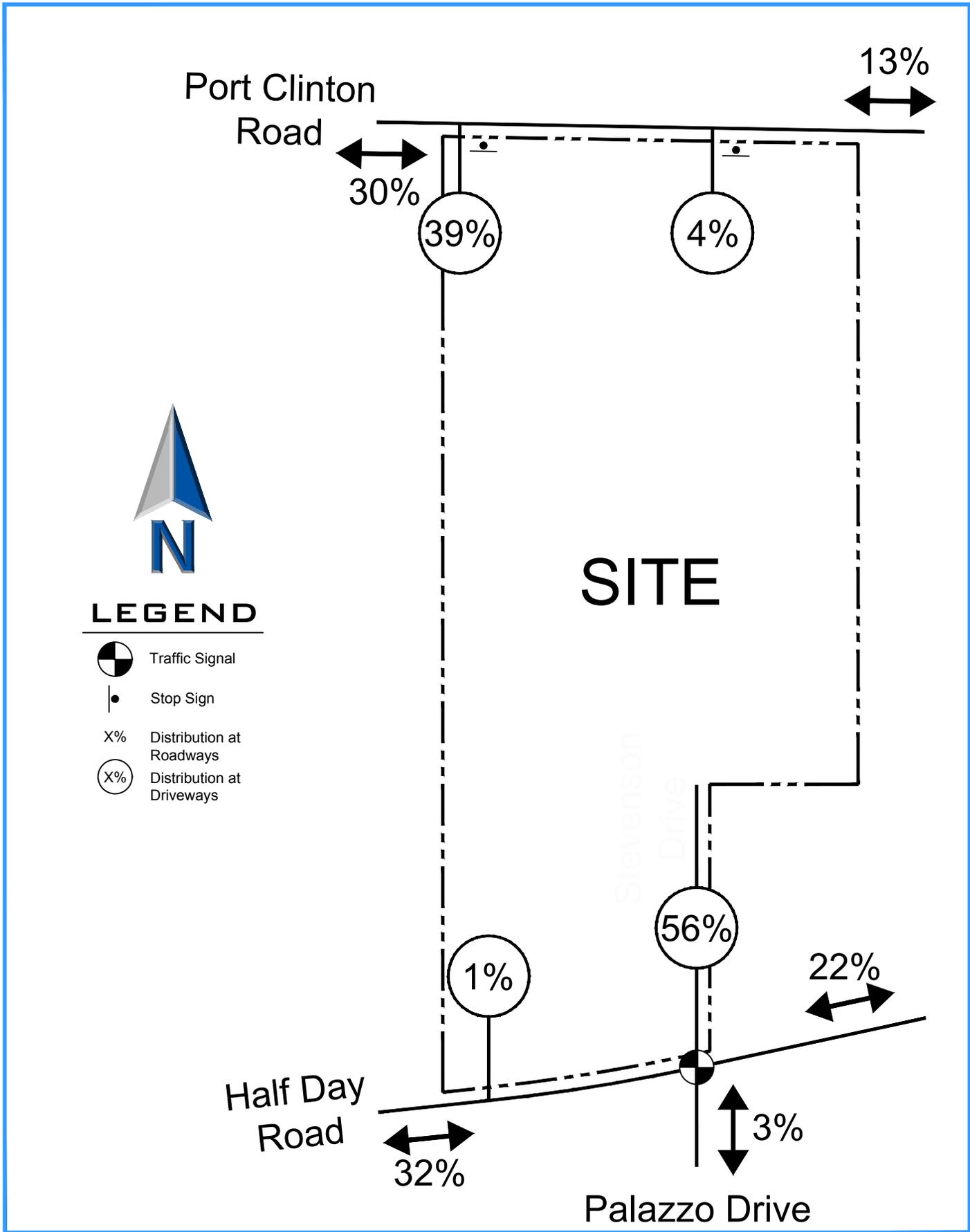
Stevenson Campus Staff Circulation

Figure 4B



Stevenson Campus Student Circulation

Figure 4C



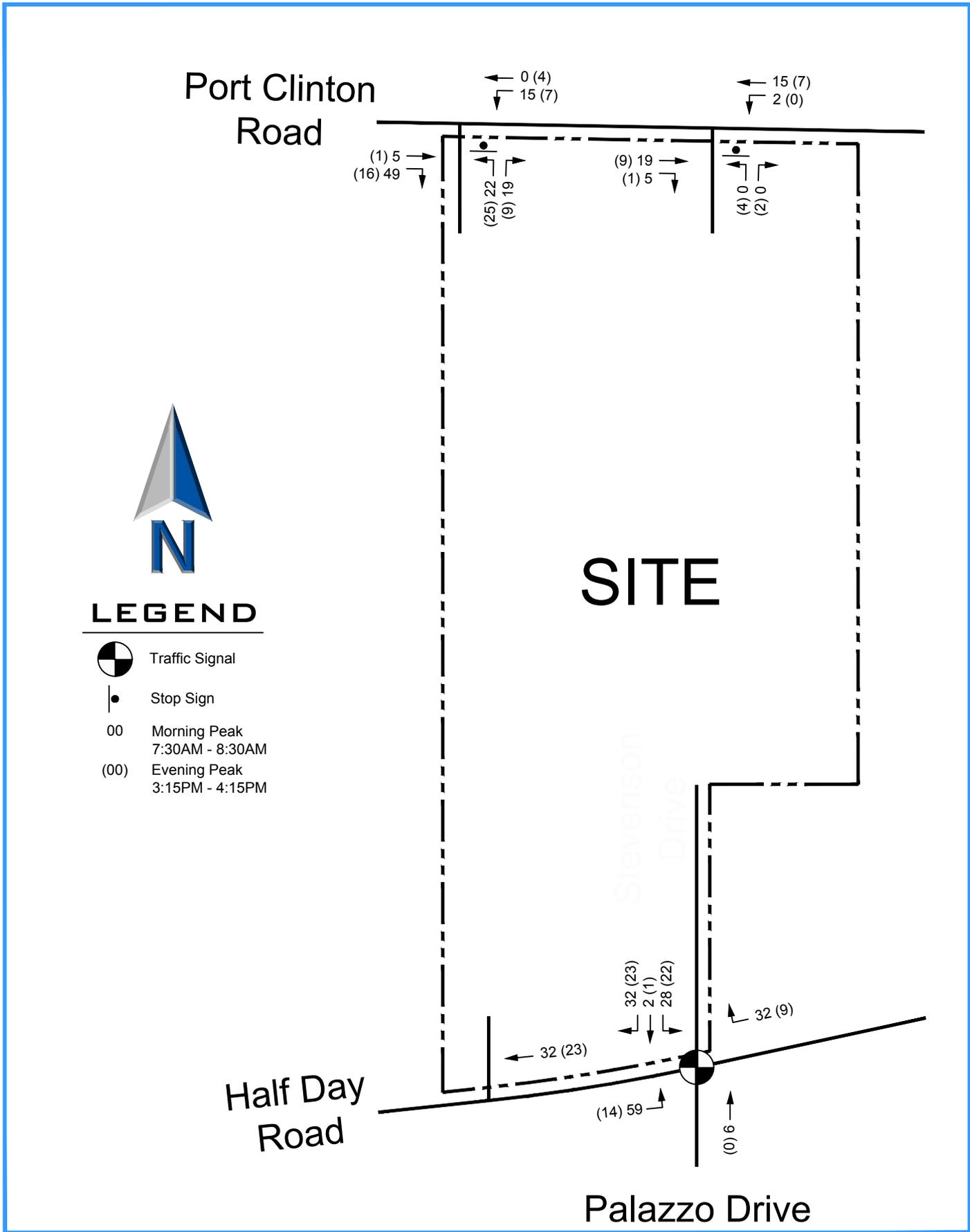
Site Traffic Assignment

Additional school traffic was assigned to the access drives based on the existing directional distribution patterns at the school. No traffic was assigned in staff Lot A since the lot is currently full and cannot accommodate additional vehicles. **Figure 6** illustrates the additional campus traffic.

Improvements are proposed at the Port Clinton Road west access to mitigate traffic conditions and reduce the queueing on Port Clinton Road by improving the roadway geometry and adding a westbound left-turn lane and an eastbound right-turn lane. Improved operations will encourage school traffic from the west on Route 22 to divert to a faster route on Port Clinton Road. Existing site traffic was reassigned to account for this diversion as illustrated in **Figure 7**.

Regional Traffic Growth

Total traffic volumes are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the school related traffic. Construction of the expansion will start this year and be completed in 2019. The total traffic volumes are estimated for a period five years after the projected opening which would be the Year 2024. Data provided by the Chicago Metropolitan Agency for Planning (see **Appendix**) shows modest growth in traffic volumes along Route 22 and Port Clinton Road at 0.5% per year or a total of 3.5%. This growth rate was applied to the existing traffic volumes to obtain the base 2024 volumes (see **Figure 8**). The volumes from Figure 8 were combined with the site traffic volumes (Figures 6 and 7) to generate the Year 2024 total traffic volumes with the school expansion and are shown on **Figure 9**.



Port Clinton
Road

(+20) +75

(+20) +40



LEGEND



Traffic Signal



Stop Sign

00

Morning Peak
7:30AM - 8:30AM

(00)

Evening Peak
3:15PM - 4:15PM

SITE

Stevenson
Drive

Half Day
Road

-40 (-20)

(-20) -75

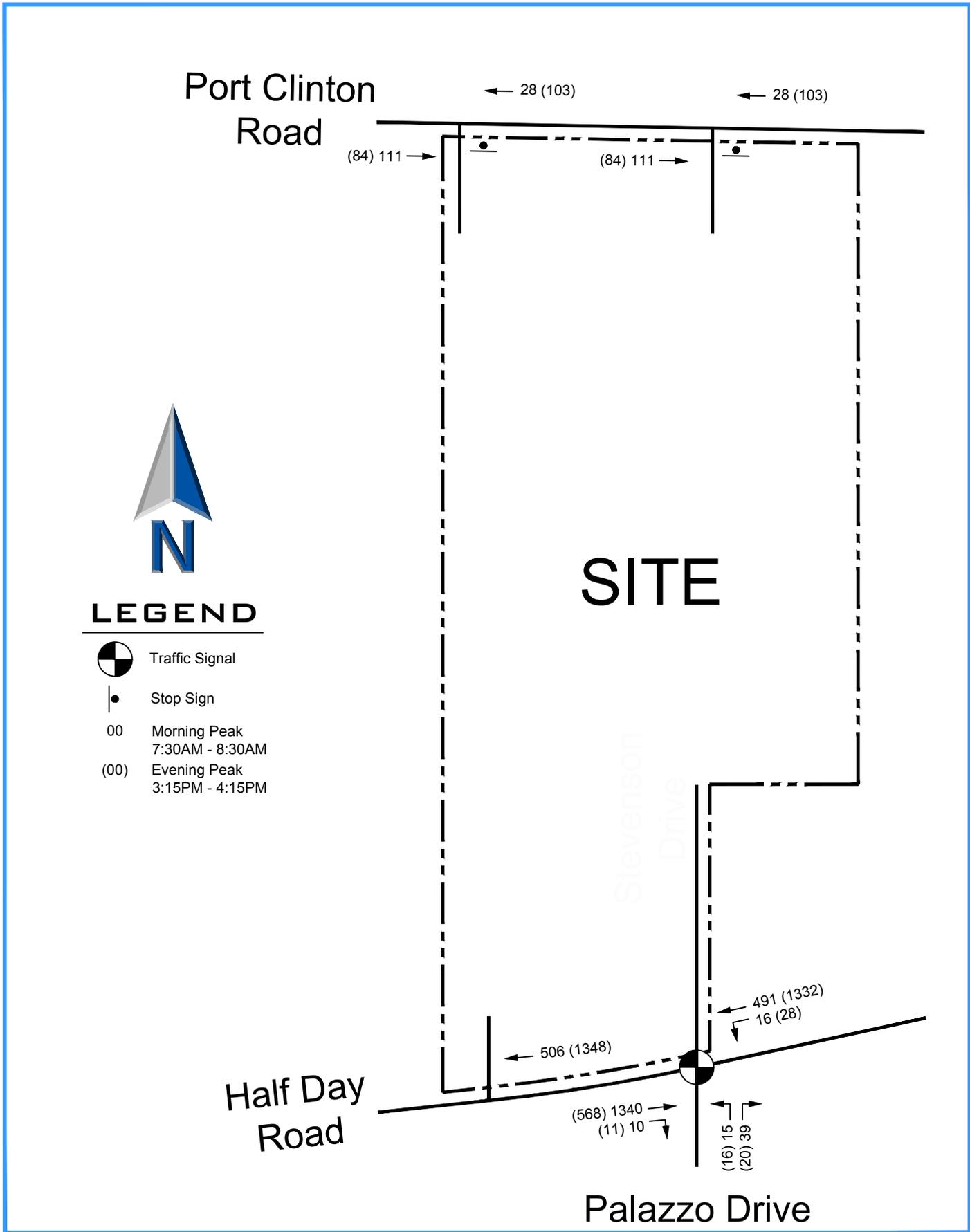
Palazzo Drive

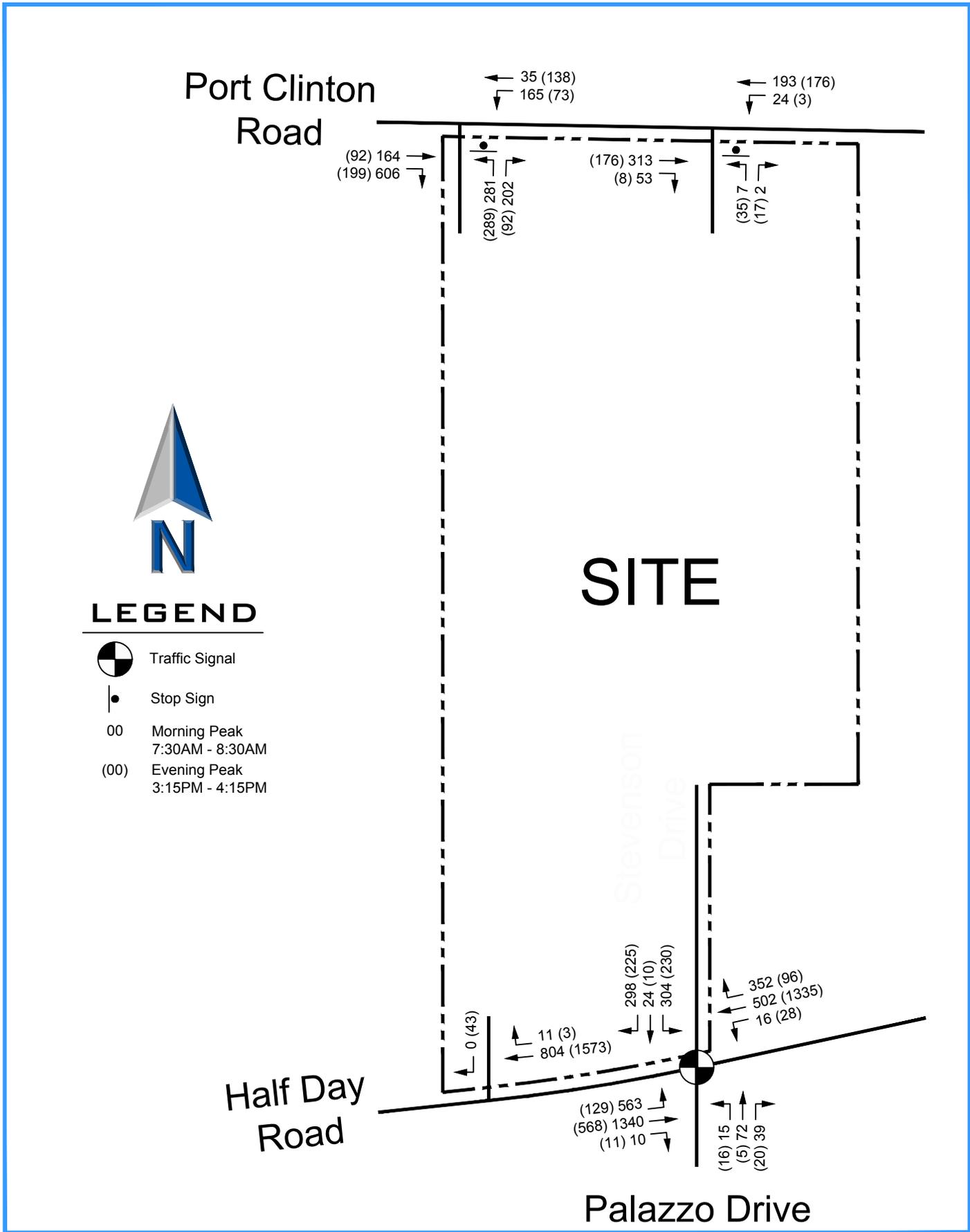


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Site Traffic Reassignment

Figure 7





4 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

Table 4
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the Highway Capacity Software (version 7) to determine the existing operations of the access system. These analyses were performed for the weekday peak-hours. The capacity analysis are summarized below in **Table 5** and included in the **Appendix**.

Lot A Access

The right-in and –out access drive that serves the 56 space Lot A staff parking lot currently works well and will continue to in the future. Traffic volumes in and out the lot would not change since additional parking is not proposed. No improvements are needed.

Port Clinton Lot Access

The Port Clinton Lot has 94 parking spaces serving students during the school day and athletic activities after-school. It has one inbound lane and one outbound lane under stop sign control. The volume of traffic in and out won’t change significantly with the lot about two-thirds filled with students. The westbound left-turns from Port Clinton Road range from 2 to 22 vehicles per hour and eastbound right-turn left-turn lanes 7 to 48 vehicles per hour. Left- and right-turn lanes are not required at this time.

**Table 5
Intersection Level of Service and Total Delay**

Intersection	Approach	Morning Arrival		Afternoon Dismissal	
		2017	2024	2017	2024
Route 22 at Stevenson/ Palazzo Drives (Traffic Signal)	Intersection	LOS C (29.8 sec)	LOS C (29.4 sec)	LOS B (17.7 sec)	LOS B (18.8 sec)
Route 22 and Lot A Access (Right-in/-out)	SB Right	LOS B	LOS B	LOS C	LOS C
Port Clinton Road and Stevenson Drive Access (Stop Controlled)	WB Left	LOS B	LOS A	LOS A	LOS A
	NB Left	LOS F	LOS D	LOS F	LOS E
	NB Right	LOS B	LOS B	LOS B	LOS A
Port Clinton Road and Student Lot Access (Stop Controlled)	WB Left	LOS A	LOS A	LOS A	LOS A
	NB Approach	LOS B	LOS B	LOS B	LOS B

Route 22 at Stevenson and Palazzo Drives

The signalized intersection on Route 22 at Stevenson and Palazzo Drives is under the jurisdiction of the Illinois Department of Transportation (IDOT) and they maintain and monitor the traffic signal. IDOT has developed timing plans for the morning and afternoon dismissal periods at the school to give more time to school related movements. Capacity analysis indicate that the overall intersection operates with acceptable levels of delay but the westbound left-turns into the school and traffic exiting the school have higher levels of delay and traffic congestion. Under the Year 2024 total traffic volumes, the intersection will have similar delays and operations that it currently experiences.

Port Clinton West Access Drive

The existing west access drive on Port Clinton Road has one inbound lane and two outbound lanes (left and right) under stop sign control. Port Clinton Road is a two-lane undivided roadway with no turn-lanes. It also has substandard turning geometrics that impact the flow of traffic. For buses, inbound right-turns cannot occur at the same time as outbound left-turns because their turning paths overlap which decreases the capacity of the intersection. During the morning arrival and afternoon dismissal, the intersection is under control of a Village of Lincolnshire police officer. The capacity analysis for the existing traffic conditions show the intersection working significantly better than it actually does given these geometric deficiencies.

With the acquisition of the residential lot at the southwest corner of the intersection, sufficient right-of-way is available to widen the intersection with a westbound left-turn lane and an eastbound right-turn lane on Port Clinton Road. The turning radii for the intersection can be improved to allow eastbound right-turns and northbound left-turns to occur simultaneously. The existing multi-use path will need to be relocated further south as part of the improvement.

With the additional turn lanes and elimination of the geometric deficiencies, the new driveway could operate as a two-way stop controlled intersection (exiting school traffic will still have a stop sign) without the help of police officer based on the capacity analysis. However, after the intersection is improved, a police office should still be used to assist traffic until the students, parents, and staff members get used to the new traffic pattern and an assessment is made if an officer is needed in the future.

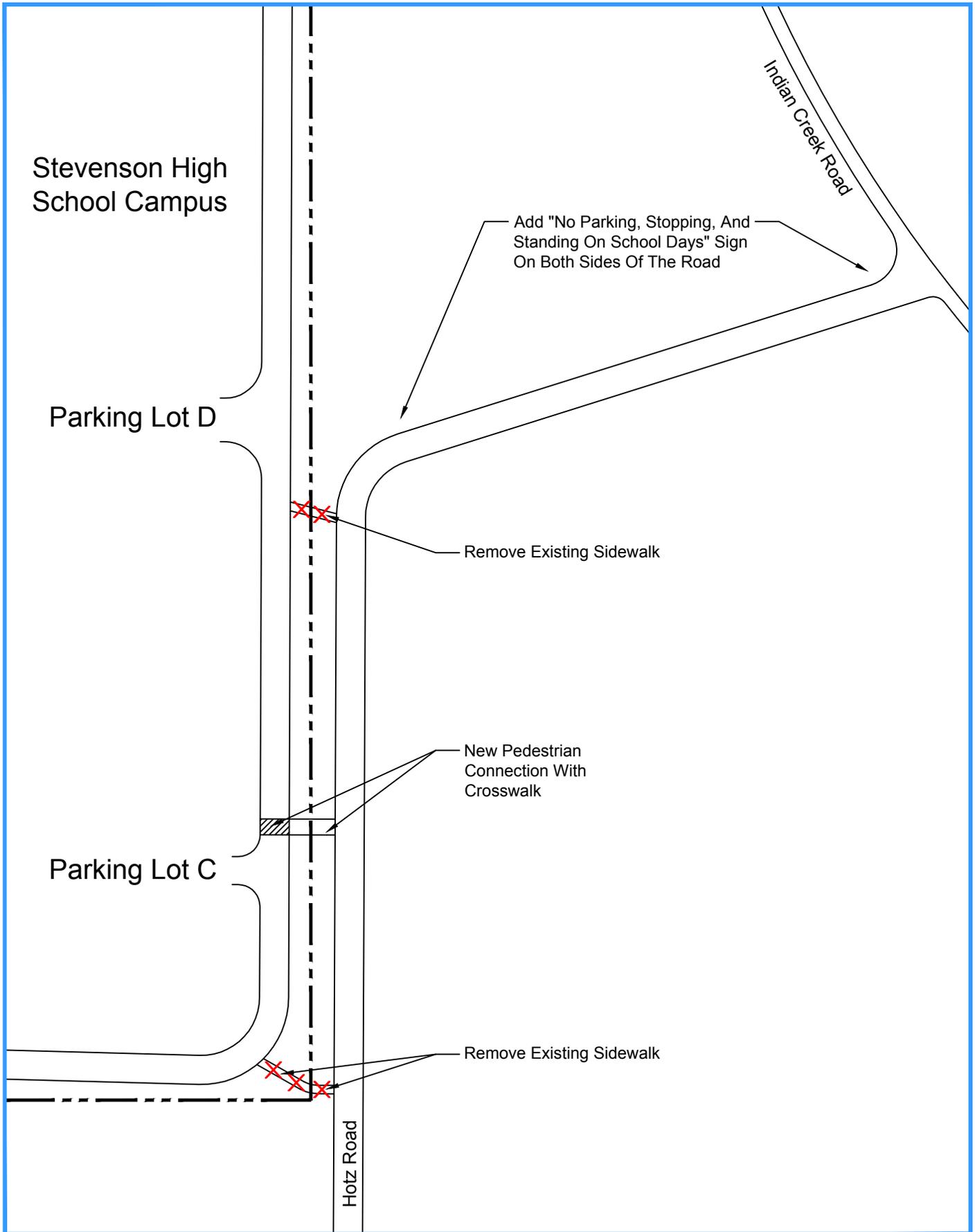
Hotz Road

Hotz Road is a residential road that runs along the eastern portion of the Stevenson Campus for about 600 feet. It is connected to the campus with two sidewalks to allow students from the neighborhoods to the east to walk to the campus. Some parents are using this as an off campus loading area. At the north end, Hotz Road swings to the northeast to a stop sign controlled intersection with Indian Creek Road.

From the curve to the south, Hotz Road is under the jurisdiction of the Village of Lincolnshire and is posted with "No Parking Stopping or Standing" signs to keep the road clear and maintain sight lines for the pedestrians. North of the curve, Hotz Road is under the jurisdiction of Vernon Township and has no signs except for the 30 mph speed limit and 15 mph curve speed limit sign. Parents waiting to pick up their students in the afternoon park along Hotz Road north of the curve and impede the sight distance for students using the north sidewalk crossing.

It is recommended to remove the two existing sidewalk connections to Hotz Road and replace them with one crossing roughly in the center of the shared frontage. It should be located just north of the Lot C access point on Stevenson Drive where the road is blocked during arrival and dismissal. This will eliminate any pedestrian and vehicular conflicts crossing Stevenson Drive. This location will maximize the sight distance along Hotz Road.

Additional "No Parking, Standing, and Stopping" signs should be added from the curve in Hotz Road to Indian Creek Road which will require coordination and approval of Vernon Township. **Figure 10** illustrates the proposed changes.



5 - PARKING

Existing Parking Conditions

Stevenson High School has eight parking areas for its staff, visitors, and students providing a total of 1,127 parking spaces on campus including 33 accessible spaces (see **Figure 11**). Parking surveys were conducted on two different days at the campus and found a total of 1,021 parked vehicles at the peak which represent 91% of the available supply. One hundred and six empty spaces were available on the peak day. Please note that these numbers do not include a few students that park in neighboring driveways or use the Metra commuter parking lot to the west. **Table 6** summarizes the existing parking inventory and survey. The campus exceeds the minimum requirement for accessible parking.

Table 6
Existing Parking Inventory and Usage

Parking Lot	User	Total Spaces	Accessible Spaces	Parked Vehicles ⁽¹⁾	Parked Vehicles ⁽²⁾	%
A	Staff	56	2	52	53	95%
B	Staff/Visitors	272	8	266	265	97%
C	Staff	107	4	102	104	97%
D	Staff/Student	304	6	284	272	89%
E	Staff/Visitors/Student	222	7	198	206	93%
Port Clinton Lot	Students	94	3	48	64	68%
Port Clinton Dr	Students	40	2	16	33	83%
Admin Building	Staff	32	1	24	24	75%
Totals		1,127	33	990	1,021	91%

(1) Parking Survey - Tuesday January 31, 2017

(2) Parking Survey - Wednesday February 8, 2017

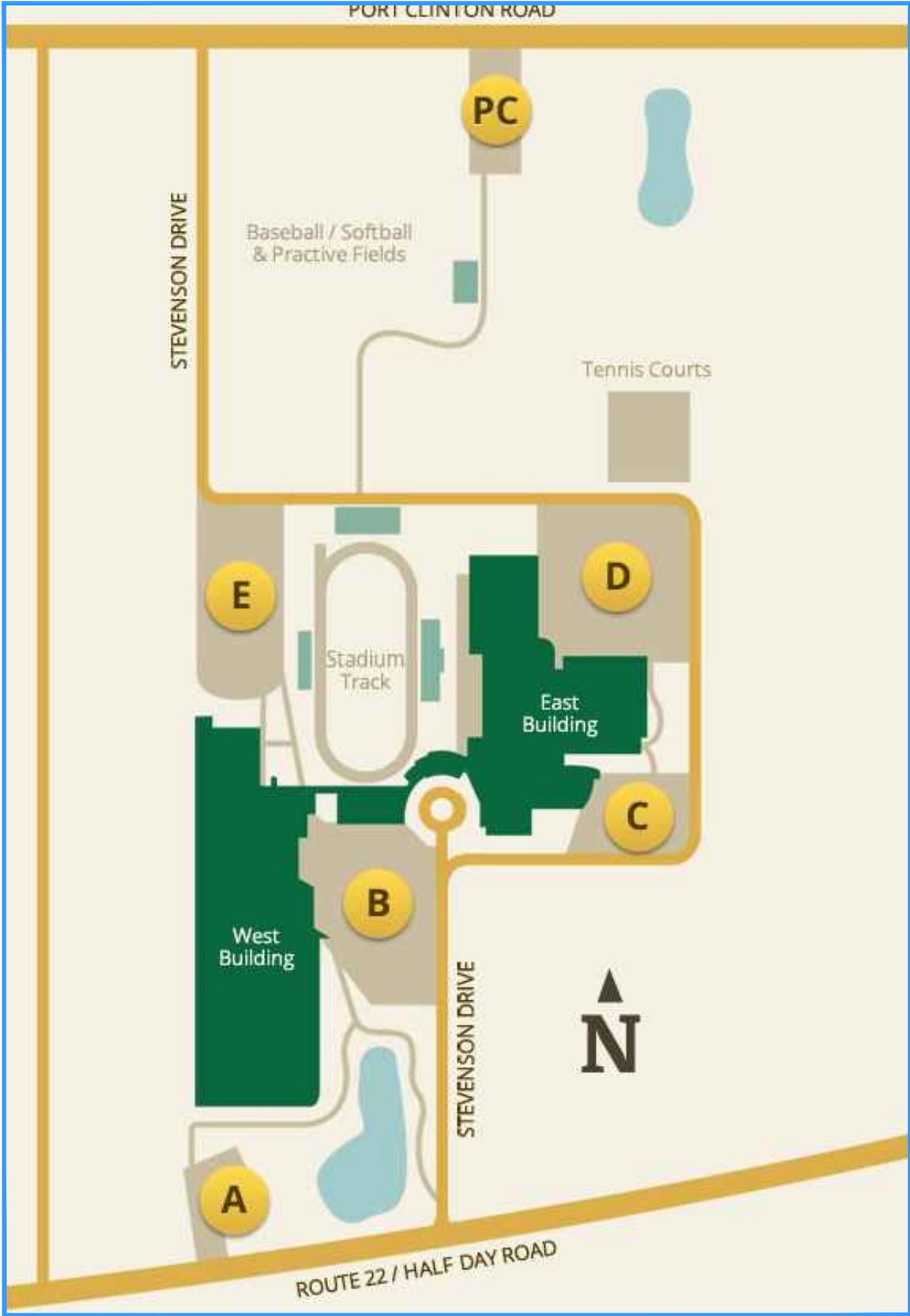
Projected Parking Demand

As discussed in the trip generation section, the student population is expected to grow from 4,084 to 4,502 students by the Year 2024 or an increase of ten percent. Applying that percentage to the existing parking demand would increase the overall demand to 1,123 vehicles in the Year 2024. This estimate is conservative since the staff population only increases by six percent and the school controls the number of permits issued to students.

While the projected demand is less than the number of spaces currently provided by four spaces, the practical capacity is exceeded. That means excess traffic circulation on the campus would occur by drivers looking for the last few open parking spaces and creating congestion. Additional parking should be built in the next few years as the student enrollment increases. Approximately 70 to 100 spaces should be added to create a six to nine percent buffer to minimize on campus traffic. After the new east addition is completed, the existing tennis courts will be converted to parking with 70 to 100 spaces increasing the total on-campus parking supply to 1,193 -1,227 spaces.

Zoning Requirements

The Village of Lincolnshire Zoning Ordinance requires a high school to provide one parking space for each employee and 0.25 spaces for students aged 16 years or older. Currently the school has 500 employees and 2,006 students over the age of 16 years old resulting in a requirement for 1,002 spaces. The existing campus parking supply exceeds the requirement by 125 spaces. In the Year 2024, Stevenson High School is projected to have 530 employees and 2,198 students over the age of 16 years old which would require 1,080 spaces which is still less than the current supply.



Stevenson Campus Parking Areas

Figure 11

6 - RECOMMENDATIONS

Based on the analysis of the existing traffic conditions around the Stevenson High School campus, the following recommendations were developed.

6. **Port Clinton West Access Improvements** – Widen the intersection with a westbound left-turn lane and an eastbound right-turn lane on Port Clinton Road. Improve the turning radii for the intersection to allow eastbound right-turns and northbound left-turns to occur simultaneously.
7. **Remove and Replace Existing Sidewalk Connections to Hotz Road** and replace them with one crossing roughly in the center of the shared frontage. It should be located just north of the Lot C access point on Stevenson Drive where the road is blocked during arrival and dismissal.
8. **Provide “No Parking, Standing, and Stopping” signs** on Hotz Road north of the curve to Indian Creek Road which will require coordination and approval of Vernon Township.
9. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.
10. **Additional Parking** – When the building expansion is completed, the tennis courts that were used as a construction staging area will be reconstructed with a 70 to 100 space parking lot.



APPENDIX

- **Existing Traffic Counts**
- **School Boundary Map**
- **CMAP Letter**
- **Intersection Capacity Analyses**



Half Day Road at Parking Lot Access

Lincolnshire, IL										
Begin Time	Parking Lot Access Southbound		Port Clinton Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor		
	Right Turn	Through	Right Turn	Through	Through					
Wednesday February 1, 2017										
7:00 AM	0		11	154		165	756	0.89		
7:15 AM	0		23	152		175	805	0.94		
7:30 AM	0		3	200		203	816	0.95		
7:45 AM	0		5	208		213	814	0.95		
8:00 AM	0		1	213		214	738	0.86		
8:15 AM	0		2	184		186				
8:30 AM	0		0	201		201				
8:45 AM	0		1	136		137				
Total	0		46	1448		816				
7:30-8:30 AM	0		11	805		816				
Wednesday February 1, 2017										
2:30 PM	1		0	311		312	1194	0.95		
2:45 PM	0		0	278		278	1335	0.74		
3:00 PM	1		0	290		291	1431	0.79		
3:15 PM	7		0	306		313	1571	0.87		
3:30 PM	25		2	426		453	1702	0.94		
3:45 PM	10		0	364		374				
4:00 PM	1		1	429		431				
4:15 PM	5		1	438		444				
Total	50		4	2842		1571				
3:15-4:15 PM	43		3	1525		1571				



Half Day Road at Stevenson Drive/Palazzo Drive

Lincolnshire, IL															
Begin Time	Stevenson Drive Southbound			Half Day Road Westbound			Palazzo Drive Northbound			Half Day Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
7:00 AM	39	0	25	38	106	4	12	0	6	1	307	81	619	3063	0.86
7:15 AM	37	1	38	86	144	6	13	2	9	3	322	98	759	3238	0.90
7:30 AM	74	0	67	75	111	3	7	8	3	2	282	158	790	3407	0.92
7:45 AM	98	6	73	54	115	7	12	7	2	1	362	158	895	3272	0.88
8:00 AM	80	3	66	74	108	3	5	13	4	4	295	139	794	2922	0.79
8:15 AM	64	13	70	117	119	3	15	38	6	3	356	124	928		
8:30 AM	62	5	46	11	113	4	17	3	4	0	375	15	655		
8:45 AM	6	0	9	6	148	3	15	0	5	1	340	12	545		
Total	460	28	394	461	964	33	96	71	39	15	2639	785	3407		
7:30-8:30 AM	316	22	276	320	453	16	39	66	15	10	1295	579			
Wednesday February 1, 2017															
2:30 PM	93	5	56	19	209	2	1	3	1	1	96	19	505	2021	0.94
2:45 PM	26	1	23	15	254	2	3	0	3	0	138	17	482	2276	0.75
3:00 PM	25	1	13	14	269	5	4	0	3	3	130	27	494	2382	0.78
3:15 PM	28	1	18	26	275	8	6	2	5	2	125	44	540	2562	0.84
3:30 PM	96	5	118	19	321	9	5	0	3	5	153	26	760	2699	0.89
3:45 PM	36	3	38	24	324	6	5	3	3	2	116	28	588		
4:00 PM	62	0	34	18	352	5	4	0	5	2	155	37	674		
4:15 PM	38	1	24	25	385	10	3	1	4	3	156	27	677		
Total	285	11	245	126	1926	43	27	6	23	17	835	189	2562		
3:15-4:15 PM	222	9	208	87	1272	28	20	5	16	11	549	135			



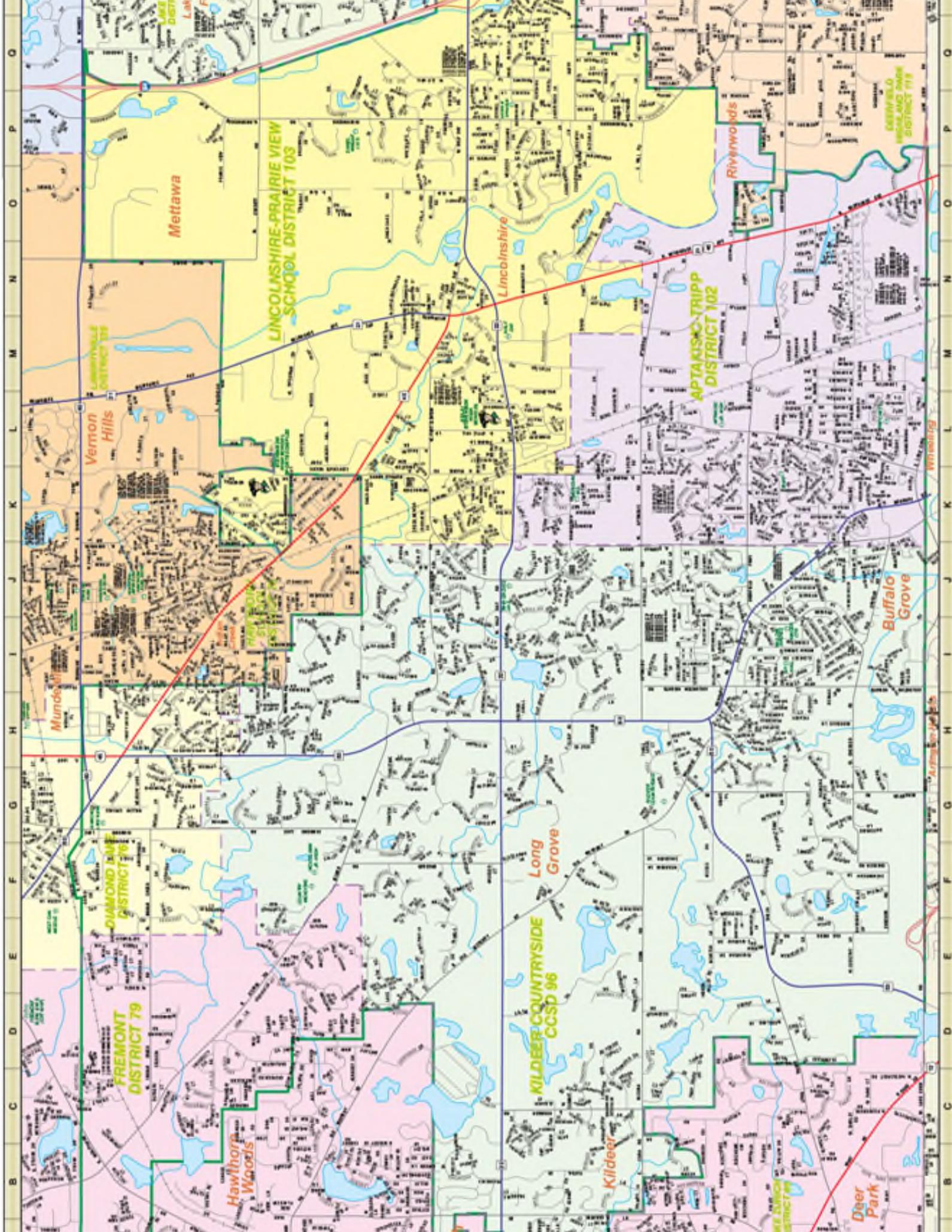
Port Clinton Road at West Access Driveway

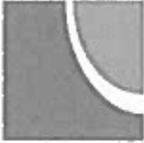
Lincolnshire, IL												
Begin Time	Port Clinton Road Westbound			West Access Driveway Northbound			Port Clinton Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Through	Left Turn	Right Turn	Right Turn	Left Turn	Right Turn	Through	Right Turn	Left Turn			
Tuesday January 31, 2017												
7:00 AM	11	15		15	34		39	33		147	818	0.70
7:15 AM	5	20		15	12		62	45		159	1018	0.73
7:30 AM	4	27		23	39		77	48		218	1217	0.85
7:45 AM	10	26		39	51		128	40		294	1222	0.85
8:00 AM	10	41		57	63		134	42		347	1020	0.71
8:15 AM	7	56		64	66		143	22		358		
8:30 AM	8	11		33	73		49	49		223		
8:45 AM	14	4		7	5		9	53		92		
Total	69	200		253	343		641	332				
7:30-8:30 AM	31	150		183	219		482	152		1217		
Tuesday January 31, 2017												
2:30 PM	26	9		29	86		9	17		176	641	0.79
2:45 PM	20	9		18	37		22	26		132	766	0.64
3:00 PM	24	13		8	21		44	20		130	754	0.63
3:15 PM	18	28		11	44		86	16		203	772	0.64
3:30 PM	48	18		42	142		29	22		301	688	0.57
3:45 PM	25	11		11	25		21	27		120		
4:00 PM	37	9		19	33		27	23		148		
4:15 PM	29	12		6	26		22	24		119		
Total	227	109		144	414		260	175				
3:15-4:15 PM	128	66		83	244		163	88		772		



Port Clinton Road at East Access Driveway

Lincolnshire, IL												
Begin Time	Port Clinton Road Westbound			East Access Driveway Northbound			Port Clinton Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Through	Left Turn	Right Turn	Right Turn	Left Turn	Right Turn	Through					
Tuesday January 31, 2017												
7:00 AM	26	1	0	0	0	3	48	0	0	78	393	0.76
7:15 AM	31	0	0	1	0	4	44	0	0	80	481	0.72
7:30 AM	32	3	0	2	0	10	58	0	0	105	546	0.82
7:45 AM	40	8	0	2	0	17	63	0	0	130	546	0.82
8:00 AM	53	9	2	0	0	14	88	2	0	166	510	0.77
8:15 AM	52	2	0	3	0	7	81	0	0	145		
8:30 AM	15	1	0	1	0	0	88	0	0	105		
8:45 AM	18	1	0	0	0	0	75	0	0	94		
Total	267	25	2	9	2	55	545	2	7	546		
7:30-8:30 AM	177	22	2	7	2	48	290	2	7	546		
Tuesday January 31, 2017												
2:30 PM	32	0	5	8	2	2	49	5	8	96	312	0.81
2:45 PM	25	1	3	6	3	2	39	3	6	76	362	0.62
3:00 PM	36	0	0	3	0	0	29	0	3	68	361	0.62
3:15 PM	41	1	2	4	2	3	21	2	4	72	383	0.66
3:30 PM	51	2	11	20	11	2	60	11	20	146	385	0.66
3:45 PM	32	0	0	1	0	0	42	0	1	75		
4:00 PM	41	0	2	6	2	2	39	2	6	90		
4:15 PM	38	0	1	3	1	1	31	1	3	74		
Total	296	4	24	51	15	12	310	15	31	383		
3:15-4:15 PM	165	3	15	31	7	7	162	7	31	383		





Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

January 24, 2017

Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering
Eriksson Engineering Associates, Ltd.
145 Commerce Drive
Grayslake, IL 60030

**Subject: IL Route 22 and Port Clinton Rd
IDOT**

Dear Mr. Corcoran:

In response to a request made on your behalf and dated January 24, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
IL 22 (south of Stevenson Campus)	21,600	24,600
Port Clinton Rd (north of Stevenson Campus)	5,750	6,600

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

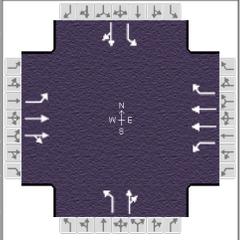
Sincerely,

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

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\Lincolnshire\la-04-17\la-04-17.docx

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.25		
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other	
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM		PHF	0.92	
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 7:30	
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	579	1295	10	16	485	320	15	66	39	276	22	316

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	130.0	Reference Phase	2	Green	1.4	25.5	47.6	1.3	4.7	23.5	1	2	3	4	
Offset, s	0	Reference Point	End	Yellow	3.5	3.5	4.5	3.5	3.5	4.5	5	6	7	8	
Uncoordinated	No	Simult. Gap E/W	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					
Force Mode	Fixed	Simult. Gap N/S	On												

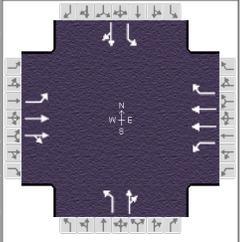
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	579	1295	10	16	485	320	15	66	39	276	22	316
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	41.6	67.6	13.0	39.0	13.0	36.4	13.0	36.4
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0
Pedestrian Clearance Time (PC), s	0.0	18.0	0.0	25.0	0.0	0.0	0.0	22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM		PHF	0.92
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus			
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	579	1295	10	16	485	320	15	66	39	276	22	316

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	1.4	25.5	47.6	1.3	4.7	23.5			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5			
				Red	0.0	0.0	1.5	0.0	0.0	1.5			

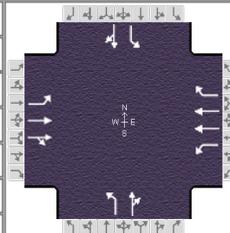
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	33.9	82.6	4.9	53.6	4.8	29.5	13.0	37.7
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.5	1.3	1.5
Queue Clearance Time (g_s), s	30.4		2.8		3.0	9.5	11.5	31.6
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	1.00		0.47		0.44	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	629	710	708	17	527	348	16	114		300	367	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1821	1739	1830	1547	1767	1739		1767	1588	
Queue Service Time (g_s), s	28.4	22.5	22.5	0.8	11.9	21.4	1.0	7.5		9.5	29.6	
Cycle Queue Clearance Time (g_c), s	28.4	22.5	22.5	0.8	11.9	21.4	1.0	7.5		9.5	29.6	
Green Ratio (g/C)	0.62	0.59	0.59	0.38	0.37	0.37	0.19	0.18		0.27	0.24	
Capacity (c), veh/h	697	1076	1073	209	1339	566	74	315		341	387	
Volume-to-Capacity Ratio (X)	0.903	0.660	0.660	0.083	0.394	0.614	0.220	0.363		0.880	0.949	
Back of Queue (Q), ft/ln (95 th percentile)	471.3	274.6	263.7	16.1	222.8	324.9	20.6	152.5		303.9	532.8	
Back of Queue (Q), veh/ln (95 th percentile)	18.1	10.6	10.5	0.6	8.6	12.5	0.8	6.0		11.9	20.8	
Queue Storage Ratio (RQ) (95 th percentile)	1.22	0.00	0.00	0.09	0.00	0.00	0.37	0.00		0.71	0.00	
Uniform Delay (d_1), s/veh	17.9	8.1	8.1	25.5	24.1	26.6	45.0	46.7		47.8	48.4	
Incremental Delay (d_2), s/veh	9.1	3.2	3.2	0.1	0.9	4.9	0.5	0.3		21.5	24.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	27.0	11.3	11.3	25.6	25.0	31.5	45.6	46.9		69.3	73.2	
Level of Service (LOS)	C	B	B	C	C	C	D	D		E	E	
Approach Delay, s/veh / LOS	16.2		B	27.5		C	46.8		D	71.4		E
Intersection Delay, s/veh / LOS	29.8						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM		PHF	0.92
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus			
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	579	1295	10	16	485	320	15	66	39	276	22	316

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.4	25.5	47.6	1.3	4.7	23.5		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.000	0.847		0.937	0.937		0.856	0.856
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3619	28	1739	3659	1547	1767	1093	646	1767	103	1485
Proportion of Vehicles Arriving on Green (P)	0.23	0.79	0.79	0.01	0.49	0.49	0.01	0.18	0.18	0.07	0.24	0.24
Incremental Delay Factor (k)	0.23	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.39	0.30	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.62	0.59	0.38	0.37	0.19	0.18	0.27	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	855	0	369	0	1007	0	1268	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	49.6	0.0	47.6	0.0	23.5	0.0	25.5	0.0
Permitted Service Time (g_u), s	35.7	0.0	47.6	0.0	0.1	0.0	16.0	0.0
Permitted Queue Service Time (g_{ps}), s	35.7		0.0		0.1		16.0	
Time to First Blockage (g_i), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB	WB	NB	SB
Pedestrian F_w / F_v				
Pedestrian F_s / F_{delay}				
Pedestrian M_{corner} / M_{cw}				
Bicycle c_b / d_b				
Bicycle F_w / F_v				

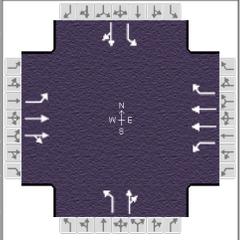
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus			
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	135	549	11	28	1290	87	16	5	20	208	9	222

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	0.8	78.7	1.6	4.4	16.4		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

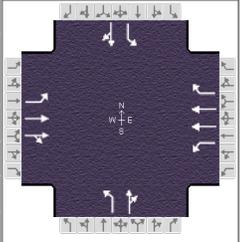
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	135	549	11	28	1290	87	16	5	20	208	9	222
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	23.4	67.6	13.0	57.2	13.0	36.4	13.0	36.4
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0
Pedestrian Clearance Time (PC), s	0.0	18.0	0.0	25.0	0.0	0.0	0.0	22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus			
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	135	549	11	28	1290	87	16	5	20	208	9	222

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	0.8	78.7	1.6	4.4	16.4			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5			
				Red	0.0	0.0	1.5	0.0	0.0	1.5			

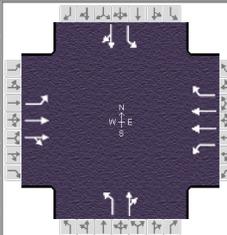
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.9	89.0	5.6	84.7	5.1	22.4	13.0	30.3
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.5	1.3	1.5
Queue Clearance Time (g_s), s	6.4		3.0		3.2	4.1	11.5	24.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	1.00		0.70		0.50	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	161	334	332	33	1536	104	19	30		248	275	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1813	1739	1830	1547	1767	1622		1767	1582	
Queue Service Time (g_s), s	4.4	4.7	4.7	1.0	23.9	1.8	1.2	2.1		9.5	22.2	
Cycle Queue Clearance Time (g_c), s	4.4	4.7	4.7	1.0	23.9	1.8	1.2	2.1		9.5	22.2	
Green Ratio (g/C)	0.67	0.64	0.64	0.62	0.61	0.61	0.14	0.13		0.21	0.19	
Capacity (c), veh/h	280	1166	1157	524	2216	937	78	205		335	296	
Volume-to-Capacity Ratio (X)	0.575	0.287	0.287	0.064	0.693	0.111	0.245	0.145		0.739	0.930	
Back of Queue (Q), ft/ln (95 th percentile)	75.2	78.8	75.4	16.8	253.7	30.1	25.8	40.7		183.4	391.4	
Back of Queue (Q), veh/ln (95 th percentile)	2.9	3.0	3.0	0.6	9.8	1.2	1.0	1.6		7.2	15.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.00	0.09	0.00	0.00	0.47	0.00		0.43	0.00	
Uniform Delay (d_1), s/veh	12.8	3.8	3.8	9.5	7.2	5.1	49.8	50.5		48.8	52.0	
Incremental Delay (d_2), s/veh	0.7	0.6	0.6	0.0	1.8	0.2	0.6	0.1		7.4	13.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	13.5	4.5	4.5	9.5	9.0	5.4	50.4	50.7		56.3	65.8	
Level of Service (LOS)	B	A	A	A	A	A	D	D		E	E	
Approach Delay, s/veh / LOS	6.2		A	8.8		A	50.6		D	61.3		E
Intersection Delay, s/veh / LOS	17.7						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2017		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus			
Project Description	Existing Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	135	549	11	28	1290	87	16	5	20	208	9	222

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.1	0.8	78.7	1.6	4.4	16.4				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.993	0.993		0.000	0.847		0.874	0.874		0.853	0.853
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3567	71	1739	3659	1547	1767	324	1298	1767	62	1520
Proportion of Vehicles Arriving on Green (P)	0.05	0.85	0.85	0.02	0.81	0.81	0.01	0.13	0.13	0.07	0.19	0.19
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.26	0.12	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.67	0.64	0.62	0.61	0.14	0.13	0.21	0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	330	0	751	0	1095	0	1369	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	80.7	0.0	78.7	0.0	16.4	0.0	18.4	0.0
Permitted Service Time (g_u), s	54.8	0.0	76.3	0.0	0.1	0.0	14.3	0.0
Permitted Queue Service Time (g_{ps}), s	24.6		0.1		0.1		10.6	
Time to First Blockage (g_i), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB	WB	NB	SB
Pedestrian F_w / F_v				
Pedestrian F_s / F_{delay}				
Pedestrian M_{corner} / M_{cw}				
Bicycle c_b / d_b				
Bicycle F_w / F_v				

--- Messages ---

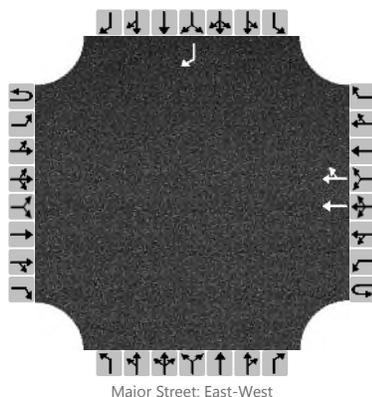
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Half Day Road/West Drive
Agency/Co.	EEA	Jurisdiction	IDOT
Date Performed	02/02/2017	East/West Street	Half Day Road
Analysis Year	2017	North/South Street	West Parking Lot Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume, V (veh/h)							805	11								0
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

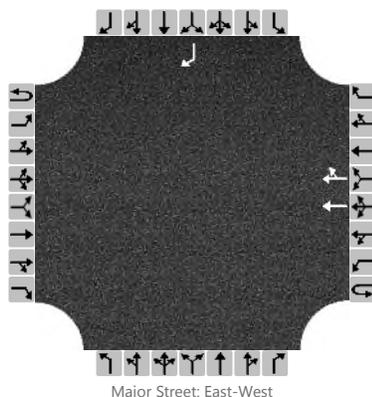
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	0
Capacity, c (veh/h)																	571
v/c Ratio																	0.00
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	11.3
Level of Service, LOS																	B
Approach Delay (s/veh)																	
Approach LOS																	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Half Day Road/West Drive
Agency/Co.	EEA	Jurisdiction	IDOT
Date Performed	02/02/2017	East/West Street	Half Day Road
Analysis Year	2017	North/South Street	West Parking Lot Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume, V (veh/h)							1525	3								43
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

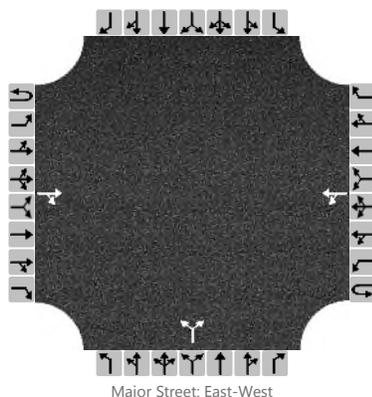
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	49
Capacity, c (veh/h)																	289
v/c Ratio																	0.17
95% Queue Length, Q ₉₅ (veh)																	0.6
Control Delay (s/veh)																	20.0
Level of Service, LOS																	C
Approach Delay (s/veh)													20.0				
Approach LOS													C				

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/East Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/02/2017	East/West Street	Port Clinton Drive
Analysis Year	2017	North/South Street	East Access Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.82
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			290	48		22	177			7		2				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

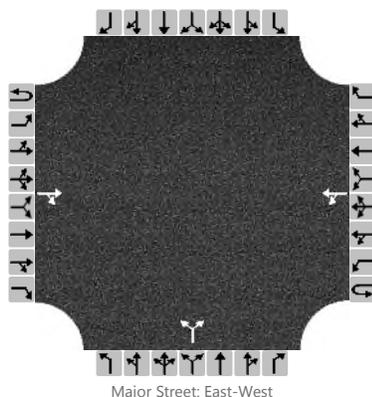
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					11					
Capacity, c (veh/h)						1139					449					
v/c Ratio						0.02					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						8.2					13.2					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.1				13.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/East Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/02/2017	East/West Street	Port Clinton Drive
Analysis Year	2017	North/South Street	East Access Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.66
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			164	7		3	165			31		15				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

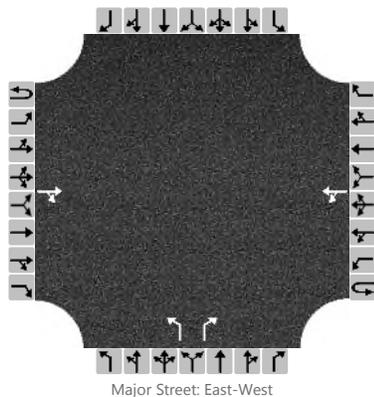
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					70					
Capacity, c (veh/h)						1298					581					
v/c Ratio						0.00					0.12					
95% Queue Length, Q ₉₅ (veh)						0.0					0.4					
Control Delay (s/veh)						7.8					12.0					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.2				12.0							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/West Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/02/2017	East/West Street	Port Clinton Drive
Analysis Year	2017	North/South Street	West Access Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		1	0	1		0	0	0
Configuration				TR		LT				L		R				
Volume, V (veh/h)			155	482		150	34			219		183				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

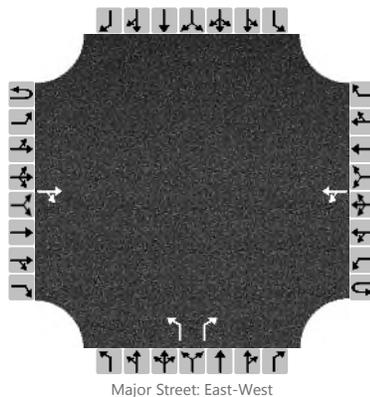
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						176					258		215			
Capacity, c (veh/h)						855					259		594			
v/c Ratio						0.21					1.00		0.36			
95% Queue Length, Q ₉₅ (veh)						0.8					9.8		1.6			
Control Delay (s/veh)						10.3					97.3		14.5			
Level of Service, LOS						B					F		B			
Approach Delay (s/veh)					8.8				59.6							
Approach LOS									F							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/West Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/02/2017	East/West Street	Port Clinton Drive
Analysis Year	2017	North/South Street	West Access Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.64
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		1	0	1		0	0	0
Configuration				TR		LT				L		R				
Volume, V (veh/h)			88	163		66	130			244		83				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

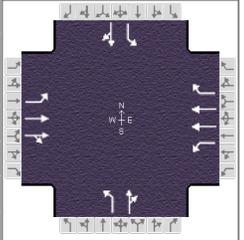
Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						103					381		130			
Capacity, c (veh/h)						1159					381		770			
v/c Ratio						0.09					1.00		0.17			
95% Queue Length, Q ₉₅ (veh)						0.3					11.9		0.6			
Control Delay (s/veh)						8.4					79.6		10.6			
Level of Service, LOS						A					F		B			
Approach Delay (s/veh)					3.4				62.1							
Approach LOS									F							

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.25		
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other	
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM		PHF	0.92	
Urban Street	Half Day Road (IL-22)	Analysis Year	2024		Analysis Period	1 > 7:30	
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Total.xus				
Project Description	Proposed Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	563	1340	10	16	502	352	15	72	39	304	24	298

Signal Information				Signal Timing (s)								Signal Phases			
Cycle, s	130.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	1.4	23.5	51.0	1.4	10.6	16.1					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5					

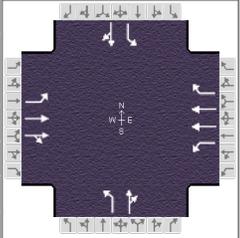
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	563	1340	10	16	502	352	15	72	39	304	24	298
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	40.0	61.6	13.0	34.6	19.0	36.4	19.0	36.4
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0
Pedestrian Clearance Time (PC), s	0.0	18.0	0.0	25.0	0.0	0.0	0.0	22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	AJB	Analysis Date	Feb 13, 2017	Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.92
Urban Street	Half Day Road (IL-22)	Analysis Year	2024	Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Total.xus		
Project Description	Proposed Conditions				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	563	1340	10	16	502	352	15	72	39	304	24	298

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	1.4	23.5	51.0	1.4	10.6	16.1			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5			
				Red	0.0	0.0	1.5	0.0	0.0	1.5			

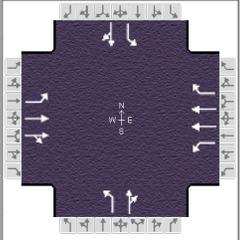
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	31.9	84.0	4.9	57.0	4.9	22.1	19.0	36.2
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.5	1.3	1.5
Queue Clearance Time (g_s), s	28.4		2.8		3.0	10.5	17.5	30.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	1.00		0.47		0.44	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	612	734	733	17	546	383	16	121		330	350	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1821	1739	1830	1547	1767	1745		1767	1591	
Queue Service Time (g_s), s	26.4	22.6	22.6	0.8	11.5	22.9	1.0	8.5		15.5	28.1	
Cycle Queue Clearance Time (g_c), s	26.4	22.6	22.6	0.8	11.5	22.9	1.0	8.5		15.5	28.1	
Green Ratio (g/C)	0.63	0.60	0.60	0.40	0.39	0.39	0.13	0.12		0.26	0.23	
Capacity (c), veh/h	690	1096	1093	212	1435	607	75	216		340	370	
Volume-to-Capacity Ratio (X)	0.886	0.670	0.671	0.082	0.380	0.631	0.218	0.558		0.971	0.946	
Back of Queue (Q), ft/ln (95 th percentile)	421.7	267.6	257.4	15.3	215.7	338.2	22.2	175.3		302.8	487	
Back of Queue (Q), veh/ln (95 th percentile)	16.2	10.3	10.3	0.6	8.3	13.0	0.9	6.8		11.8	19.0	
Queue Storage Ratio (RQ) (95 th percentile)	1.10	0.00	0.00	0.09	0.00	0.00	0.40	0.00		0.71	0.00	
Uniform Delay (d_1), s/veh	16.6	7.5	7.5	23.4	21.6	24.3	50.2	53.6		47.7	49.1	
Incremental Delay (d_2), s/veh	5.5	3.3	3.3	0.1	0.8	4.9	0.5	0.8		40.7	17.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	22.1	10.7	10.7	23.5	22.4	29.2	50.7	54.4		88.4	66.1	
Level of Service (LOS)	C	B	B	C	C	C	D	D		F	E	
Approach Delay, s/veh / LOS	14.1		B	25.2		C	54.0		D	76.9		E
Intersection Delay, s/veh / LOS	29.4						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM		PHF	0.92
Urban Street	Half Day Road (IL-22)	Analysis Year	2024		Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Total.xus			
Project Description	Proposed Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	563	1340	10	16	502	352	15	72	39	304	24	298

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	1.4	23.5	51.0	1.4	10.6	16.1				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5				
				Red	0.0	0.0	1.5	0.0	0.0	1.5				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.000	0.847		0.941	0.941		0.857	0.857
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3620	27	1739	3659	1547	1767	1132	613	1767	119	1472
Proportion of Vehicles Arriving on Green (P)	0.22	0.80	0.80	0.01	0.52	0.52	0.01	0.12	0.12	0.12	0.23	0.23
Incremental Delay Factor (k)	0.15	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.47	0.17	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.63	0.60	0.40	0.39	0.13	0.12	0.26	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	841	0	352	0	1023	0	1261	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	53.0	0.0	51.0	0.0	16.1	0.0	18.1	0.0
Permitted Service Time (g_u), s	39.4	0.0	50.9	0.0	0.1	0.0	7.6	0.0
Permitted Queue Service Time (g_{ps}), s	36.4		0.0		0.1		7.6	
Time to First Blockage (g_i), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB	WB	NB	SB
Pedestrian F_w / F_v				
Pedestrian F_s / F_{delay}				
Pedestrian M_{corner} / M_{cw}				
Bicycle c_b / d_b				
Bicycle F_w / F_v				

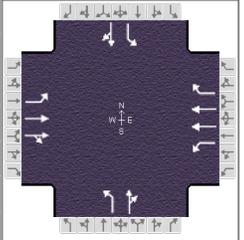
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2024		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Total.xus			
Project Description	Proposed Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	549	11	28	1335	96	16	5	20	230	10	225

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	0.6	78.5	1.6	4.4	16.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

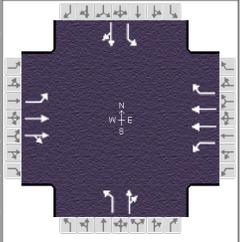
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	549	11	28	1335	96	16	5	20	230	10	225
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	23.4	67.6	13.0	57.2	13.0	36.4	13.0	36.4
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s	0.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0
Pedestrian Clearance Time (PC), s	0.0	18.0	0.0	25.0	0.0	0.0	0.0	22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	EEA			Duration, h	0.25	
Analyst	AJB	Analysis Date	Feb 13, 2017		Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2024		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Total.xus			
Project Description	Proposed Conditions					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	549	11	28	1335	96	16	5	20	230	10	225

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.1	0.6	78.5	1.6	4.4	16.8		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
				Red	0.0	0.0	1.5	0.0	0.0	1.5		

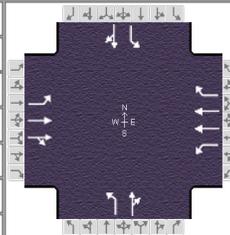
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.7	88.6	5.6	84.5	5.1	22.8	13.0	30.7
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.5	1.3	1.5
Queue Clearance Time (g_s), s	6.2		3.0		3.2	4.1	11.5	24.6
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	1.00		0.70		0.50	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	154	334	332	33	1589	114	19	30		274	280	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1813	1739	1830	1547	1767	1622		1767	1583	
Queue Service Time (g_s), s	4.2	4.8	4.8	1.0	26.1	2.1	1.2	2.1		9.5	22.6	
Cycle Queue Clearance Time (g_c), s	4.2	4.8	4.8	1.0	26.1	2.1	1.2	2.1		9.5	22.6	
Green Ratio (g/C)	0.67	0.64	0.64	0.62	0.60	0.60	0.14	0.13		0.22	0.19	
Capacity (c), veh/h	264	1160	1152	521	2211	935	78	209		339	301	
Volume-to-Capacity Ratio (X)	0.581	0.288	0.288	0.064	0.719	0.122	0.245	0.142		0.808	0.931	
Back of Queue (Q), ft/ln (95 th percentile)	72.5	80.8	77.3	16.9	266.8	33.7	25.7	40.5		238.9	399.3	
Back of Queue (Q), veh/ln (95 th percentile)	2.8	3.1	3.1	0.6	10.3	1.3	1.0	1.6		9.3	15.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.19	0.00	0.00	0.09	0.00	0.00	0.47	0.00		0.56	0.00	
Uniform Delay (d_1), s/veh	13.9	4.0	4.0	9.6	7.5	5.2	49.5	50.2		49.8	51.8	
Incremental Delay (d_2), s/veh	0.8	0.6	0.6	0.0	2.0	0.3	0.6	0.1		12.6	14.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	14.6	4.6	4.6	9.6	9.6	5.5	50.1	50.3		62.3	66.3	
Level of Service (LOS)	B	A	A	A	A	A	D	D		E	E	
Approach Delay, s/veh / LOS	6.5		A	9.3		A	50.2		D	64.4		E
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	EEA			Duration, h	0.25
Analyst	AJB	Analysis Date	Feb 13, 2017	Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.84
Urban Street	Half Day Road (IL-22)	Analysis Year	2024	Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Total.xus		
Project Description	Proposed Conditions				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	129	549	11	28	1335	96	16	5	20	230	10	225

Signal Information																	
Cycle, s	130.0	Reference Phase	2	Green		Yellow		Red		1		2		3		4	
Offset, s	0	Reference Point	End	2.1	0.6	78.5	1.6	4.4	16.8	5		6		7		8	
Uncoordinated	No	Simult. Gap E/W	On	3.5	3.5	4.5	3.5	3.5	4.5	5		6		7		8	
Force Mode	Fixed	Simult. Gap N/S	On	0.0	0.0	1.5	0.0	0.0	1.5	5		6		7		8	

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.993	0.993		0.000	0.847		0.874	0.874		0.853	0.853
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3567	71	1739	3659	1547	1767	324	1298	1767	67	1515
Proportion of Vehicles Arriving on Green (P)	0.05	0.85	0.85	0.02	0.81	0.81	0.01	0.13	0.13	0.07	0.19	0.19
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.32	0.13	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.67	0.64	0.62	0.60	0.14	0.13	0.22	0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	313	0	751	0	1091	0	1369	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	80.5	0.0	78.5	0.0	16.8	0.0	18.8	0.0
Permitted Service Time (g_u), s	52.4	0.0	75.8	0.0	0.1	0.0	14.7	0.0
Permitted Queue Service Time (g_{ps}), s	27.0		0.1		0.1		13.5	
Time to First Blockage (g_i), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB	WB	NB	SB
Pedestrian F_w / F_v				
Pedestrian F_s / F_{delay}				
Pedestrian M_{corner} / M_{cw}				
Bicycle c_b / d_b				
Bicycle F_w / F_v				

--- Messages ---

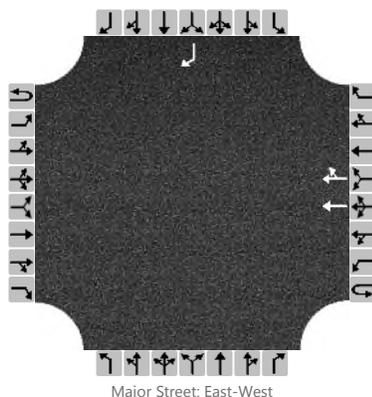
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Half Day Road/West Drive
Agency/Co.	EEA	Jurisdiction	IDOT
Date Performed	02/13/2017	East/West Street	Half Day Road
Analysis Year	2024	North/South Street	West Parking Lot Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume, V (veh/h)							804	11								0
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

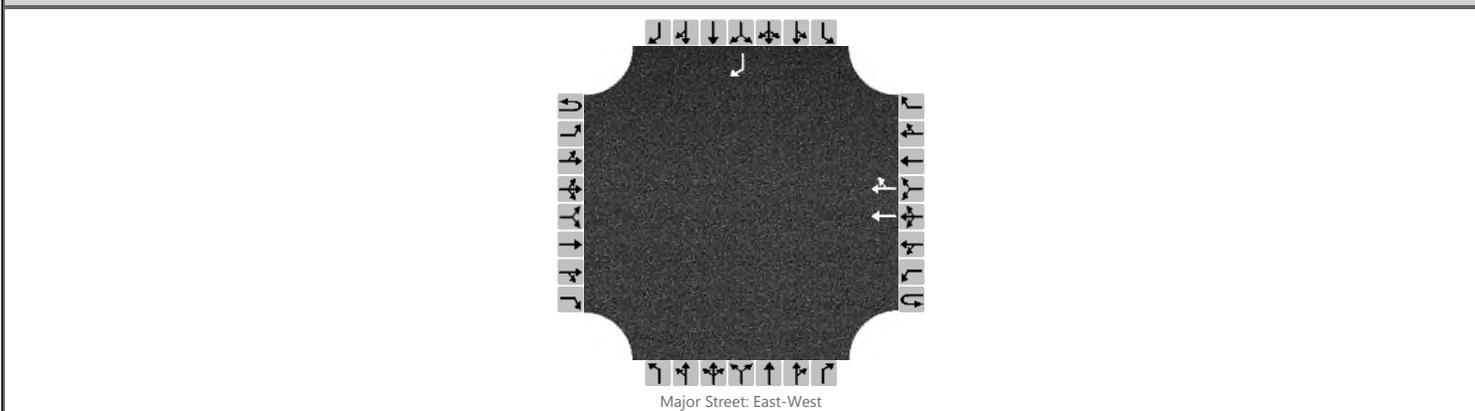
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	0
Capacity, c (veh/h)																	572
v/c Ratio																	0.00
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	11.3
Level of Service, LOS																	B
Approach Delay (s/veh)																	
Approach LOS																	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Half Day Road/West Drive
Agency/Co.	EEA	Jurisdiction	IDOT
Date Performed	02/13/2017	East/West Street	Half Day Road
Analysis Year	2024	North/South Street	West Parking Lot Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume, V (veh/h)							1573	3								43
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

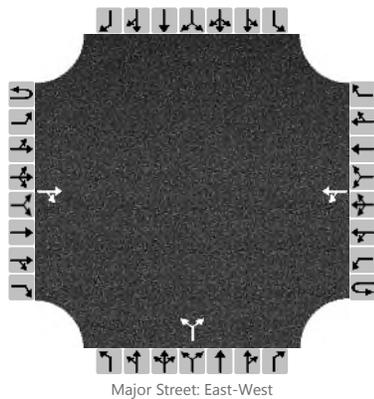
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	49
Capacity, c (veh/h)																	277
v/c Ratio																	0.18
95% Queue Length, Q ₉₅ (veh)																	0.6
Control Delay (s/veh)																	20.8
Level of Service, LOS																	C
Approach Delay (s/veh)													20.8				
Approach LOS													C				

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/East Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/13/2017	East/West Street	Port Clinton Drive
Analysis Year	2024	North/South Street	East Access Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.82
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			313	53		24	193			7		2				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

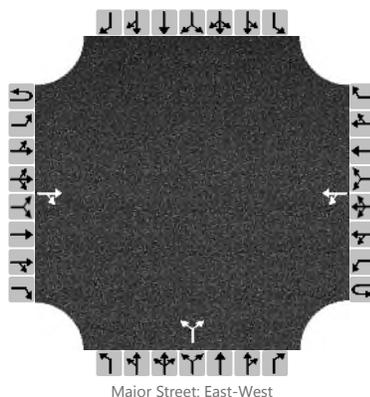
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					11					
Capacity, c (veh/h)						1107					419					
v/c Ratio						0.03					0.03					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						8.3					13.8					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					1.1				13.8							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/East Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/13/2017	East/West Street	Port Clinton Drive
Analysis Year	2024	North/South Street	East Access Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.66
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume, V (veh/h)			176	8		3	176			35		17				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

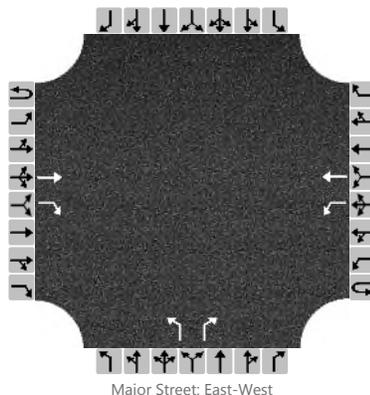
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					79					
Capacity, c (veh/h)						1277					557					
v/c Ratio						0.00					0.14					
95% Queue Length, Q ₉₅ (veh)						0.0					0.5					
Control Delay (s/veh)						7.8					12.5					
Level of Service, LOS						A					B					
Approach Delay (s/veh)					0.2				12.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/West Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/13/2017	East/West Street	Port Clinton Drive
Analysis Year	2024	North/South Street	West Access Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume, V (veh/h)			164	606		165	35			281		202				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

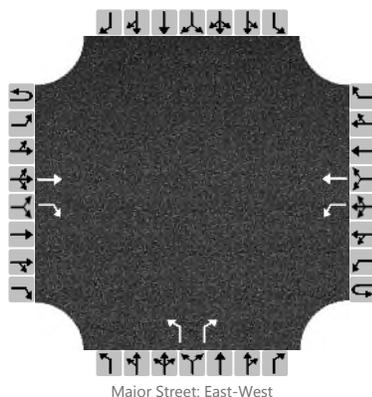
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						194					331		238			
Capacity, c (veh/h)						1373					467		845			
v/c Ratio						0.14					0.71		0.28			
95% Queue Length, Q ₉₅ (veh)						0.5					5.5		1.2			
Control Delay (s/veh)						8.1					29.3		10.9			
Level of Service, LOS						A					D		B			
Approach Delay (s/veh)					6.6				21.6							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Port Clinton/West Drive
Agency/Co.	EEA	Jurisdiction	Vernon Township
Date Performed	02/13/2017	East/West Street	Port Clinton Drive
Analysis Year	2024	North/South Street	West Access Driveway
Time Analyzed	3:15 - 4:15 PM	Peak Hour Factor	0.64
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume, V (veh/h)			92	199		73	138			289		92				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	Yes				No				No				No			
Median Type/Storage					Left Only								1			

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						114					452		144			
Capacity, c (veh/h)						1431					502		900			
v/c Ratio						0.08					0.90		0.16			
95% Queue Length, Q ₉₅ (veh)						0.3					10.2		0.6			
Control Delay (s/veh)						7.7					48.0		9.8			
Level of Service, LOS						A					E		A			
Approach Delay (s/veh)					2.7				38.8							
Approach LOS									E							

Adlai E. Stevenson High School – Zoning Submittal 3/27/17

DRT Review Comments and Responses for Traffic and Parking Study submitted 2/28/17

1) Can you quantify how much traffic is expected to be removed from Route 22 due to the Port Clinton proposed improvements?

Response: Figure 7 of the report shows the estimated diversion of traffic from Route 22 to Port Clinton Road at 110 vehicles per hour for the morning arrival and 40 vehicles per hour during the afternoon dismissal.

2) The study recommends Port Clinton improvements but does not address Route 22. Please comment on options for Route 22 as well (Sean, even if it is not feasible due to costs, please make sure there is reference to options reviewed, as this will be called out by staff in our write ups to the Zoning Board, and it is a question of the Village Board.)

Response: About 10 years ago, the school made significant changes to the entrance off Rte. 22 to accommodate the increase in enrollment during the early-mid 2000's. In addition, the cost and process of redesigning the entrance from a state highway will be prohibitive. Improving the vehicular capacity at the existing traffic signal would require the eastbound left-turn lane to be widened to dual left-turn lanes within a 30-foot median which corresponds to a 7+ foot widening of IL 22 on both sides. Along much of Route 22, there is insufficient right-of-way to accommodate this improvement. Stevenson Drive would need to be widened for two inbound lanes (northbound) and three outbound lanes. Costs could be in the range of \$750,000 to \$1,000,000.

3) Is there an option for use of the alley on the west side of campus, again, if not feasible, please explain what was reviewed and why it's not feasible. Also, was anything evaluated relating to a second entry or exit along port Clinton to eliminate the conflicts between entering and exiting traffic. Fire and Police mentioned this alley as a potential improvement for circulation. Please comment on what was reviewed and why it may not be feasible.

Response: The school would like to keep the alley open as an emergency access route. The south end of the alley is a small staff parking lot that would not benefit from additional access. At the north end, the alley intersects with the bus loading area around Lot E and could not be used by staff or students traffic because of conflicts with the buses.

4) Please confirm in writing that all parking spaces now meet Village Code for length and width.

Response: Addressed with 2/21/17 email from G. Dreger to A. Ledentre.

5) Please discuss any proposed student transportation changes that are being considered or have been considered and explain their potential impact or why they were discarded. (There was discussion about even/odd parking requirements, additional bus transportation options, etc.)

Response: At the most recent parking committee meeting, the decision was made to reduce the number of grading periods from 5 to 4. In addition, the school is working to implement a carpool

program where students would share a parking spot for the entire year if they make a commitment to always carpool.

6) Please address the lack of a sidewalk around the addition. (Sean, I know you proposed to open the addition so people could walk through the courtyard. Will this happen for the first few games and then stop, leaving people no way to walk around in bad weather or if opening the courtyard becomes an issue? If that is a permanent solution, how is it going to be signed or communicated? I know the Mayor asked about this specifically.)

Response: The school is not including a sidewalk along the east side of the new addition because it would encourage foot traffic from Hotz Road onto campus. During Football games or large events where parking is limited, the school will open the necessary entrances in Lot C and Lot B to allow traffic through the building. See red lines on attached drawing.

7) Please confirm the comments on Page 18 regarding the stop signs. Is Stevenson Drive/Port Clinton proposed to be a one way stop or all way stop sign controlled intersection?

Response: Only traffic exiting the school campus will be under stop sign control.

8) Route 22 still shows the left turn lane storage being over capacity at peak times, despite the improvements at Port Clinton Road., and assumed traffic diversions to Port Clinton from Route 22's entrance. What alternatives were evaluated to address this issue?

Response: Several options were reviewed to improve the left-turn queueing at the Route 22 signalized entrance. First, additional green time for the left-turn arrow could reduce queueing. The Illinois Department of Transportation has been contacted and they have developed special timing plans for the schools arrival and dismissal periods. However, at this point, the maximum eastbound left-turn green time has been set that would not adversely affect the thru traffic on Route 22. Extending the left-turn lane was looked at but it would negatively impact the existing westbound left-turn lane at Apple Hill Lane. The last alternative is creating dual-left-turn lanes for more capacity and storage for the left-turns but was not considered feasible as discussed in Item 2.

Our Engineer has reviewed the Port Clinton Road Improvements submitted and has the following comments: **Please note that a schematic plan has been submitted and that additional engineering work and survey needs to be completed and coordinated with the Village and Township.**

Port Clinton Road Access design:

- The design of the Port Clinton Road improvements should utilize Section 34-3 of the IDOT BLR Manual.

So noted.

- Please describe where variances to these design requirements are required (for example, the eastbound deceleration lane taper requirement is 175' vs. the 100' being provided).

These will be addressed during final design. The eastbound deceleration taper is proposed to be shortened due to the close proximity to Apple Hill Lane.

- Include how the storage lengths were determined to ensure traffic will not spill and block thru traffic on Port Clinton Road.

Capacity Analyses

- Is the right turn island being proposed to be flush or raised?

Raised

- Show the proximity of Apple Hill Lane to the proposed improvements.

To be added when additional topo is attained.

- Existing conditions need to be shown with existing and proposed offsets to trees, utility poles, etc.

To be added when additional topo is attained.

- How will the bike path be separated from the eastbound left turn lane?

The bike path will be moved further south with a parkway separating it from the new right-turn lane.

- What kind of drainage is required for the improvement (closed system, any detention, etc.).

To be determined.

- The Village has a watermain and fire hydrant in conflict with the proposed right turn lane. Additional information will be required to determine where the relocated hydrant can be located to maintain required hydrant spacing and access to the valves currently located in the area of the improvement.

These likely will be relocated as determined during the final design.

Powell, David

From: George Dreger <gdreger@eea-ltd.com>
Sent: Tuesday, February 21, 2017 11:42 AM
To: Steve Corcoran; Adam Letendre; Sean Carney; Tonya Zozulya; Powell, David
Subject: RE: Stevenson Addition-Review of DRT Comments
Attachments: Lot B Siteplan.pdf; Lot C Siteplan.pdf; Lot D Siteplan.pdf; Lot E Siteplan (1).pdf; Lot F Siteplan.pdf; Strip.pdf

Adam

I have attached the most recent construction drawings showing the geometry for each of the parking lots at Stevenson HS. These lots were built some time ago (90's and before), and have been resurfaced over the last 10 years. The only lot that had its internal geometry changed as part of that resurfacing is lot E, west of the stadium.

With the exception of Lot C, all of them have 8.5' X 18' spaces and generally 25' drive aisles (Lot D has 24' aisles). Lot C, just south of our new building addition has 9'X18' spaces. I field verifies lots B, C, D, and E after our meeting to confirm that the dimensions are as shown on these drawings. I do not have any documents relative to Lot A (SW corner of the campus off Rt. 22).

Obviously, all of these lots are pre-existing and have been functioning for quite some time (20+ years minimum). Please confirm that these are existing non-conforming spaces within the zoning approval process.

Give me a call if you have any questions.

George Dreger P.E.
p 847.223.4804. Ext. 16

ERIKSSON ENGINEERING ASSOCIATES, LTD.
Chicago Mokena Grayslake | www.eea-ltd.com

From: Steve Corcoran
Sent: Tuesday, February 21, 2017 9:09 AM
To: Adam Letendre <aletendre@lincolnshireil.gov>; Sean Carney <scarney@d125.org>; Walter Dittrich <wdittrich@lincolnshireil.gov>; Tonya Zozulya <tzozulya@lincolnshireil.gov>; George Dreger <gdreger@eea-ltd.com>; 'Powell, David' <dpowell@wightco.com>; Mike Jesse <mjesse@lincolnshireil.gov>; Joseph Leonas <jleonas@lincolnshireil.gov>
Subject: RE: Stevenson Addition-Review of DRT Comments

Adam,
Please review my required parking calculations below. It appears that we do not require a parking variation in the number of parking spaces. George will send you separately an exhibit with the parking dimensions.

The Village of Lincolnshire Zoning Ordinance requires a high school to provide one parking space for each employee and 0.25 spaces for students aged 16 years or older. Currently the school has 500 employees and 2,006 students over the age of 16 years old resulting in a current code requirement of 1,002 spaces. The existing campus parking supply exceeds the requirement by 125 spaces (1,127 spaces). In the Year 2024, Stevenson High School is projected to have 530 employees and 2,198 students over the age of 16 years old which would require 1,080 spaces which is still less than the current supply. This does not include the additional parking to be built on the tennis court lot (70-100 spaces).

Please contact me with questions or comments.

Stephen B. Corcoran, PE, PTOE
p 847.223.4804 Ext. 21



February 27, 2017

Mr. Wally Dittrich
Assist. Public Works Director/Village Engineer
Village Of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

Re: East Building Addition Detention Design
Adlai E. Stevenson HS District 125

Dear Wally:

Per previous conversations with you and staff, it was requested that we obtain concept concurrence on our proposed detention design for Stevenson HS from the Lake County Stormwater Management Commission (SMC). We have spoken with and recently submitted calculations and documentation to the SMC detailing our proposed design. Those documents are currently being reviewed. We anticipate receiving concurrence on our concepts in the form of a letter soon. Please contact me if you have any questions. We look forward to working with the Village on a successful project.

Very truly yours,

ERIKSSON ENGINEERING ASSOCIATES, LTD.

A handwritten signature in black ink, appearing to read 'George Dreger', is written over a light grey rectangular background.

Mr. George Dreger, P.E.
Principal/Senior Project Manager

From: Walter Dittrich
Sent: Monday, March 06, 2017 7:34 AM
To: Adam Letendre; Tonya Zozulya
Subject: FW: SMC conceptual review of proposed development at Stevenson HS

Adam/Tonya,

This review by Lake County SMC will satisfy my comments for the preliminary submittal with respect to drainage issues.

Wally

From: Gardiner, Robert D. [mailto:RGardiner@lakecountyil.gov]
Sent: Friday, March 03, 2017 4:13 PM
To: George Dreger <gdreger@eea-ltd.com>
Cc: Cook, Tim M. <TCook@lakecountyil.gov>; Walter Dittrich <wdittrich@lincolnshireil.gov>; Crane, Juli <JCrane@lakecountyil.gov>
Subject: SMC conceptual review of proposed development at Stevenson HS

SMC #17-28-011

George,
SMC has conducted a preliminary/conceptual review of the proposed building addition and parking lot. The SMC has no objection to the proposed development with the following understandings and caveats:

- 1) I understand that the school has been constructed in accordance with the original Master Plan that was approved by the Village prior to October, 1992 and that the stormwater management system has been constructed and has been operating and maintained continuously since. Therefore, the school development appears to be exempt from the Watershed Development Ordinance (WDO) detention requirement per WDO Section 302. This can be verified as part of the future permit review.
- 2) Both the building addition and parking lot would require a Watershed Development Permit from SMC unless previous agreements have stated otherwise.
- 3) Based on the provided calculations, the northeast detention basin appears to have been designed for 16.85 acres of impervious tributary area. Construction of the proposed building addition and parking lot with removal of the existing tennis courts would result in a total of 14.12 acres of impervious area tributary to the northeast detention basin. Therefore, the proposed impervious area appears to be within the original detention pond design parameters. In effect, detention has already been provided for the proposed building addition and parking lot.
- 4) The proposed new detention pond is in addition to the detention provided under the Master Plan and is intended to enhance the stormwater management for the proposed LEED Platinum building addition.
- 5) These comments are based on SMC's current understanding and a conceptual review of the provided preliminary information. Additional comments will likely be generated during the formal review process.

Bob Gardiner

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at (847) 377-7705 or feel free to e-mail me. If you have any additional concerns that have not been addressed by the regulatory staff regarding the above comments, you may contact Chief Engineer Kurt Woolford kwoolford@lakecountyil.gov or Executive Director Michael Warner mwarner@lakecountyil.gov at (847) 377-7700.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION

Robert D. Gardiner, P.E., CFM
Permit Engineer

Lake County Stormwater Management Commission
500 W. Winchester Road
Libertyville, IL 60048

rgardiner@lakecountyil.gov

Direct: (847) 377-7704
General: (847) 377-7700

From: George Dreger [mailto:gdreger@eea-ltd.com]
Sent: Monday, February 27, 2017 4:18 PM
To: Gardiner, Robert D. <RGardiner@lakecountyil.gov>
Subject: stevenson HS

Bob,

I sent you a preliminary stormwater report for Stevenson HS which hopefully you have received.

I would like to touch base with you about it once you have had a chance to look at it. I would be happy to meet with you if you desire it.

The Village of Lincolnshire is looking for a letter from the SMC acknowledging that we are on the right path. As we discussed over the phone and as the report says, we would like to provide the detention in the area of the future parking lot. I do realize that it is a little out of sequence, but this is the most logical place and timing for it to avoid impacts to the construction and use of the site. I can't put it under one of the existing parking lots because they are very much in use during the school year, and construction on this won't start until fall of this year, starting right about the beginning of the school year. There are about 5000 people on the campus daily, and they cannot afford to be without parking. I can discuss options with you if this is a major impediment to you feeling comfortable with the scheme.

I would like to get a letter from you as soon as reasonably possible. The documents are going into the Village tomorrow. They obviously don't expect a letter by then, but our zoning board meeting is on March 14, and we would like to get a letter in advance of that by a few days at least.

Give me a call to discuss.

George Dreger, P.E.
Principal/Senior Project Manager
p 847.223.4804 Ext. 16
c 847.254.6703

Eriksson Engineering Associates, Ltd.
Civil Traffic & Parking Landscape Architecture | www.eea-ltd.com
145 Commerce Drive, Ste.A, Grayslake, IL 60030

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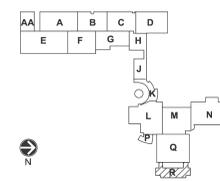
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ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125

Wight

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979



KEY PLAN



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL: INFO@EEA-LTD.COM

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
VILLAGE DRT SUBMITTAL 02.06.2017

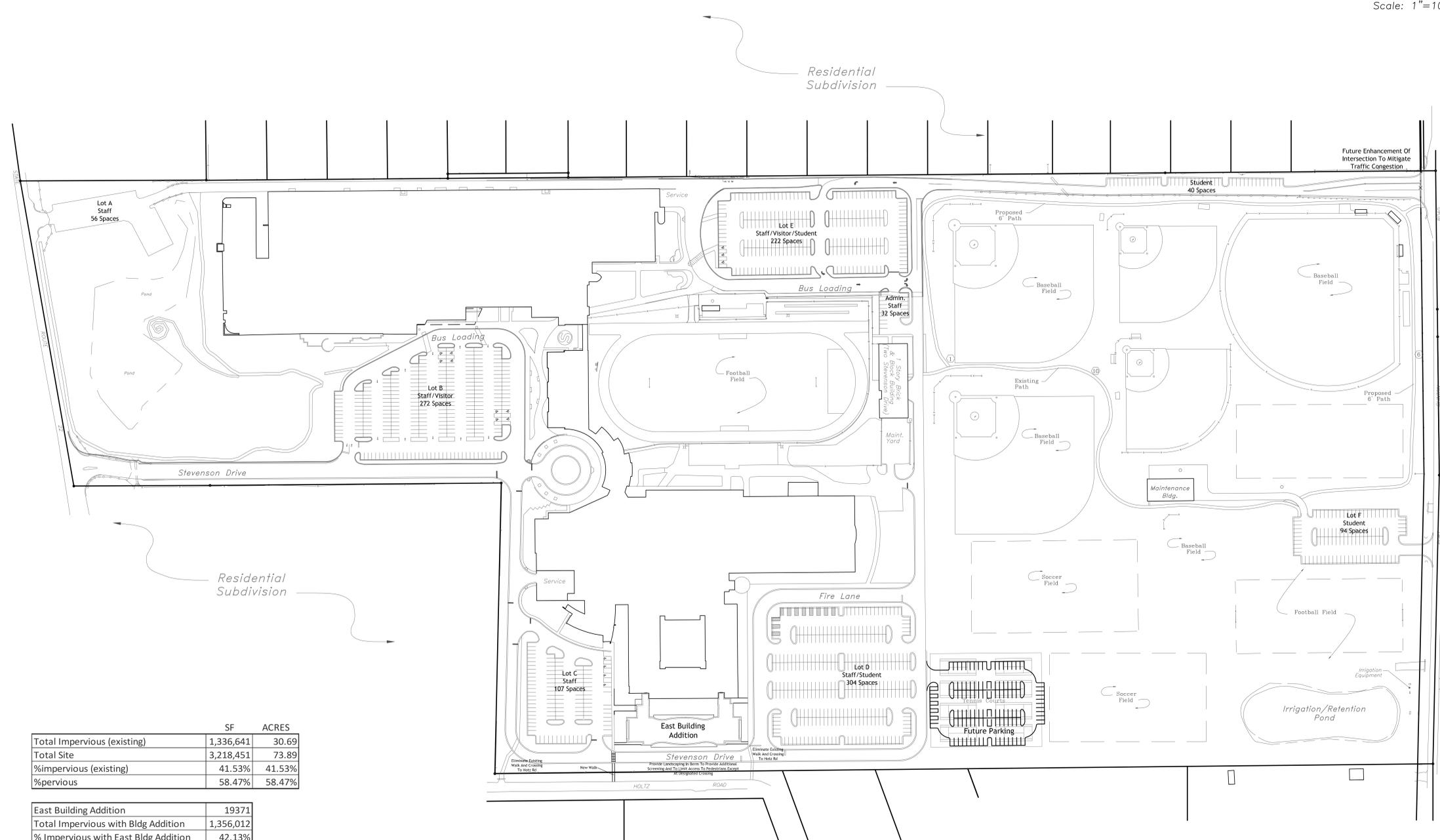
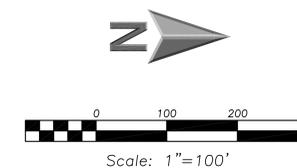
EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

SITEPLAN

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

CO.0

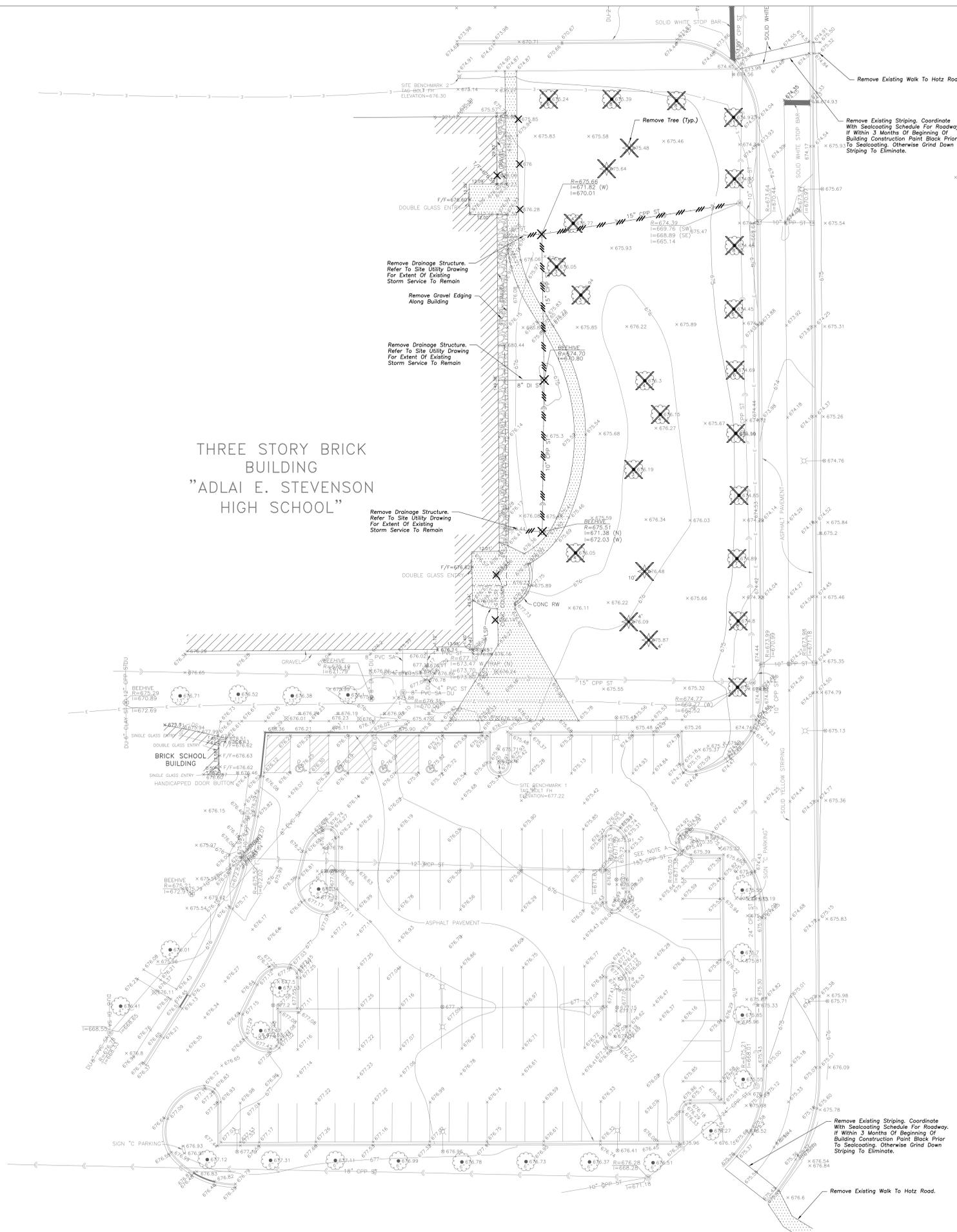


	SF	ACRES
Total Impervious (existing)	1,336,641	30.69
Total Site	3,218,451	73.89
%impervious (existing)	41.53%	41.53%
%pervious	58.47%	58.47%

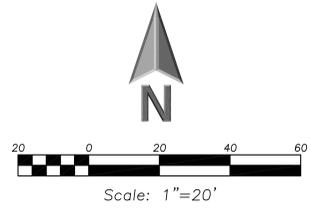
East Building Addition	19371
Total Impervious with Bldg Addition	1,356,012
% Impervious with East Bldg Addition	42.13%
% Pervious with East Bldg Addition	57.87%

1/31/2017 11:24:52 AM
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THREE STORY BRICK BUILDING
 "ADLAI E. STEVENSON HIGH SCHOOL"



EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Ballard	Ballard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Bushline	Bushline
Tree Protection Fencing of Drip Line	Tree Protection Fencing of Drip Line

DEMOLITION LEGEND

- Utility Line Removal
- Concrete Pavement Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

DEMOLITION NOTES

1. All Signs to Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Streets Free and Clear of Construction Related Dirt/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
5. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for installation of Proposed Improvements.
6. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
7. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.
8. Perform Tree Pruning in All Locations Where Proposed Pavement and/or Utility Installation Encroach Within the Existing Drip Line of Existing Trees to Remain. All Trenching Within the Drip Line of Existing Trees to Remain Shall be Done Radially Away From Trunk if Roots in Excess of 1" Diameter are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior to Any Transverse Trenching. Obtain Approval of The Architect Prior to Operations For A Variance From This Procedure.
9. Coordinate Tree Removal with Landscape Architect. All Trees to Be Removed Shall Be Removed in Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Match for Proposed Landscaping Where Applicable and Acceptable to Architect.
10. Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

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2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer A Minimum of 48 Hours in Advance of Performing Any Work.
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7. The Engineer is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior to the Use of These Drawings For Construction Purposes, The User of This Media Shall Verify All Dimensions and Locations of Buildings With the Foundation Drawings and Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User of This Information Shall Contact The Engineer Immediately.
8. Provide An As-Built Survey Prepared By A Licensed Professional Land Surveyor in Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Elevation Basins and Best Management Practices, include All Storm and Sanitary Sewers, Structure Locations, Sizes, Firm and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
9. The Illinois Department of Transportation Standard Specifications For Road And Bridge Construction Latest Edition And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

PROJECT BENCHMARKS

1. TAG BOLT OF A FIRE HYDRANT LOCATED ON NEAR THE SOUTHWEST CORNER OF THE BUILDING. ELEVATION = 677.22
2. TAG BOLT OF A FIRE HYDRANT LOCATED NEAR THE NORTHEAST CORNER OF THE BUILDING. ELEVATION = 676.30

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

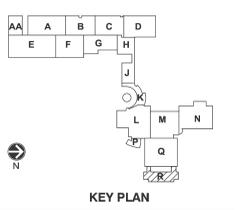
NOT FOR CONSTRUCTION



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125



Wight & Company
 wightco.com
 2500 North Frontage Road
 Darien, IL 60561
 P 630.969.7000
 F 630.969.7979



ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
 VILLAGE DRT SUBMITTAL 02.06.2017

REV	DESCRIPTION	DATE

EAST BUILDING ADDITION

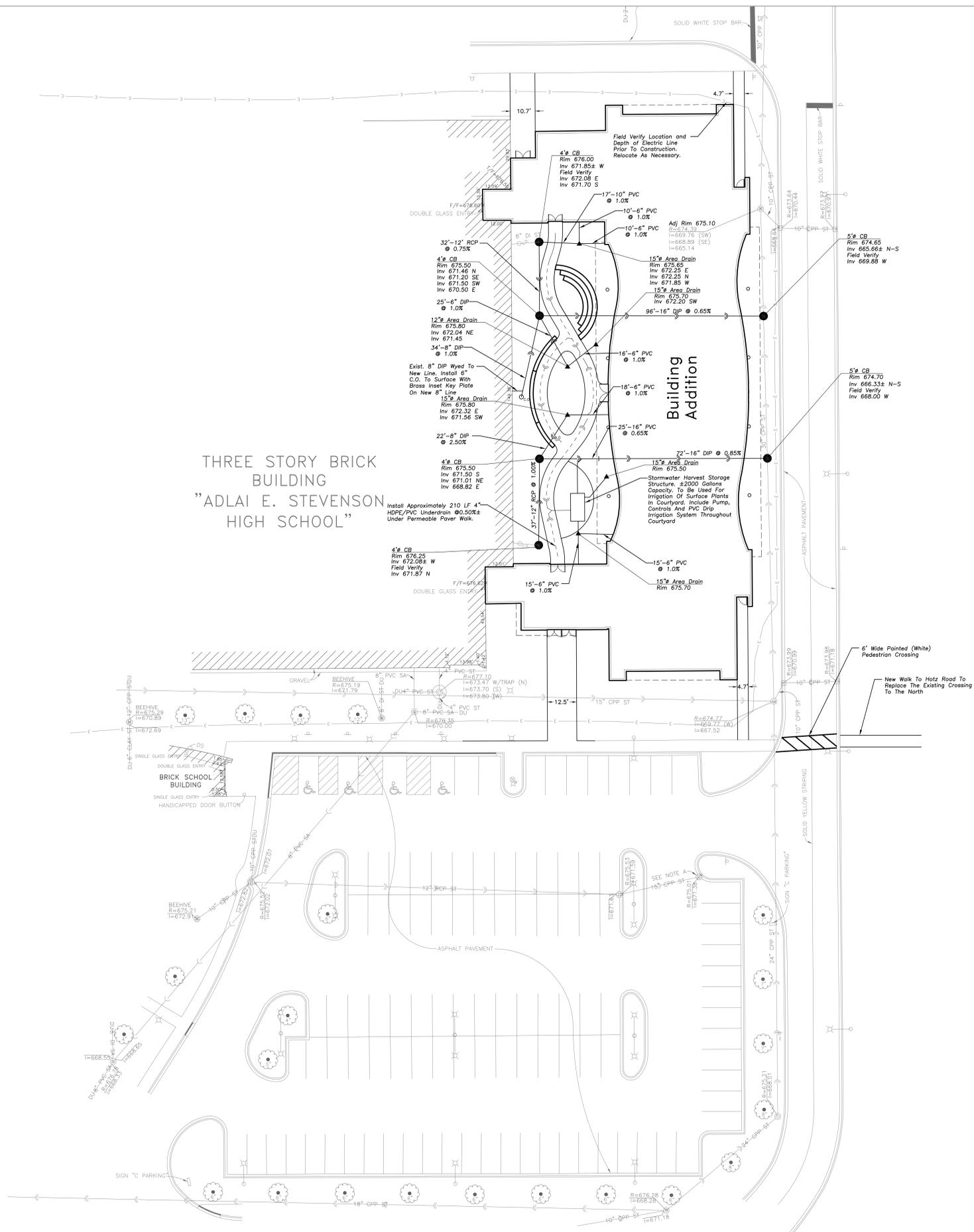
1 STEVENSON DRIVE
 LINCOLNSHIRE, IL 60069

SITE DEMOLITION PLAN

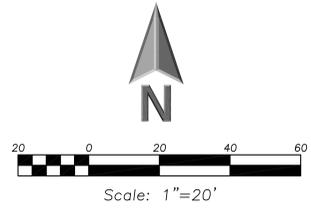
Project Number: 02-5487-06
 Drawn By:
 Author
 Sheet:

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THREE STORY BRICK BUILDING
 "ADLAI E. STEVENSON HIGH SCHOOL"



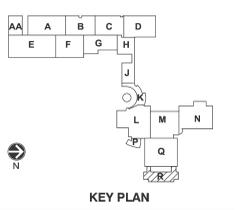
LEGEND	
EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
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Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Most Arm Utility Pole	Most Arm Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
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Wight

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 wightco.com
 2500 North Frontage Road
 Darien, IL 60561
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UTILITY NOTES

- Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior to Installation of Any New Structures or Utilities, and Adjustments Shall Be Made as Necessary, Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered and Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer if the Existing Utilities Vary Appreciably From The Plans.
- Protection of water supplies shall be as described in Section 370.350 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

GEOMETRY NOTES

- All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure and Outside Face of Building Foundation Unless Otherwise Noted.
- All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45" At 2'-0" Centers.
- All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
- Refer to Architectural Drawings for Exact Locations of All Buildings.
- Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
- Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2" x 11 Gauge Steel, Embedded 42" Minimum Into Ground.

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NOT FOR CONSTRUCTION

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
 VILLAGE DRT SUBMITTAL 02.06.2017
 REV DESCRIPTION DATE

EAST BUILDING ADDITION

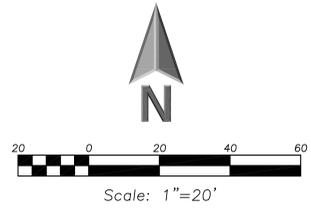
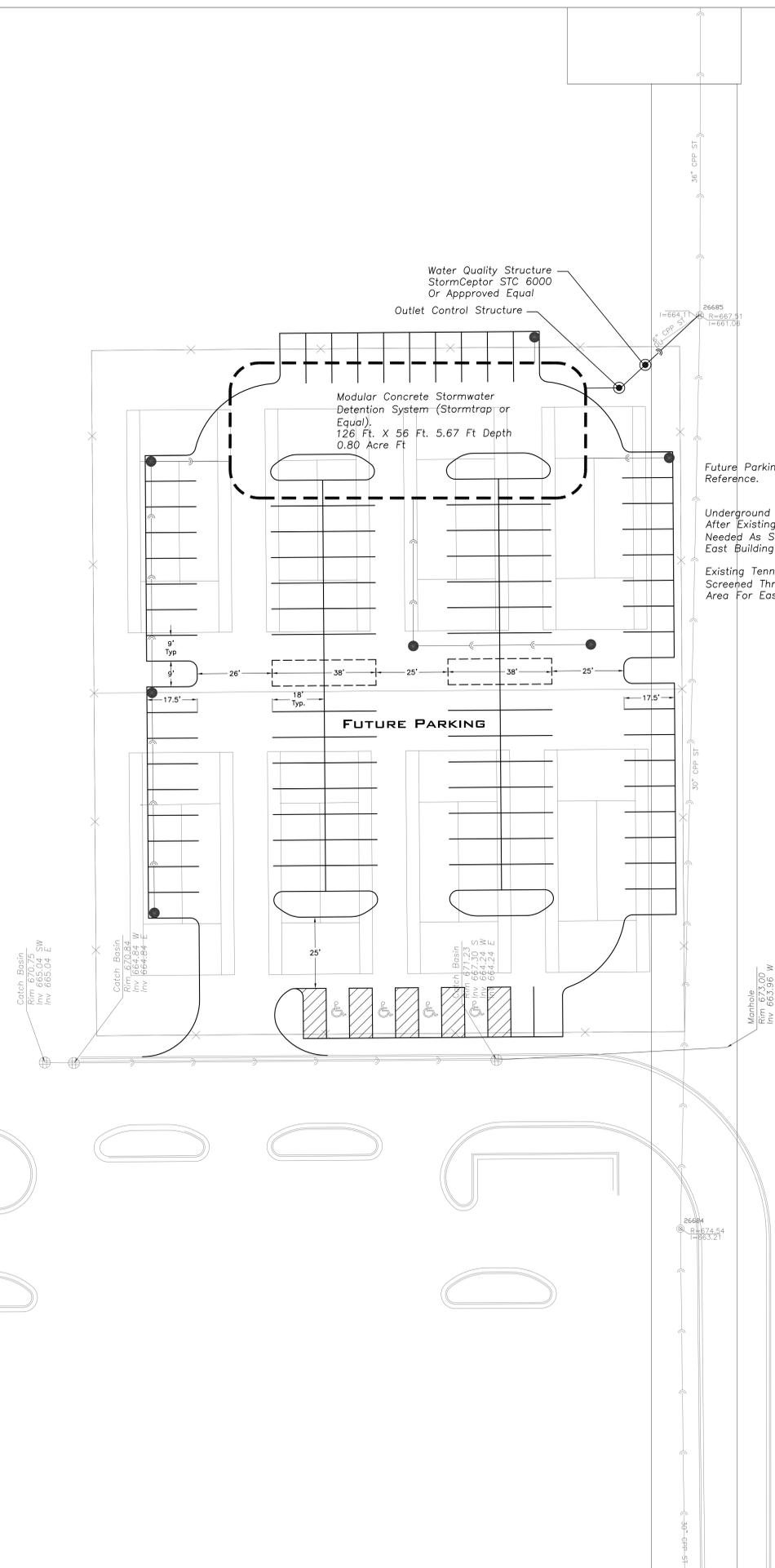
1 STEVENSON DRIVE
 LINCOLNSHIRE, IL 60069

SITE GEOMETRY AND UTILITY PLAN

Project Number:
 02-5487-06
 Drawn By:
 Author
 Sheet:

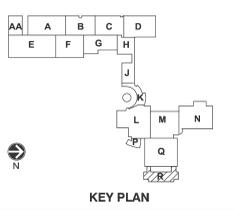
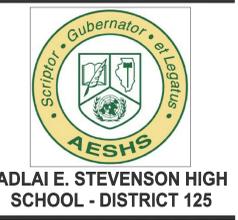
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EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
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Combined Sewer	Combined Sewer
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Overhead Wires	Overhead Wires
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Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
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Gas Meter	Gas Meter
Electric Meter	Electric Meter
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Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
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Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
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REV	DESCRIPTION	DATE
	ZONING BOARD SUBMITTAL (DRAFT)	03.27.2017
	VILLAGE DRT SUBMITTAL	02.06.2017

EAST BUILDING ADDITION

1 STEVENSON DRIVE
 LINCOLNSHIRE, IL 60069

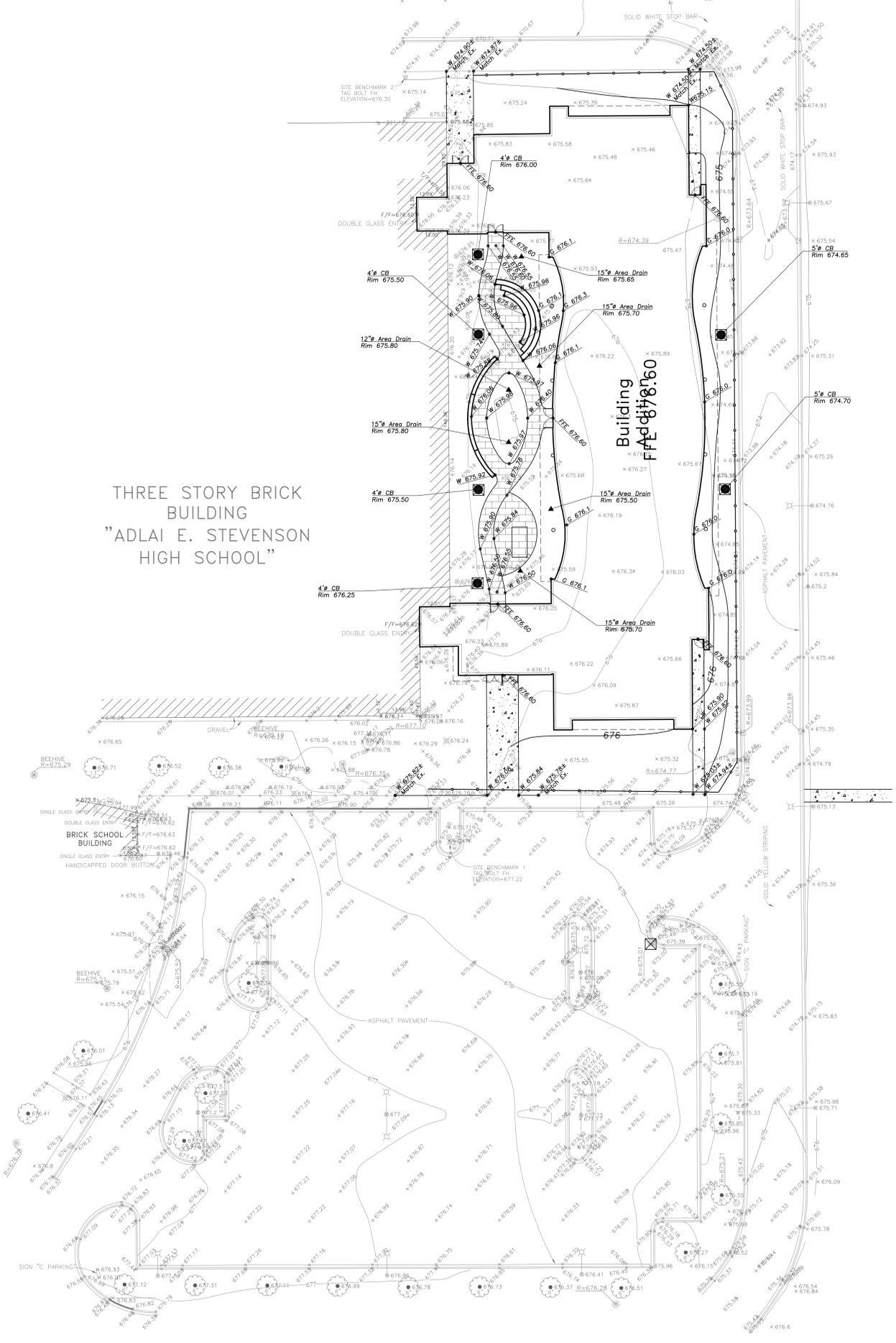
FUTURE PARKING PLAN

Project Number:
 02-5487-06
 Drawn By:
 Author
 Sheet:

NOT FOR CONSTRUCTION

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PAVING & SURFACE LEGEND

- Concrete Sidewalk Section
 - 4" Portland Cement Concrete
 - 6"x6" W1.4xW1.4 Welded Wire Fabric
 - 2" Aggregate Base Course, Type B, Crushed
- Permeable Brick Paver Section
 - Unilock Permeable Paver (or Approve Equal)
 - 1.5" Sand
 - 14" Aggregate Base (CA-7)

GRADING NOTES

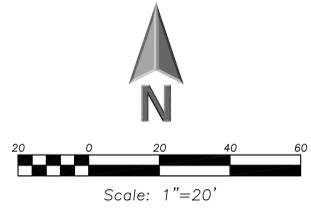
- Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install silt erosion control around all Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
- The Grading and Construction of Proposed Improvements Shall Be Done in a Manner Which Will Allow For Positive Drainage, and Not Cause Flooding of Stormwater on the Surface of Proposed Improvements.
- All Landscaped Areas Disturbed By Construction Shall Be Regraded With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Sod Unless Noted Otherwise On the Landscape Drawings.
- Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
- Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall be 4.0%. Contact Engineer if Conflicts Exist.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

- Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
- Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
- Soil Disturbance Shall Be Conducted in Such a Manner as to Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
- Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
- Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For a Period of More Than 14 Calendar Days. Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall be Maintained On a Continuing Basis Until the Site is Permanently Stabilized and All Inspections are Complete. Permanent Stabilization Shall be Completed Within 14 Days after completion of Final Grading of Soil.
- All Temporary and Permanent Erosion Control Measures Shall be Removed Within 30 Days After Final Site Stabilization is Achieved or After the Temporary Measures are No Longer Needed. Trapped Sediment and Other Disturbed Soil Areas Shall be Permanently Stabilized.
- Final Site Stabilization is Defined by the EPA General Permit as Meaning That All Soil Disturbing Activities At the Site Have Been Completed, and That a Uniform Perennial Vegetative Cover With a Density Of 70 Percent of the Cover For Unpaved Areas Not Covered by Permanent Structures Has Been Established or Equivalent Permanent Stabilization Measures (Such As the Use of Riprap, Gabions, or Geotextiles) Have Been Employed.
- All Storm Sewer Structures That Are, or Will Be, Functioning During Construction Shall be Protected, Filtered, or Otherwise Treated to Remove Sediment. The General Contractor Shall Use "Catch-All" Inlet Protectors (or equal) and Filter Watties Around the Grate in Landscaped Areas and "Catch-All" Inlet Protectors (or equal) in Paved Areas to Prevent Siltation.
- All Temporary and Permanent Sediment and Erosion Control Measures Must be Maintained, Repaired, and Inspected in Conformance With All Applicable IEPA-NPDES Phase II and Lake County DECI Requirements.
- Following the Termination of Construction Activities and Issuance of the Required "Notice of Termination", the Permittees Must Keep a Copy of the Storm Water Pollution Prevention Plan, Inspection Reports, and Records of All the Data Used to Complete the Notice of Intent For a Period of At Least Three Years Following Final Stabilization.
- Install and Maintain Silt Fence at the Perimeter of the Construction Zone and Wetland Areas and As Shown On the Plans. Maintain Silt Fence Throughout Construction and Until Vegetation Has Been Fully Established.
- Contractor Shall Provide Qualified Soil Erosion and Sediment Control Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall be Copied on Inspection Logs.
- The Erosion Control Measures Indicated On the Drawings are the Minimum Requirements. Additional Measures May be Required as Directed By the Qualified Soil and Erosion Sediment and Control Inspector or Governing Agency.
- Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
- Spill Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur in Accordance with IEPA NPDES Requirements.
- All Concrete Washout Shall Conform To the "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
- If Necessary, the SWPPP Shall be Modified to Reflect Changes Required During the Effective Period of the IEPA NPDES General Permit No ILR10 and Local and County Permits.
- Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Catch-All, Park Chop Sediment (or equal) Paved or Existing Stabilized Areas



LEGEND

EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
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Telephone Manhole	Telephone Manhole
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Fence	Fence
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Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
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- These Drawings Assume That the Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize the Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer is Furnishing These Drawings For Construction Purposes As a Convenience to the Owner, Architect, Surveyor, or Contractor. Prior to the Use of These Drawings For Construction Purposes, the User of This Media Shall Verify All Dimensions and Locations of Buildings With the Foundation Drawings and Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist the User of This Information Shall Contact the Engineer Immediately.
- Provide An As-Built Survey Prepared By a Licensed Professional Land Surveyor in Accordance With The Authorities Having Jurisdiction Which Shall Include as a Minimum All Elevation Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For the Basin(s), Watermain and Valve and Appurtenance Locations.
- The Illinois Department of Transportation Standard Specifications For Road and Bridge Construction Latest Edition, And All Addenda Thereof, Shall Govern the Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

PROJECT BENCHMARKS

- TAG BOLT OF A FIRE HYDRANT LOCATED ON NEAR THE SOUTHWEST CORNER OF THE BUILDING. ELEVATION = 677.22
- TAG BOLT OF A FIRE HYDRANT LOCATED NEAR THE NORTHEAST CORNER OF THE BUILDING. ELEVATION = 676.30

J.U.L.I.E.

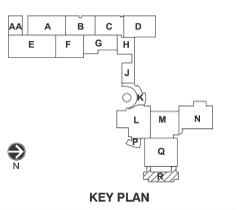
Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

NOT FOR CONSTRUCTION

ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125

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REV	DESCRIPTION	DATE
	ZONING BOARD SUBMITTAL (DRAFT)	03.27.2017
	VILLAGE DRT SUBMITTAL	02.06.2017

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

GRADING AND PAVING PLAN

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

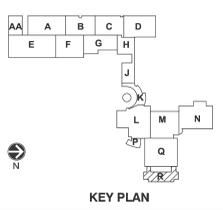
C3.0



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ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
VILLAGE DRT SUBMITTAL 02.06.2017
REV DESCRIPTION DATE

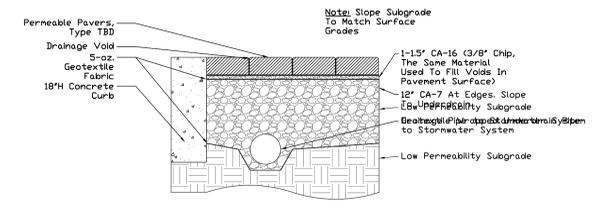
EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

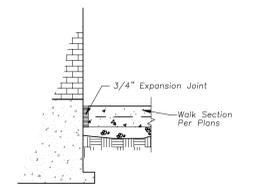
SITE DETAILS

Project Number: 02-5487-06
Drawn by: Author
Sheet:

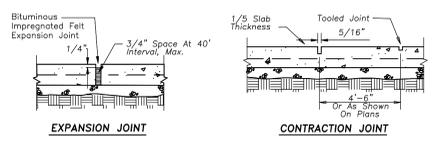
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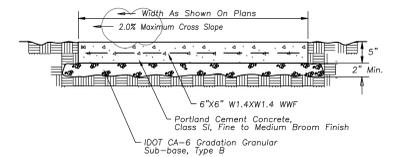
PERMEABLE PAVER DETAIL WITH CURB



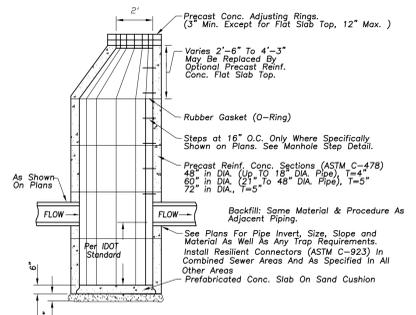
WALK ADJACENT TO BUILDING



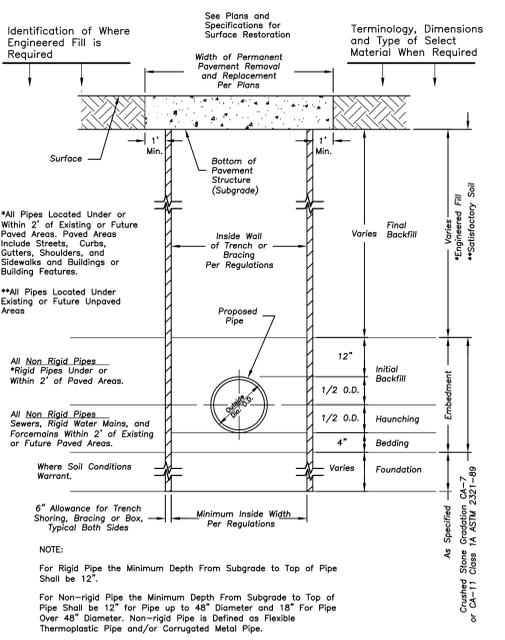
EXPANSION JOINT CONTRACTION JOINT



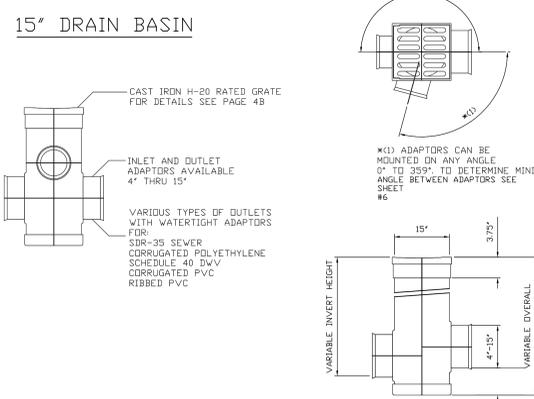
PORTLAND CEMENT CONC. SIDEWALK



CATCH BASIN

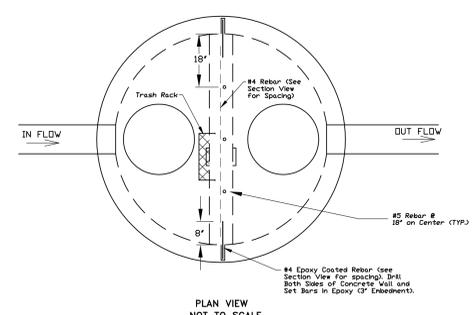


STANDARD SEWER AND WATER TRENCH SECTION

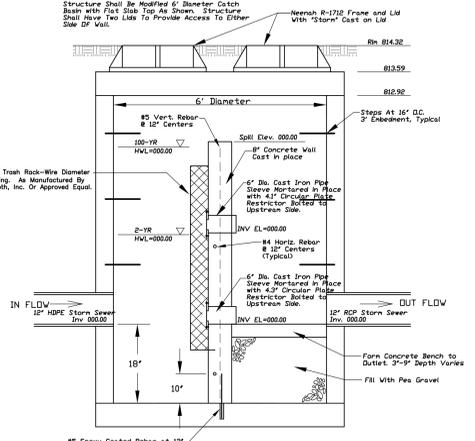


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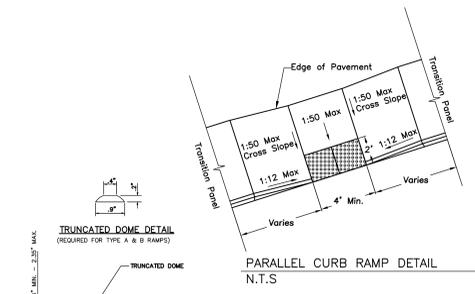
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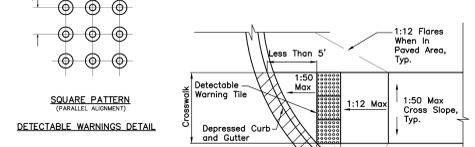
PLAN VIEW NOT TO SCALE



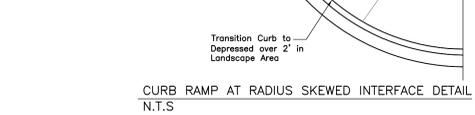
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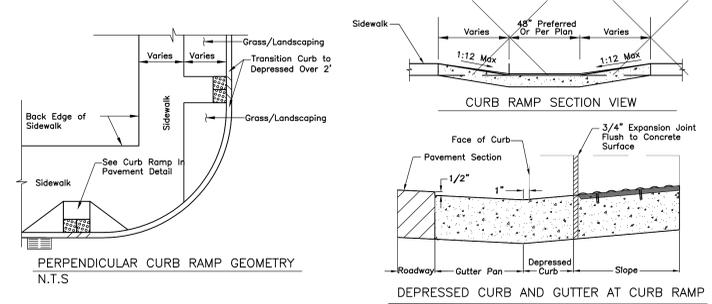
PARALLEL CURB RAMP DETAIL N.T.S.



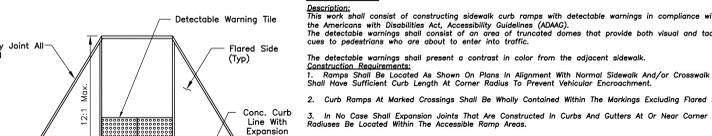
PERPENDICULAR CURB RAMP GEOMETRY N.T.S.



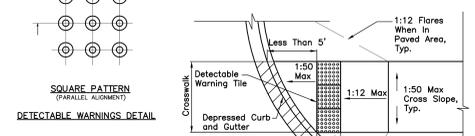
CURB RAMP AT RADIUS SKEWED INTERFACE DETAIL N.T.S.



CURB RAMP SECTION VIEW



DEPRESSED CURB AND GUTTER AT CURB RAMP



DETECTABLE WARNING TILES

ACCESSIBLE RAMPS FOR SIDEWALKS

NOT FOR CONSTRUCTION

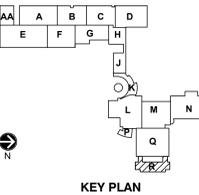
1/31/2017 11:24:52 AM C:\Users\wleipr\Documents\02-5487-06_AESHHS EAST BLDG ADDITION_Arch_2017_Central_wleipr\vt Wight © Copyright 2017 All rights reserved. No part of these documents may be reproduced, stored, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written consent of Wight.



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EMAIL INFO@EEA-LTD.COM

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
VILLAGE DRT SUBMITTAL 02.06.2017
REV DESCRIPTION DATE

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

LANDSCAPE PLAN

Project Number: 02-5487-06
Drawn By:
Author:
Sheet:

L1.0



Scale: 1"=20'

PLANT SCHEDULE

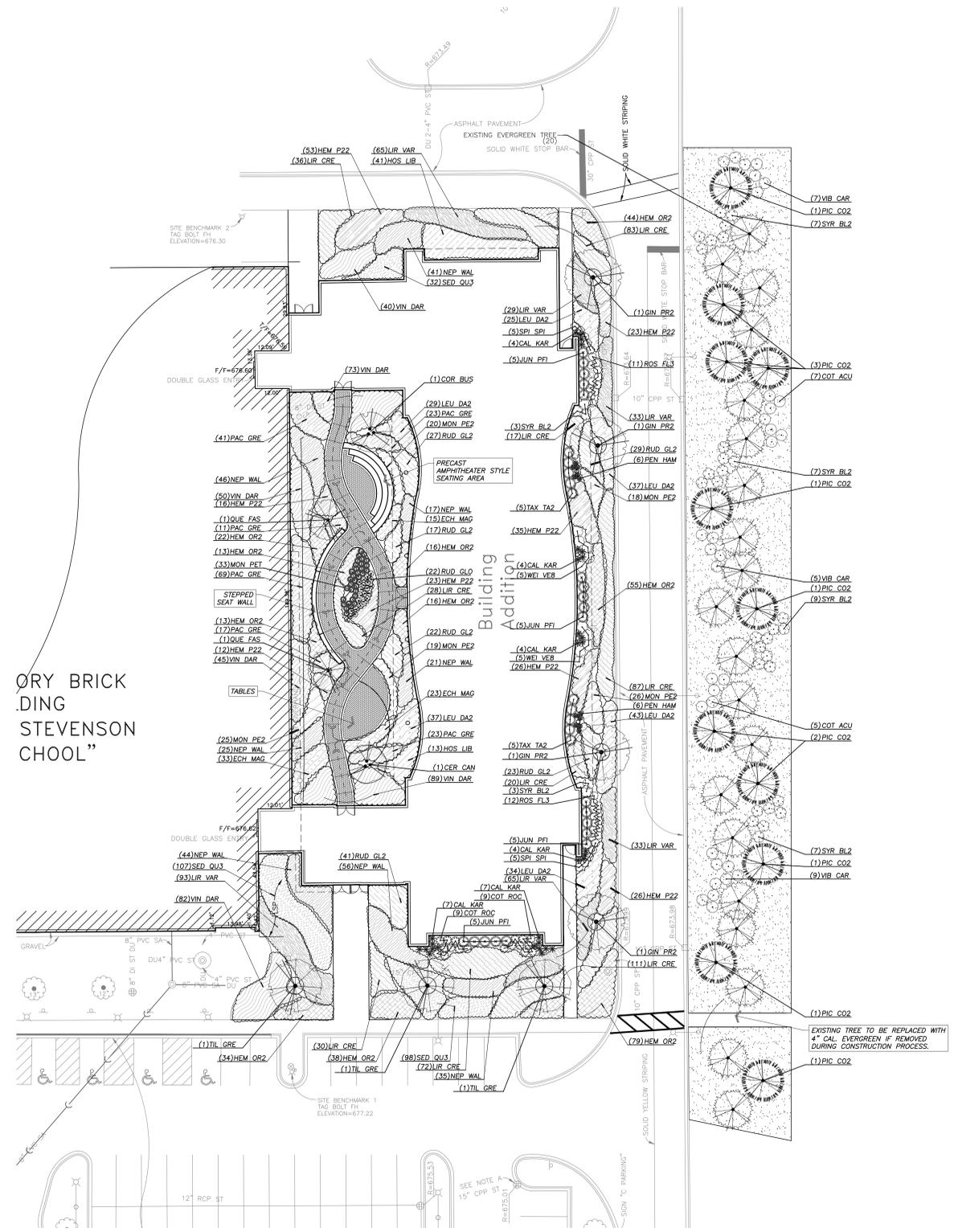
Table with columns: BOTANICAL NAME / COMMON NAME, COND, SIZE, HEIGHT, QTY. Lists various plants like Ginkgo biloba, Quercus robur, etc.

LANDSCAPE NOTES

- 1. PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE...

EXISTING SITE MATERIALS SCHEDULE

Table with columns: MATERIAL, QTY. Lists: EXISTING EVERGREEN TREE (21), LAWN (12,340 SF).



DRY BRICK BUILDING STEVENSON SCHOOL

10/12/2017 11:24:52 AM C:\Users\wladepere\Documents\02-5487-06 AESHS EAST BLDG ADDITION Arch 2017 Central_wladepere.rvt Wight & Company 2017 All rights reserved. No part of these documents may be reproduced, stored, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written consent of Wight.



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ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017

REV DESCRIPTION DATE

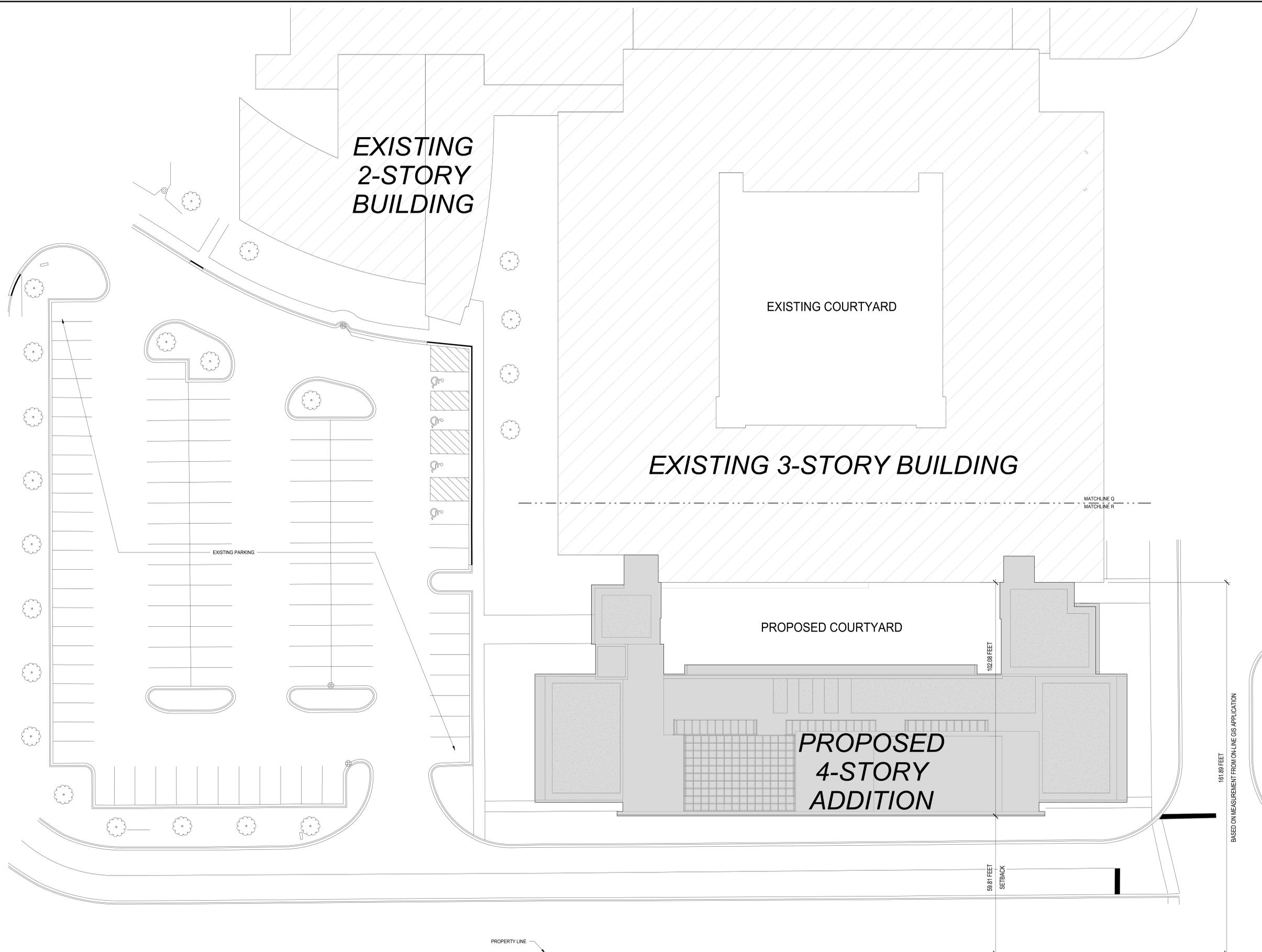
EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

ARCHITECTURAL SITE PLAN

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

A1.1



1 ARCHITECTURAL SITE PLAN

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

SCALE: 1/16" = 1'-0"
0' 8'-0" 16'-0" 32'-0"

SCALE: 1/8" = 1'-0"
0' 4'-0" 8'-0" 16'-0"

SCALE: 1/4" = 1'-0"
0' 2'-0" 4'-0" 8'-0"

SCALE: 3/8" = 1'-0"
0' 2'-0" 4'-0" 8'-0"

SCALE: 1/2" = 1'-0"
0' 1'-0" 2'-0" 4'-0"

SCALE: 3/4" = 1'-0"
0' 1'-0" 2'-0" 4'-0"

SCALE: 1" = 1'-0"
0' 6" 1'-0" 2'-0"

SCALE: 1 1/2" = 1'-0"
0' 6" 1'-0" 2'-0"

SCALE: 3" = 1'-0"
0' 3" 6" 1'-0"

NOTE: REFER TO CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION

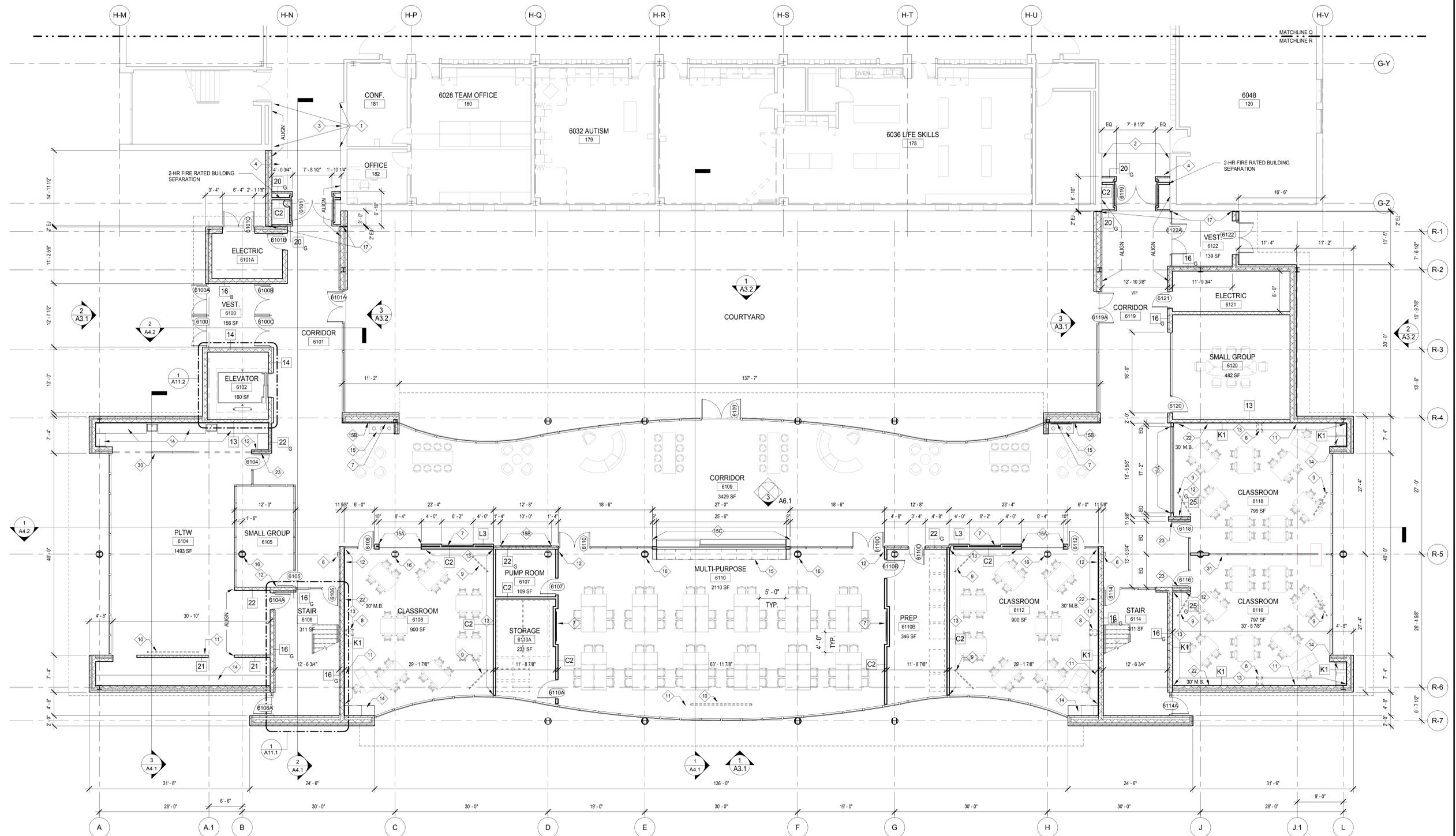
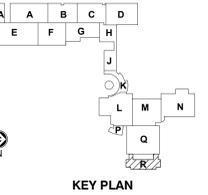
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1 LEVEL 01 FLOOR PLAN - AREA R
A2.1R SCALE: 1/8" = 1'-0"



GENERAL NOTES - FLOOR PLAN		FLOOR PLAN KEY NOTES	
1. REFER TO SHEET G0.1 FOR LIST OF TYPICAL ABBREVIATIONS AND TYPICAL ARCHITECTURAL GRAPHIC LEGENDS AND SYMBOLS.	2. REFER TO SHEET G0.1 FOR TYPICAL MOUNTING HEIGHTS.	1. PATCH MASONRY TO MATCH ADJACENT WHERE STOREFRONT REMOVED	15C. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER.
3. DIMENSIONS ARE FROM FACE OF WALL TO FACE OF WALL (i.e. FACE OF GYPSUM BOARD OR MASONRY), FROM FACE OF EXISTING CONDITION OR FROM COLUMN CENTERLINE, UNLESS NOTED OTHERWISE.	4. OPENING DIMENSIONS ARE FROM FACE OF WALL TO OUTSIDE OF FRAME.	2. PATCH MASONRY TO MATCH ADJACENT WHERE CURTAIN WALL REMOVED	15D. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER BASE TO CONTAIN WATER COLLECTION FOR LIVING WALL, SIDE CHANNEL FOR VERTICAL LIGHTING
5. PATCH TO MATCH EXISTING PER SPEC SECTION 01 3520 ALTERATION PROJECT PROCEDURES.	6. IF OPENING IS NOT DIMENSIONED, OUTSIDE FACE OF FRAME TO BE LOCATED 4" FROM ADJACENT PARTITION.	3. PATCH MASONRY WHERE WALL (CABINET UNIT HEATER) REMOVED	16. PREFINISHED ALUMINUM COLUMN COVER, TYPICAL
7. PROVIDE BLOCKING AT ALL WALL HUNG ACCESSORIES, EQUIPMENT, HUDDLEBOARD TRACKS, UPPER CABINETS AND ALL MISC. ITEMS NOTED N.I.C.	8. PATCH ALL EXISTING CEILING, FLOOR AND WALL SURFACES TO REMAIN AS REQUIRED (PROVIDE SMOOTH AND LEVEL SURFACES) TO RECEIVE NEW FINISHES.	4. CONCRETE SLAB ON GRADE - REFER TO STRUCTURAL (ELEVATED SLAB AT LEVEL 2 AND 3)	17. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO WALL)
9. REFER TO UNDERGROUND PLUMBING DEMOLITION PLANS FOR DEMOLITION AND PATCHING OF CONCRETE FLOOR SLAB.	10. PREPARE SUBSURFACE AS REQUIRED FOR NEW FLOORING FINISH. PATCH FLOOR AT AREAS OF REMOVAL.	5. INFILL CONCRETE SLAB ON GRADE - REFER TO UNDERGROUND PLUMBING PLANS FOR DEMOLITION AND PATCHING OF EXISTING CONCRETE SLAB ON GRADE	18. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO FLOOR)
11. ALL OUTSIDE GYPSUM BOARD CORNERS TO HAVE CORNER GUARDS (FULL HEIGHT) U.N.O.		6. FIRE EXTINGUISHER CABINET	19. DASHED LINE INDICATES EXPANSION JOINT COVER (FLOOR TO FLOOR)
		7. DISPLAY MONITOR - REFER TO ELECTRICAL	20. LIVING WALL
		8. WALL MOUNTED PROJECTOR ABOVE - REFER TO ELECTRICAL	21. MARKERBOARD
		9. CEILING MOUNTED PROJECTION SCREEN - SEE RCP	22. RECESSED TACKBOARD, 3'-0" W X 4'-0" H
		10. DISPLAY MONITOR - REFER TO ELECTRICAL	23. PERFORATED METAL PANEL GUARDRAIL WITH ALUMINUM FRAME
		11. AVY CONTROLS - REFER TO INTERIOR ELEVATIONS AND ELECTRICAL	24. GLASS GUARDRAIL WITH ALUMINUM FRAME
		12. CLOCK/INTERCOM - REFER TO ELECTRICAL	25. LEARN WALL CASEWORK
		13. CONTINUOUS HUDDLE BOARD TRACK	26. MODULAR SCIENCE LAB CASEWORK - WOOD CABINETS WITH EPOXY RESIN COUNTERTOPS
		14. MODULAR CASEWORK	27. EMERGENCY EYEWASH/SHOWER
		15. MILLWORK	28. SLIDING MARKER BOARD, REFER TO ENLARGED PLANS AND INTERIOR ELEVATIONS
		15A. MILLWORK - WOOD FRAMED OPENING WITH BUTT GLAZING IN GLAZING CHANNELS	29. (2) 4'-0" W X 8'-0" H SLIDING MARKER SURFACE WALLS ON CEILING TRACK
		15B. MILLWORK - PAINTED CORKBOARD WALLCOVERING WITH WOOD TRIM, RECESSED	30. FOLDING PARTITION - MODERNFOLD ENCORE (STC 56) WITH FULL HEIGHT MARKERBOARD FINISH BOTH SIDES
			31.

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017

REV DESCRIPTION DATE

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60609

LEVEL 01 FLOOR PLAN - AREA R

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

A2.1R

3/23/2017 6:00:00 PM
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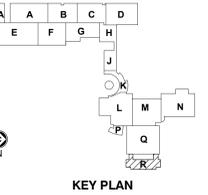




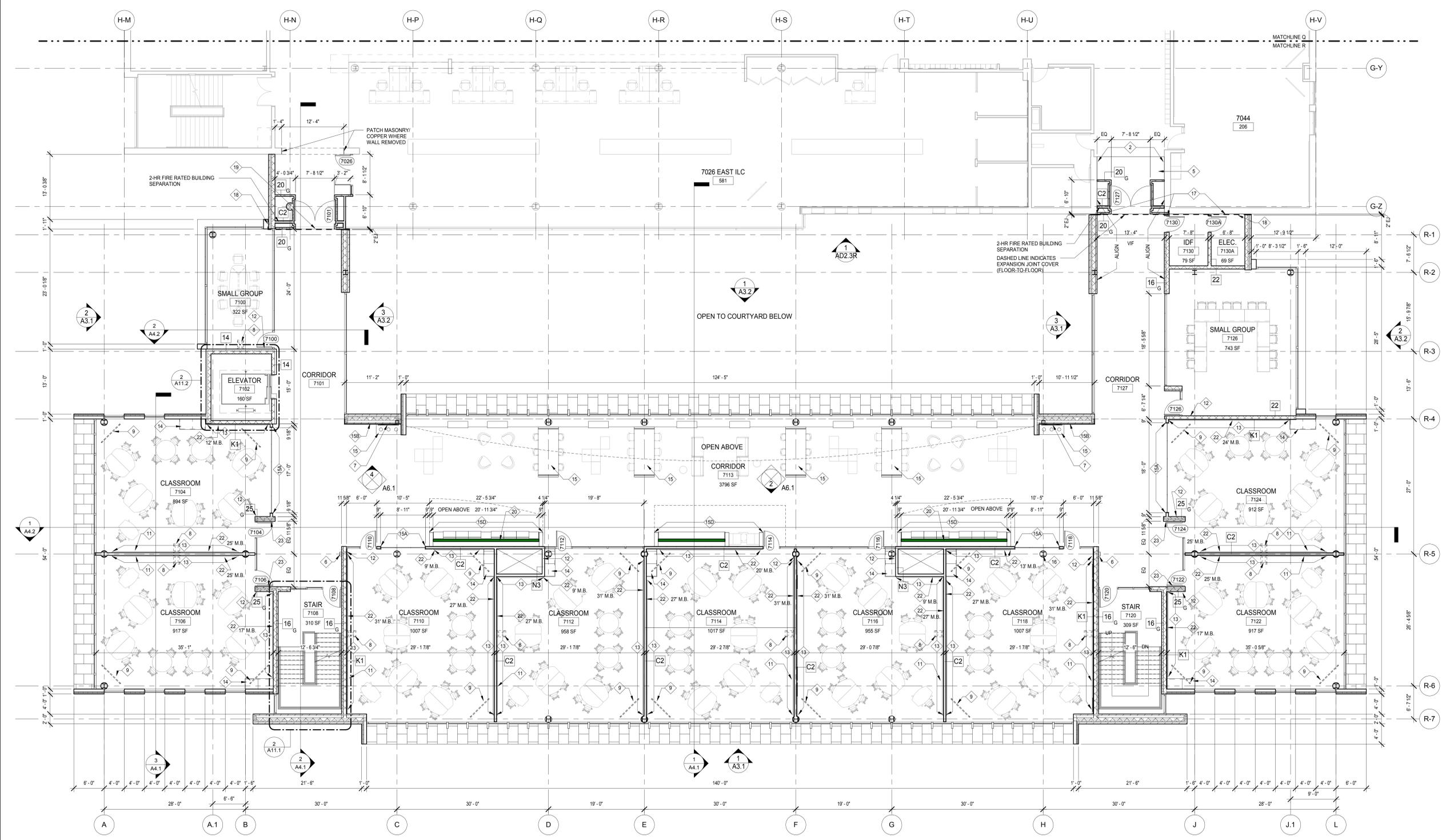
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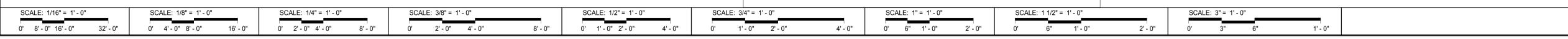
KEY PLAN



1 LEVEL 02 FLOOR PLAN - AREA R
A2.2R SCALE: 1/8" = 1'-0"



GENERAL NOTES - FLOOR PLAN		FLOOR PLAN KEY NOTES	
1. REFER TO SHEET G0.1 FOR LIST OF TYPICAL ABBREVIATIONS AND TYPICAL ARCHITECTURAL GRAPHIC LEGENDS AND SYMBOLS.	2. REFER TO SHEET G0.1 FOR TYPICAL MOUNTING HEIGHTS.	1. PATCH MASONRY TO MATCH ADJACENT WHERE STOREFRONT REMOVED	15C. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER.
3. DIMENSIONS ARE FROM FACE OF WALL TO FACE OF WALL (i.e. FACE OF GYPSUM BOARD OR MASONRY), FROM FACE OF EXISTING CONDITION OR FROM COLUMN CENTERLINE, UNLESS NOTED OTHERWISE.	4. OPENING DIMENSIONS ARE FROM FACE OF WALL TO OUTSIDE OF FRAME.	2. PATCH MASONRY TO MATCH ADJACENT WHERE CURTAIN WALL REMOVED	15D. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER BASE TO CONTAIN WATER COLLECTION FOR LIVING WALL. SIDE CHANNEL FOR VERTICAL LIGHTING
5. PATCH TO MATCH EXISTING PER SPEC SECTION 01 3520 ALTERATION PROJECT PROCEDURES.	6. IF OPENING IS NOT DIMENSIONED, OUTSIDE FACE OF FRAME TO BE LOCATED 4" FROM ADJACENT PARTITION.	3. PATCH MASONRY WHERE WALL (CABINET UNIT HEATER) REMOVED CONCRETE SLAB ON GRADE - REFER TO STRUCTURAL (ELEVATED SLAB AT LEVEL 2 AND 3)	16. PREFINISHED ALUMINUM COLUMN COVER, TYPICAL
7. PROVIDE BLOCKING AT ALL WALL HUNG ACCESSORIES, EQUIPMENT, HUDDLEBOARD TRACKS, UPPER CABINETS AND ALL MISC. ITEMS NOTED N.I.C.	8. PATCH ALL EXISTING CEILING, FLOOR AND WALL SURFACES TO REMAIN AS REQUIRED (PROVIDE SMOOTH AND LEVEL SURFACES) TO RECEIVE NEW FINISHES.	4. INFILL CONCRETE SLAB ON GRADE - REFER TO UNDERGROUND PLUMBING PLANS FOR DEMOLITION AND PATCHING OF EXISTING CONCRETE SLAB ON GRADE	17. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO WALL)
9. REFER TO UNDERGROUND PLUMBING DEMOLITION PLANS FOR DEMOLITION AND PATCHING OF CONCRETE FLOOR SLAB.	10. PREPARE SUBSURFACE AS REQUIRED FOR NEW FLOORING FINISH. PATCH FLOOR AT AREAS OF REMOVAL.	5. FIRE EXTINGUISHER CABINET	18. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO FLOOR)
11. ALL OUTSIDE GYPSUM BOARD CORNERS TO HAVE CORNER GUARDS (FULL HEIGHT) U.N.O.		6. DISPLAY MONITOR - REFER TO ELECTRICAL	19. DASHED LINE INDICATES EXPANSION JOINT COVER (FLOOR TO FLOOR)
		7. WALL MOUNTED PROJECTOR ABOVE - REFER TO ELECTRICAL	20. LIVING WALL
		8. CEILING MOUNTED PROJECTION SCREEN - SEE RCP	21. MARKERBOARD
		9. DISPLAY MONITOR - REFER TO ELECTRICAL	22. RECESSED TACKBOARD, 3'-0"W X 4'-0"H
		10. ANY CONTROLS - REFER TO INTERIOR ELEVATIONS AND ELECTRICAL	23. PERFORATED METAL PANEL GUARDRAIL WITH ALUMINUM FRAME
		11. CLOCK/INTERCOM - REFER TO ELECTRICAL	24. GLASS GUARDRAIL WITH ALUMINUM FRAME
		12. CONTINUOUS HUDDLE BOARD TRACK	25. LEARN WALL CASEWORK
		13. MODULAR CASEWORK	26. MODULAR SCIENCE LAB CASEWORK - WOOD CABINETS WITH EPOXY RESIN COUNTERTOPS
		14. MILLWORK	27. EMERGENCY EYEWASH/SHOWER
		15A. MILLWORK - WOOD FRAMED OPENING WITH BUTT GLAZING IN GLAZING CHANNELS	28. SLIDING MARKER BOARD, REFER TO ENLARGED PLANS AND INTERIOR ELEVATIONS
		15B. MILLWORK - PAINTED CORKBOARD WALLCOVERING WITH WOOD TRIM, RECESSED	29. (2) 4'-0"W X 8'-0"H SLIDING MARKER SURFACE WALLS ON CEILING TRACK
			30. FOLDING PARTITION - MODERNFOLD ENCORE (STC 56) WITH FULL HEIGHT MARKERBOARD FINISH BOTH SIDES



ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017
REV DESCRIPTION DATE

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

LEVEL 02 FLOOR PLAN - AREA R

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

A2.2R

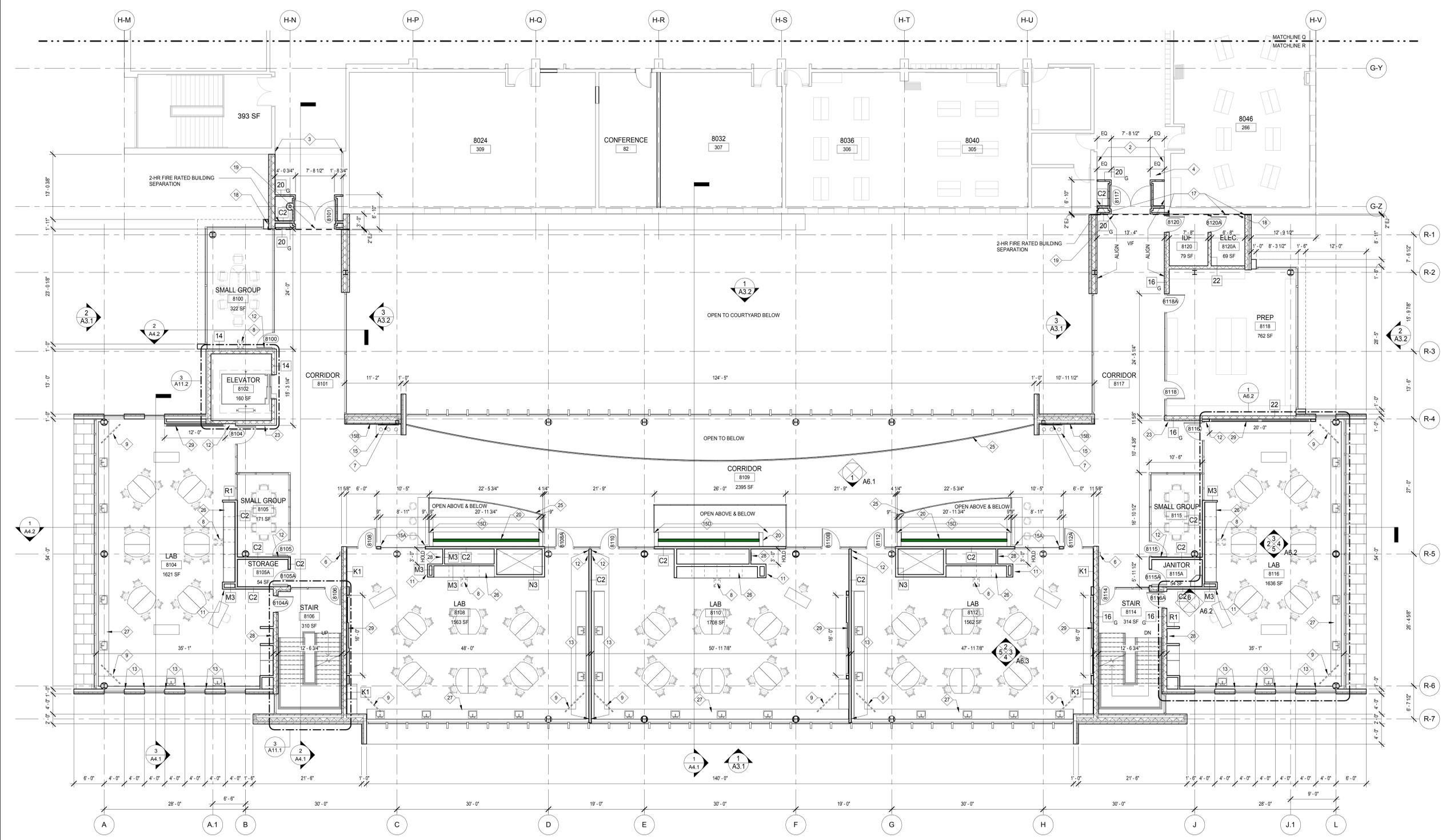
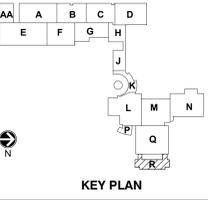
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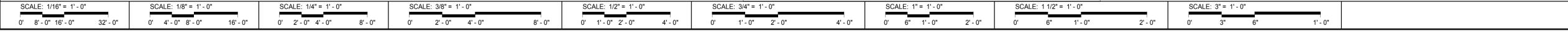
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1 LEVEL 03 FLOOR PLAN - AREA R
A2.3R SCALE: 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN		FLOOR PLAN KEY NOTES	
1. REFER TO SHEET G0.1 FOR LIST OF TYPICAL ABBREVIATIONS AND TYPICAL ARCHITECTURAL GRAPHIC LEGENDS AND SYMBOLS.		1. PATCH MASONRY TO MATCH ADJACENT WHERE STOREFRONT REMOVED	15C. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER.
2. REFER TO SHEET G0.1 FOR TYPICAL MOUNTING HEIGHTS.		2. PATCH MASONRY TO MATCH ADJACENT WHERE CURTAIN WALL REMOVED	15D. MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER BASE TO CONTAIN WATER COLLECTION FOR LIVING WALL. SIDE CHANNEL FOR VERTICAL LIGHTING
3. DIMENSIONS ARE FROM FACE OF WALL TO FACE OF WALL (i.e. FACE OF GYPSUM BOARD OR MASONRY), FROM FACE OF EXISTING CONDITION OR FROM COLUMN CENTERLINE, UNLESS NOTED OTHERWISE.		3. PATCH MASONRY WHERE WALL (CABINET UNIT HEATER) REMOVED	16. PREFINISHED ALUMINUM COLUMN COVER. TYPICAL
4. OPENING DIMENSIONS ARE FROM FACE OF WALL TO OUTSIDE OF FRAME.		4. CONCRETE SLAB ON GRADE - REFER TO STRUCTURAL (ELEVATED SLAB AT LEVEL 2 AND 3)	17. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO WALL)
5. PATCH TO MATCH EXISTING PER SPEC SECTION 01 3520 ALTERATION PROJECT PROCEDURES.		5. INFILL CONCRETE SLAB ON GRADE - REFER TO UNDERGROUND PLUMBING PLANS FOR DEMOLITION AND PATCHING OF EXISTING CONCRETE SLAB ON GRADE	18. DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO FLOOR)
6. IF OPENING IS NOT DIMENSIONED, OUTSIDE FACE OF FRAME TO BE LOCATED 4" FROM ADJACENT PARTITION.		6. FIRE EXTINGUISHER CABINET	19. DASHED LINE INDICATES EXPANSION JOINT COVER (FLOOR TO FLOOR)
7. PROVIDE BLOCKING AT ALL WALL HUNG ACCESSORIES, EQUIPMENT, HUDDLEBOARD TRACKS, UPPER CABINETS AND ALL MISC. ITEMS NOTED N.I.C.		7. DISPLAY MONITOR - REFER TO ELECTRICAL	20. LIVING WALL
8. PATCH ALL EXISTING CEILING, FLOOR AND WALL SURFACES TO REMAIN AS REQUIRED (PROVIDE SMOOTH AND LEVEL SURFACES) TO RECEIVE NEW FINISHES.		8. WALL MOUNTED PROJECTOR ABOVE - REFER TO ELECTRICAL	21. MARKERBOARD
9. REFER TO UNDERGROUND PLUMBING DEMOLITION PLANS FOR DEMOLITION AND PATCHING OF CONCRETE FLOOR SLAB.		9. CEILING MOUNTED PROJECTION SCREEN - SEE RCP	22. RECESSED TACKBOARD, 3'-0" W X 4'-0" H
10. PREPARE SUBSURFACE AS REQUIRED FOR NEW FLOORING FINISH. PATCH FLOOR AT AREAS OF REMOVAL.		10. DISPLAY MONITOR - REFER TO ELECTRICAL	23. PERFORATED METAL PANEL GUARDRAIL WITH ALUMINUM FRAME
11. ALL OUTSIDE GYPSUM BOARD CORNERS TO HAVE CORNER GUARDS (FULL HEIGHT) U.N.O.		11. ANY CONTROLS - REFER TO INTERIOR ELEVATIONS AND ELECTRICAL	24. GLASS GUARDRAIL WITH ALUMINUM FRAME
		12. CLOCK/INTERCOM - REFER TO ELECTRICAL	25. LEARN WALL CASEWORK
		13. CONTINUOUS HUDDLE BOARD TRACK	26. MODULAR SCIENCE LAB CASEWORK - WOOD CABINETS WITH EPOXY RESIN COUNTERTOPS
		14. MODULAR CASEWORK	27. EMERGENCY EYEWASH/SHOWER
		15. MILLWORK	28. SLIDING MARKER BOARD, REFER TO ENLARGED PLANS AND INTERIOR ELEVATIONS
		15A. MILLWORK - WOOD FRAMED OPENING WITH BUTT GLAZING IN GLAZING CHANNELS	29. (2) 4'-0" W X 8'-0" H SLIDING MARKER SURFACE WALLS ON CEILING TRACK
		15B. MILLWORK - PAINTED CORKBOARD WALLCOVERING WITH WOOD TRIM, RECESSED	30. FOLDING PARTITION - MODERNFOLD ENCORE (STC 56) WITH FULL HEIGHT MARKERBOARD FINISH BOTH SIDES
			31. FOLDING PARTITION - MODERNFOLD ENCORE (STC 56) WITH FULL HEIGHT MARKERBOARD FINISH BOTH SIDES



ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017
REV DESCRIPTION DATE

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

LEVEL 03 FLOOR PLAN - AREA R

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

A2.3R

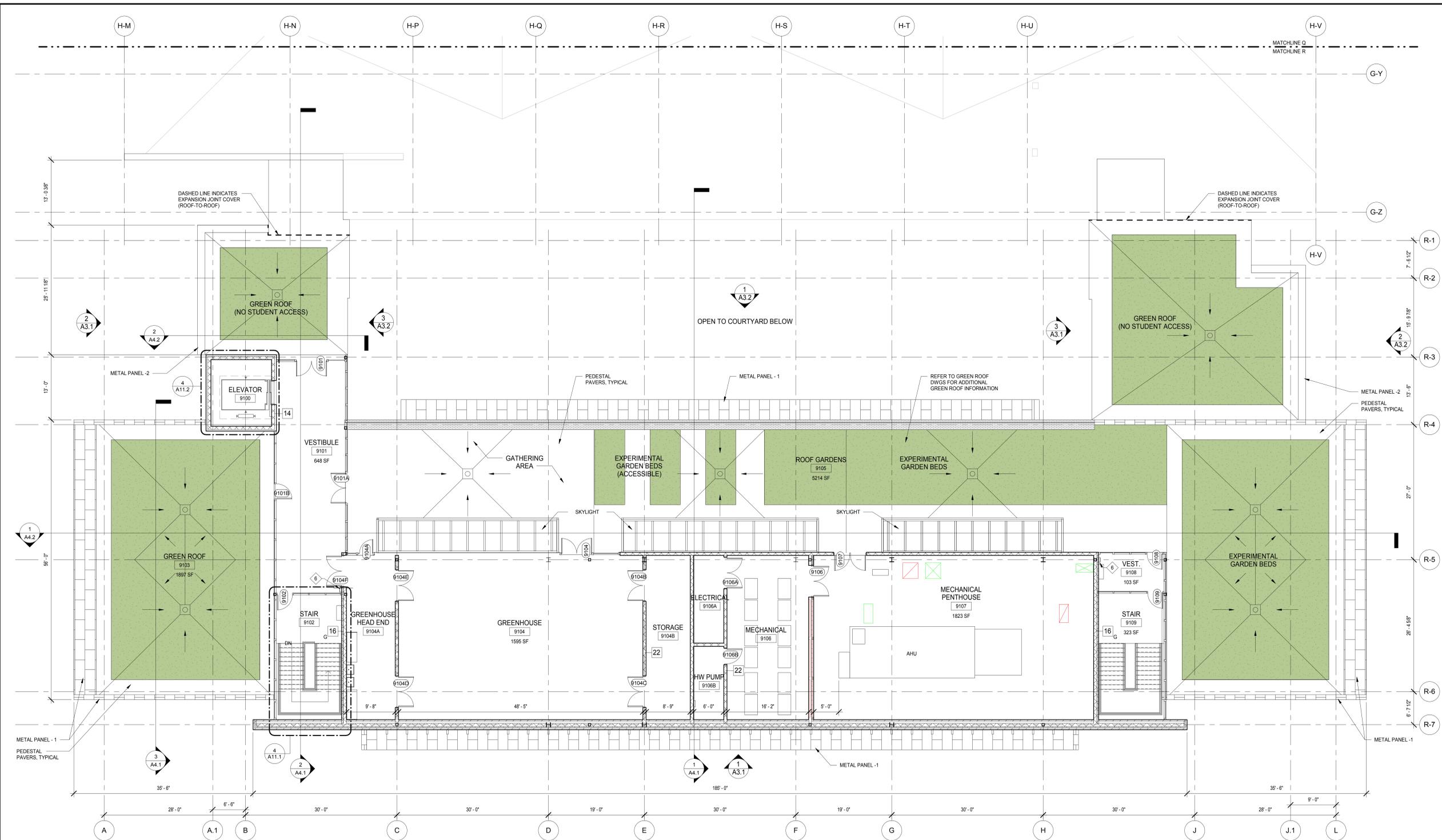
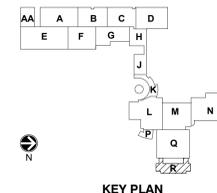
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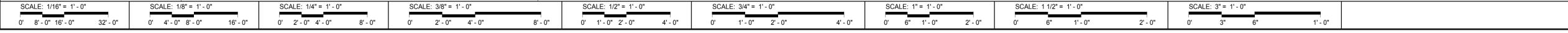
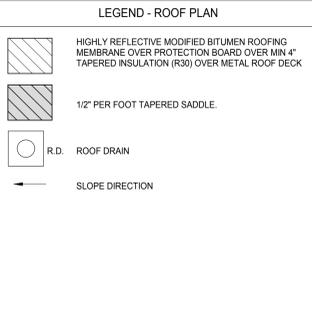
1 LEVEL 04 FLOOR PLAN - AREA R
A2.4R SCALE: 1/8" = 1'-0"

- GENERAL NOTES - FLOOR PLAN**
- REFER TO SHEET G0.1 FOR LIST OF TYPICAL ABBREVIATIONS AND TYPICAL ARCHITECTURAL GRAPHIC LEGENDS AND SYMBOLS.
 - REFER TO SHEET G0.1 FOR TYPICAL MOUNTING HEIGHTS.
 - DIMENSIONS ARE FROM FACE OF WALL TO FACE OF WALL (i.e. FACE OF GYPSUM BOARD OR MASONRY), FROM FACE OF EXISTING CONDITION OR FROM COLUMN CENTERLINE, UNLESS NOTED OTHERWISE.
 - OPENING DIMENSIONS ARE FROM FACE OF WALL TO OUTSIDE OF FRAME.
 - PATCH TO MATCH EXISTING PER SPEC SECTION 01 3520 ALTERATION PROJECT PROCEDURES.
 - IF OPENING IS NOT DIMENSIONED, OUTSIDE FACE OF FRAME TO BE LOCATED 4" FROM ADJACENT PARTITION.
 - PROVIDE BLOCKING AT ALL WALL HUNG ACCESSORIES, EQUIPMENT, HUBLEBOARD TRACKS, UPPER CABINETS AND ALL MISC. ITEMS NOTED N.I.C.
 - PATCH ALL EXISTING CEILING, FLOOR AND WALL SURFACES TO REMAIN AS REQUIRED (PROVIDE SMOOTH AND LEVEL SURFACES) TO RECEIVE NEW FINISHES.
 - REFER TO UNDERGROUND PLUMBING DEMOLITION PLANS FOR DEMOLITION AND PATCHING OF CONCRETE FLOOR SLAB.
 - PREPARE SUBSURFACE AS REQUIRED FOR NEW FLOORING FINISH. PATCH FLOOR AT AREAS OF REMOVAL.
 - ALL OUTSIDE GYPSUM BOARD CORNERS TO HAVE CORNER GUARDS (FULL HEIGHT) U.N.O.

- FLOOR PLAN KEY NOTES**
- PATCH MASONRY TO MATCH ADJACENT WHERE STOREFRONT REMOVED
 - PATCH MASONRY TO MATCH ADJACENT WHERE CURTAIN WALL REMOVED
 - PATCH MASONRY WHERE WALL (CABINET UNIT HEATER) REMOVED
 - CONCRETE SLAB ON GRADE - REFER TO STRUCTURAL (ELEVATED SLAB AT LEVEL 2 AND 3)
 - INFILL CONCRETE SLAB ON GRADE - REFER TO UNDERGROUND PLUMBING PLANS FOR DEMOLITION AND PATCHING OF EXISTING CONCRETE SLAB ON GRADE
 - FIRE EXTINGUISHER CABINET
 - DISPLAY MONITOR - REFER TO ELECTRICAL
 - WALL MOUNTED PROJECTOR ABOVE - REFER TO ELECTRICAL
 - CEILING MOUNTED PROJECTION SCREEN - SEE RCP
 - DISPLAY MONITOR - REFER TO ELECTRICAL
 - AV CONTROLS - REFER TO INTERIOR ELEVATIONS AND ELECTRICAL
 - CLOCK/INTERCOM - REFER TO INTERIOR ELEVATIONS AND ELECTRICAL
 - CONTINUOUS HUBLEBOARD TRACK
 - MODULAR CASEWORK
 - MILLWORK
 - MILLWORK - WOOD FRAMED OPENING WITH BUTT GLAZING IN GLAZING CHANNELS
 - MILLWORK - PAINTED CORKBOARD WALLCOVERING WITH WOOD TRIM, RECESSED

- MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER.
- MILLWORK - WOOD FRAMED OPENING WITH CORIAN/SOLID SURFACE LINER BASE TO CONTAIN WATER COLLECTION FOR LIVING WALL, SIDE CHANNEL FOR VERTICAL LIGHTING
- PREFINISHED ALUMINUM COLUMN COVER, TYPICAL
- DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO WALL)
- DASHED LINE INDICATES EXPANSION JOINT COVER (WALL TO FLOOR)
- DASHED LINE INDICATES EXPANSION JOINT COVER (FLOOR TO FLOOR)
- LIVING WALL
- MARKERBOARD
- RECESSED TACKBOARD, 3'-0" X 4'-0"
- PERFORATED METAL PANEL GUARDRAIL WITH ALUMINUM FRAME
- GLASS GUARDRAIL WITH ALUMINUM FRAME
- LEARN WALL CASEWORK
- MODULAR SCIENCE LAB CASEWORK - WOOD CABINETS WITH EPOXY RESIN COUNTERTOPS
- EMERGENCY EYEWASH/SHOWER
- SLIDING MARKER BOARD, REFER TO ENLARGED PLANS AND INTERIOR ELEVATIONS
- MILLWORK
- (2) 4'-0" X 8'-0" H SLIDING MARKER SURFACE WALLS ON CEILING TRACK
- FOLDING PARTITION - MODERNFOLD ENCORE (STC 56) WITH FULL HEIGHT MARKERBOARD FINISH BOTH SIDES

- GENERAL NOTES - ROOF PLAN**
- TAPERED INSULATION TO BE 1/4" PER FOOT MINIMUM UNLESS NOTED OTHERWISE. PROVIDED TAPERED INSULATION SADDLES AS REQUIRED FOR POSITIVE DRAINAGE.
 - PATCH AND FLASH EXISTING ROOF SYSTEM AS REQUIRED.
 - REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING FOR EXISTING ROOF PENETRATIONS.
 - ALL ROOFING INSTALLATIONS TO COMPLY WITH NRCA, SMACNA, AND MANUFACTURER'S STANDARDS.
 - REMOVAL OF EXISTING ROOFING SYSTEMS FOR ROOF PENETRATIONS IS INTENDED TO INCLUDE EXISTING FLASHINGS, SEALANTS, AND OTHER ASSOCIATED ACCESSORIES.



ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017
REV DESCRIPTION DATE

EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

LEVEL 04 FLOOR PLAN - AREA R

Project Number:
02-5487-06
Drawn By:
Author
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A2.4R

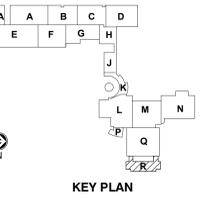
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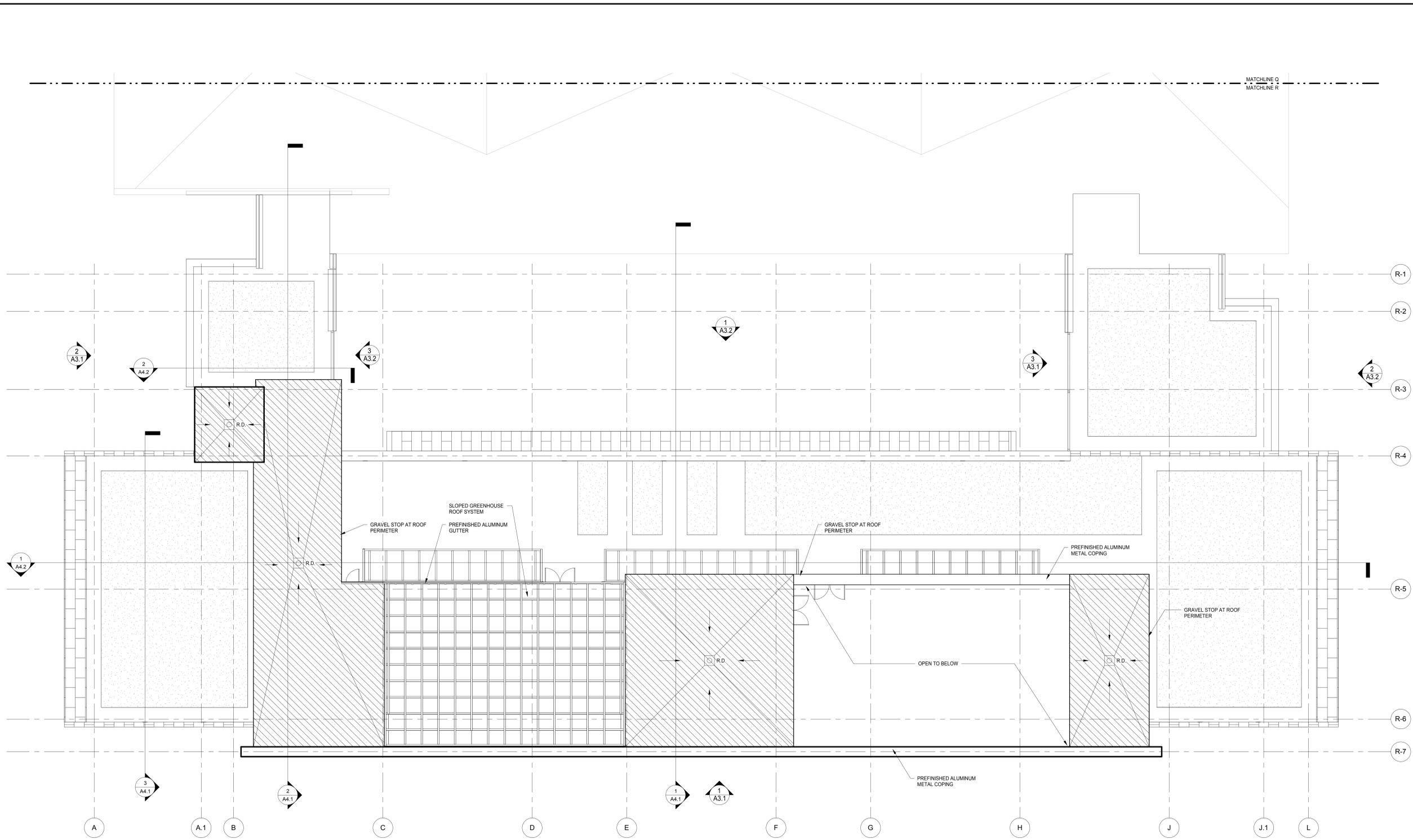
EAST BUILDING ADDITION

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

ROOF PLAN - AREA R

Project Number:
02-5487-06
Drawn By:
Author
Sheet:

A2.5R



1 ROOF PLAN - AREA R
A2.5R SCALE: 1/8" = 1'-0"



- GENERAL NOTES - ROOF PLAN**
- TAPERED INSULATION TO BE 1/4" PER FOOT MINIMUM UNLESS NOTED OTHERWISE. PROVIDED TAPERED INSULATION SADDLES AS REQUIRED FOR POSITIVE DRAINAGE.
 - PATCH AND FLASH EXISTING ROOF SYSTEM AS REQUIRED.
 - REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING FOR EXISTING ROOF PENETRATIONS.
 - ALL ROOFING INSTALLATIONS TO COMPLY WITH NRCA, SMACNA, AND MANUFACTURER'S STANDARDS.
 - REMOVAL OF EXISTING ROOFING SYSTEMS FOR ROOF PENETRATIONS IS INTENDED TO INCLUDE EXISTING FLASHINGS, SEALANTS, AND OTHER ASSOCIATED ACCESSORIES.

LEGEND - ROOF PLAN

	HIGHLY REFLECTIVE MODIFIED BITUMEN ROOFING MEMBRANE OVER PROTECTION BOARD OVER MIN 4" TAPERED INSULATION (R30) OVER METAL ROOF DECK
	1/2" PER FOOT TAPERED SADDLE.
	R.D. ROOF DRAIN
	SLOPE DIRECTION

SCALE: 1/16" = 1'-0" 0' 8'-0" 16'-0" 32'-0"	SCALE: 1/8" = 1'-0" 0' 4'-0" 8'-0" 16'-0"	SCALE: 1/4" = 1'-0" 0' 2'-0" 4'-0" 8'-0"	SCALE: 3/8" = 1'-0" 0' 2'-0" 4'-0" 8'-0"	SCALE: 1/2" = 1'-0" 0' 1'-0" 2'-0" 4'-0"	SCALE: 3/4" = 1'-0" 0' 1'-0" 2'-0" 4'-0"	SCALE: 1" = 1'-0" 0' 6"-0" 1'-0" 2'-0"	SCALE: 1 1/2" = 1'-0" 0' 6"-0" 1'-0" 2'-0"	SCALE: 3" = 1'-0" 0' 3"-0" 6"-0" 1'-0"
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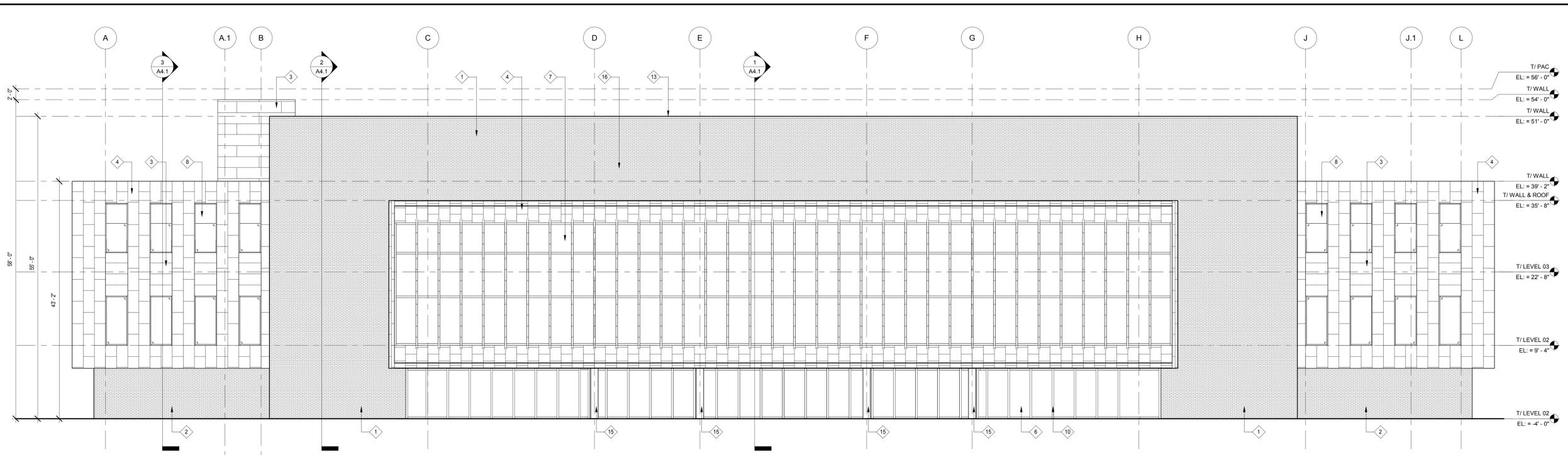
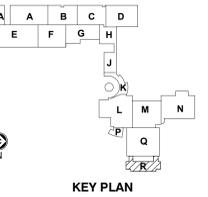
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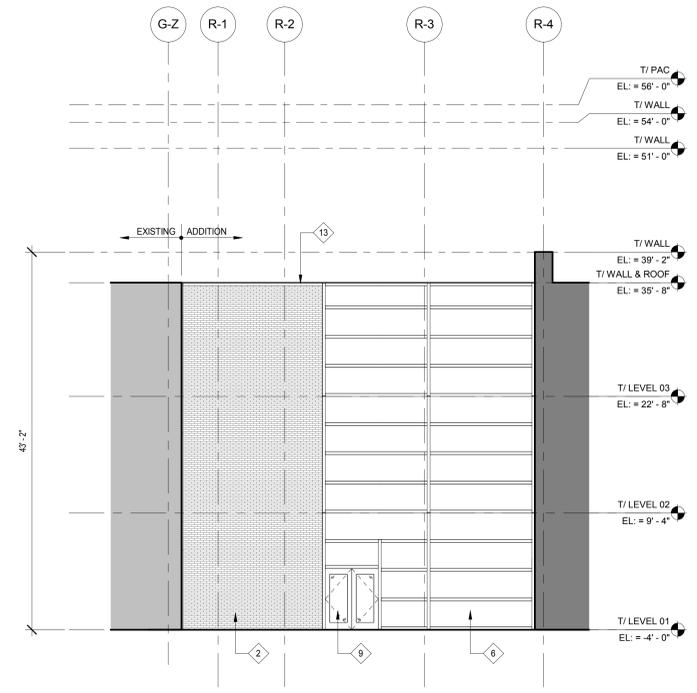
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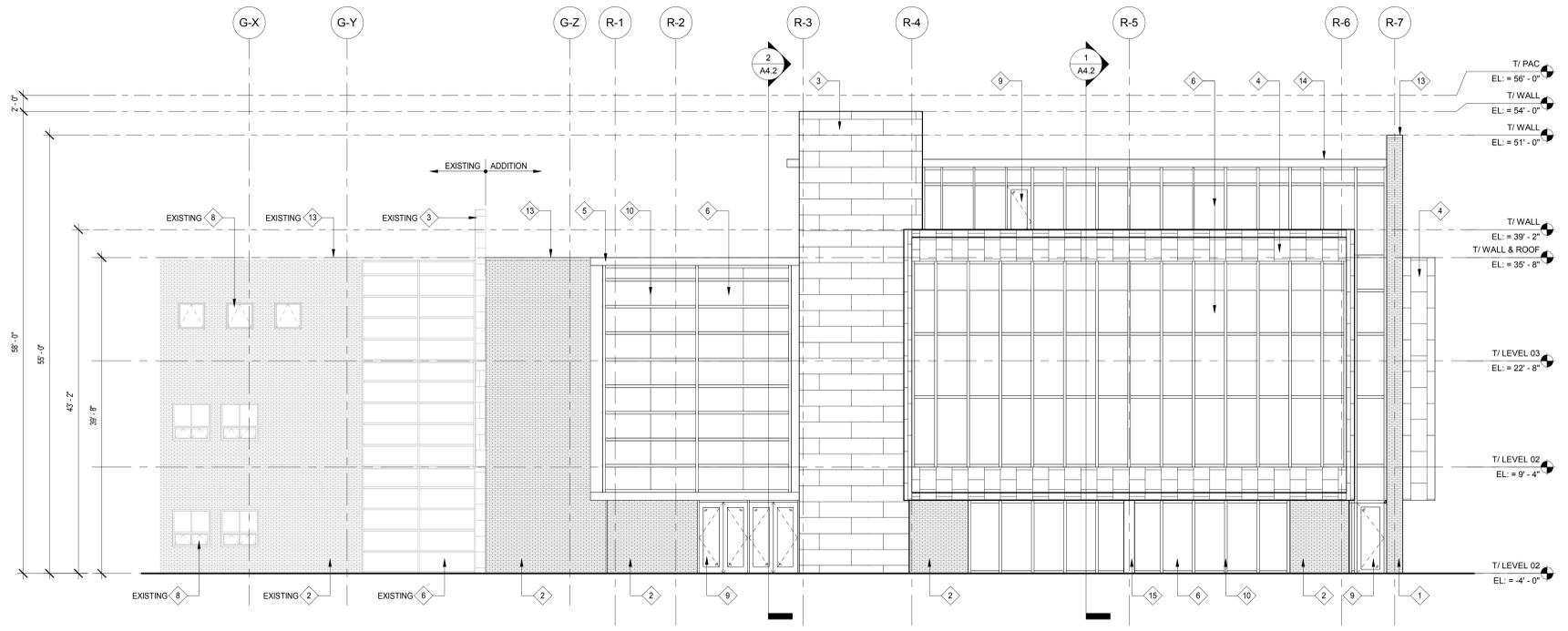
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Darien, IL 60561
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1 EAST ELEVATION
A3.1 SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION - COURTYARD
A3.1 SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
A3.1 SCALE: 1/8" = 1'-0"

ELEVATION KEY NOTES

- 1 FACE BRICK 1 - UTILITY 3 5/8" x 3 5/8" x 11 5/8" TO MATCH EXISTING ADJACENT EAST ELEVATION
- 2 FACE BRICK 2 - UTILITY 3 5/8" x 3 5/8" x 11 5/8" TO MATCH EXISTING ADJACENT SOUTH ELEVATION
- 3 PRE-PATINATED COPPER WALL PANEL W/ COMMON LOCK SEAMS
- 4 METAL WALL PANEL SYSTEM 1 -
- 5 METAL WALL PANEL SYSTEM 2 -
- 6 CLEAR ANODIZED ALUMINUM CURTAIN WALL W/ 1" INSULATED CLEAR GLAZING (LOW E)
- 7 CLEAR ANODIZED ALUMINUM CURTAIN WALL W/ 1" INSULATED CLEAR GLAZING (LOW E) AND PRE-PATINATED COPPER VERTICAL FINS
- 8 CLEAR ANODIZED ALUMINUM WINDOW W/ 1" INSULATED CLEAR GLAZING (LOW E)
- 9 CLEAR ANODIZED ALUMINUM DOORS W/ 1" INSULATED CLEAR GLAZING (LOW E)
- 10 VERTICAL BUTT GLAZED GLAZING AT CURTAIN WALL
- 11 GREEN HOUSE W/ CLEAR GLAZING
- 12 CLEAR ANODIZED ALUMINUM SKYLIGHT W/ 1" INSULATED CLEAR GLAZING (LOW E)
- 13 ALUMINUM COPING/GRAVEL STOP
- 14 METAL PANEL FASCIA
- 15 ALUMINUM COLUMN COVERS
- 16 ARCHITECTURAL LOUVER

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD PRICING 03.13.2017
VILLAGE DRT SUBMITTAL 02.17.2017
REV DESCRIPTION DATE

EAST BUILDING ADDITION

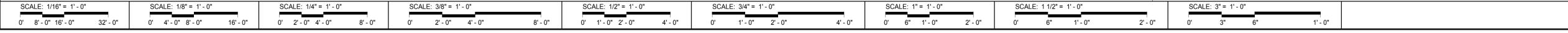
1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

EXTERIOR ELEVATIONS

Project Number:
02-5487-06
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Author
Sheet:

A3.1

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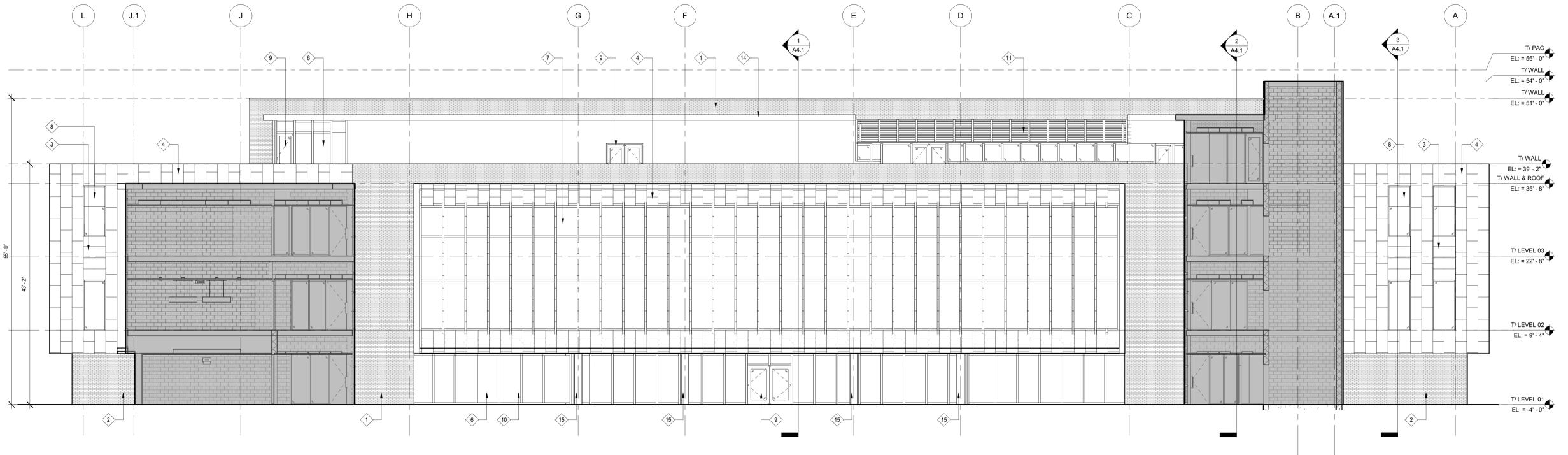
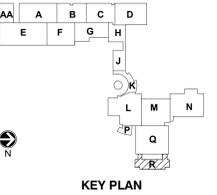




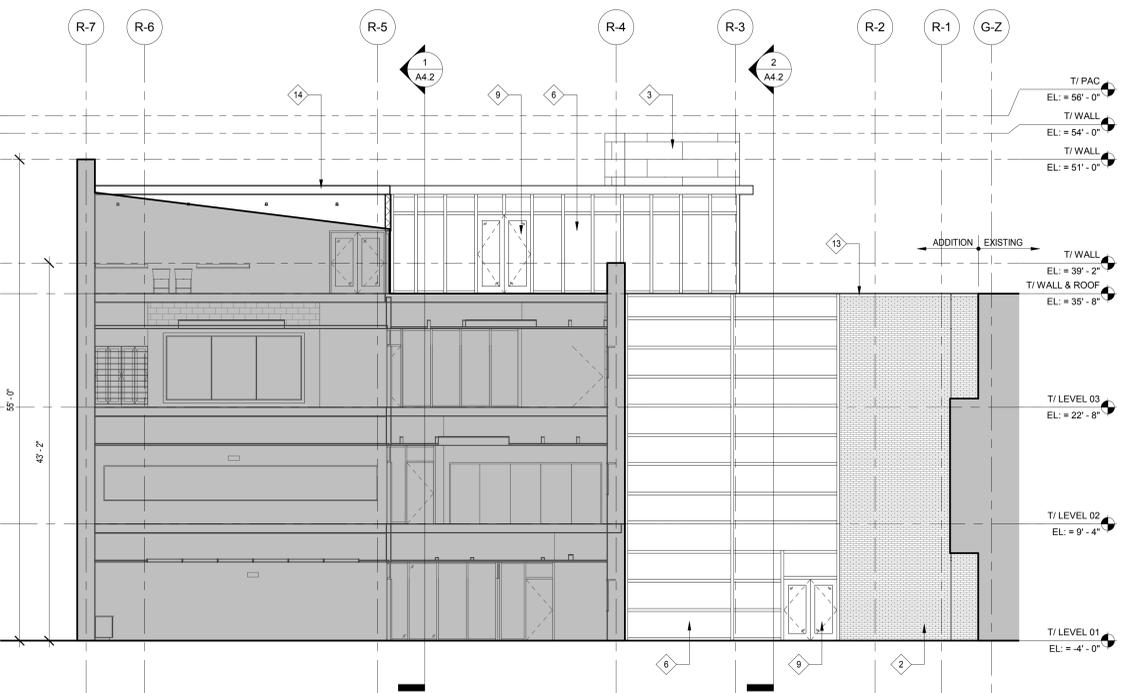
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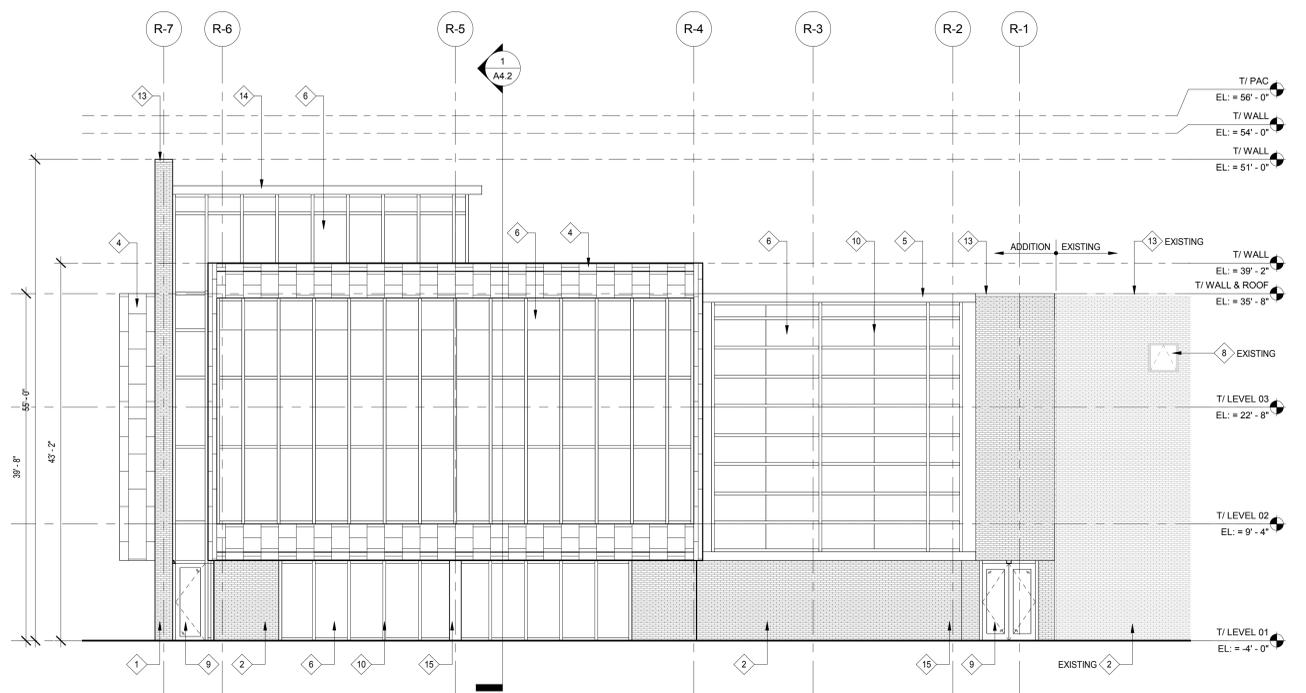
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Darien, IL 60561
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1 WEST ELEVATION - COURTYARD
A3.2 SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION - COURTYARD
A3.2 SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION
A3.2 SCALE: 1/8" = 1'-0"

ELEVATION KEY NOTES

- 1 FACE BRICK 1 - UTILITY 3 5/8" x 3 5/8" x 11 5/8" TO MATCH EXISTING ADJACENT EAST ELEVATION
- 2 FACE BRICK 2 - UTILITY 3 5/8" x 3 5/8" x 11 5/8" TO MATCH EXISTING ADJACENT SOUTH ELEVATION
- 3 PRE-PATINATED COPPER WALL PANEL W/ COMMON LOCK SEAMS
- 4 METAL WALL PANEL SYSTEM 1 -
- 5 METAL WALL PANEL SYSTEM 2 -
- 6 CLEAR ANODIZED ALUMINUM CURTAIN WALL W/ 1" INSULATED CLEAR GLAZING (LOW E)
- 7 CLEAR ANODIZED ALUMINUM CURTAIN WALL W/ 1" INSULATED CLEAR GLAZING (LOW E) AND PRE-PATINATED COPPER VERTICAL FINS
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- 13 ALUMINUM COPING/GRAVEL STOP
- 14 METAL PANEL FASCIA
- 15 ALUMINUM COLUMN COVERS
- 16 ARCHITECTURAL LOUVER

ZONING BOARD SUBMITTAL (DRAFT) 03.27.2017
ISSUED FOR DD 03.13.2017
ISSUED FOR DD PRICING 02.17.2017
VILLAGE DRT SUBMITTAL 02.06.2017

EAST BUILDING ADDITION

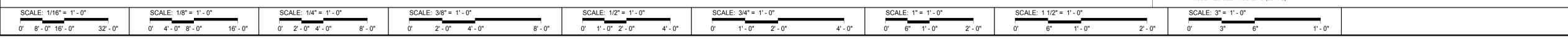
1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

EXTERIOR ELEVATIONS

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02-5487-06
Drawn By:
Author
Sheet:

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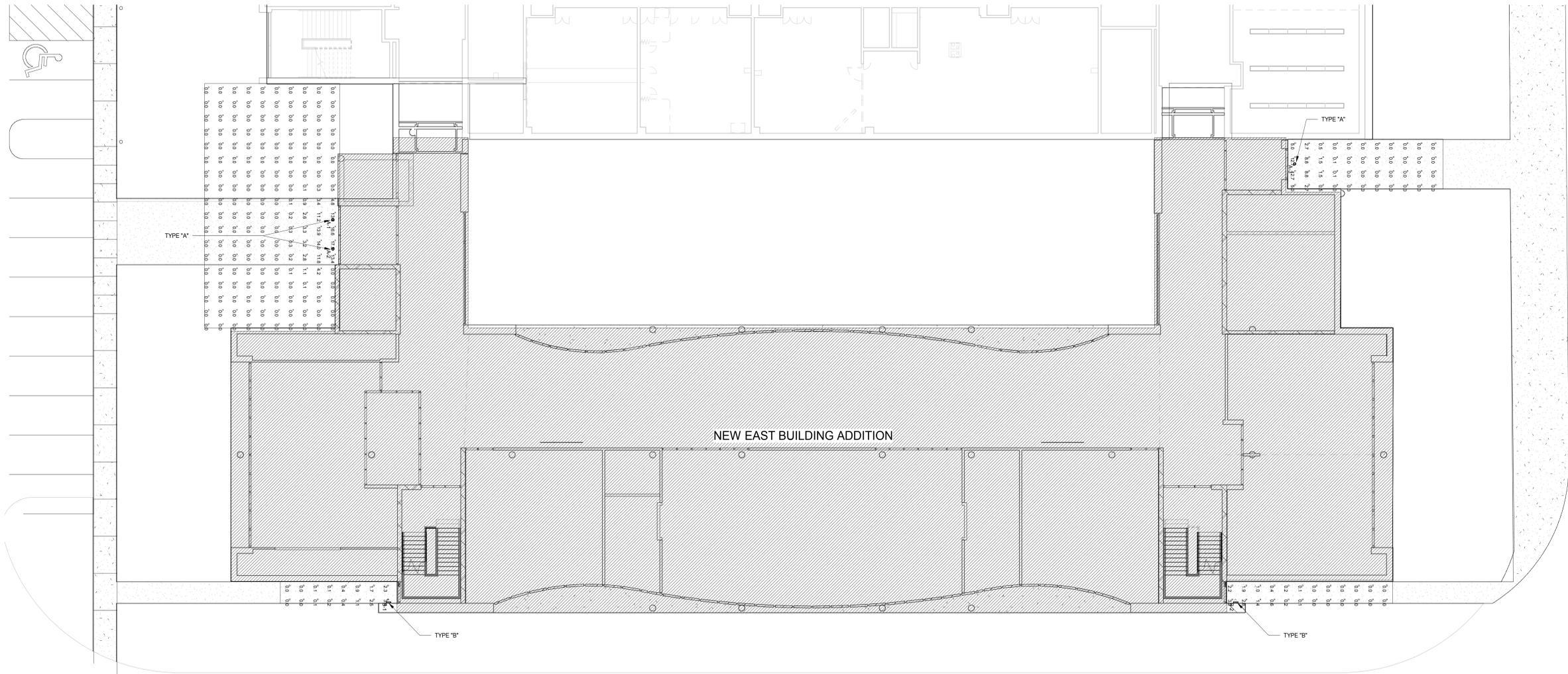




Owner

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1 PARTIAL ELECTRICAL SITE LIGHTING PLAN

E0.2R SCALE: 1" = 10'-0"

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	A	3	Gotham Architectural Lighting	EVO 30/10 6AR MD LD	3000K, 1000LM, CRI80, 6IN CLEAR, MED DIST, MATTE DIFFUSE	LED	1	EVO_30_10_6AR_MD_LD.i es	914	0.95	11.75
	B	2	BEGA-US	22 380	CAST ALUMINUM HOUSING, FROSTED GLASS ENCLOSURE.	TEN WHITE LEDS	1	22380.IES	465	0.95	14.3

Luminaire Locations						Statistics						
No.	Label	X	Y	MH	Orientation	Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
						Calc Zone #1	+	0.8 fc	17.5 fc	0.0 fc	N/A	N/A
						Calc Zone #2	◇	0.8 fc	3.4 fc	0.0 fc	N/A	N/A
						Calc Zone #3	□	0.6 fc	3.3 fc	0.0 fc	N/A	N/A
						Calc Zone #4	□	1.4 fc	12.7 fc	0.0 fc	N/A	N/A
1	A	607.70	165.60	9.00	0.00							
2	A	614.00	165.60	9.00	0.00							
3	A	595.70	370.90	9.00	0.00							
1	B	690.10	177.50	9.00	270.00							
2	B	690.10	358.30	9.00	270.00							

ZONING BOARD SUBMITTAL (DRAFT) 03/27/2017
REV DESCRIPTION DATE

AESHS EAST BUILDING ADDITION

XXX
XXX

PARTIAL ELECTRICAL SITE LIGHTING PLAN

Project Number:
10-5461-01
Drawn By:
Author
Sheet:

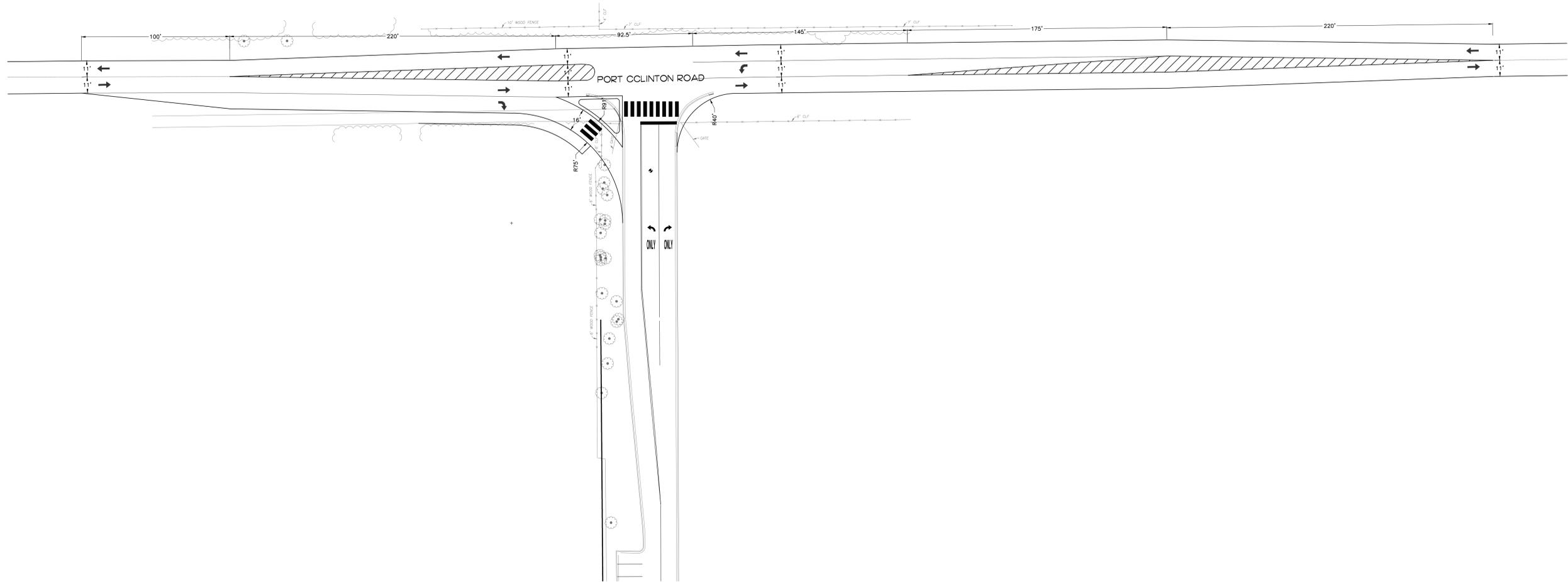
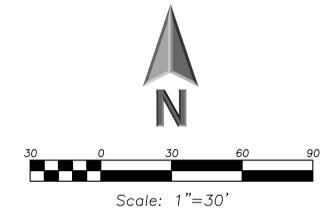
E0.2R





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ENGINEERING
ASSOCIATES, LTD.**

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EXPIRES: 04/30/2017



**ALDAI E. STEVENSON
HIGH SCHOOL**
PORT CLINTON ROAD INTERSECTION IMPROVEMENTS
1 Stevenson Drive
Lincolnshire, Illinois

Reserved for Seal:

Expiration Date: _____

No.	Date	Description

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Design By: _____ Date: 03/09/17

Checked By: GD Project No. _____

Sheet Title:

**PORT CLINTON WIDENING
SITE GEOMETRY
PLAN**

Sheet No:

CX100

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Plotted: 3/09/17 @ 1:24pm By: gzieger

Adlai E. Stevenson High School

Community Forum (East Addition)

January 19, 2017, 6:00 pm

Attendees:

- Board: Bruce Lubin, Terry Moons, David Weisberg
- Administration: Sean Carney, Eric Twadell
- Community & Guests: Donald Axelrod (23201 N. Hotz), Adrian & Susan Aldrich (23306 Indian Creek), Howard Yefsky (23260 N. Hotz), Tracy & Raymond Moffat (23223 N. Hotz), David Dowd (Long Grove), Remi Granicznny (23153 N. Hotz), Pavel & Alla Shvartsman (5 Hotchkiss Ct.) George Draeger (Erikson Engineering), Rick Dewar (Wight), Kevin Havens (Wight), David Powell (Wight), Wendy Watts (Wight), Jarlath Lynch (Gilbane), Jeff Masters (Gilbane), Ronnie Wachter (Pioner Press),

- I. Call to Order
- II. Review of master planning process, enrollment projections, need for expansion, different options considered, and final decision by Sean Carney.
- III. Kevin Havens (Wight) described the goals of the project including, new learning spaces and net zero energy building. A tentative view of each of the floors was shown to the public, including a green roof. Discussion ensued regarding the desire of the District to reduce any noise or light pollution.
- IV. Questions and Answer Session
 - a) One resident expressed concern about lights shining into household from the stadium as well as traffic rounding the bend by the active courts. He expressed disappointment from promises made by Dr. DuFour in regards to landscaping along the eastern most property line. Sean Carney stated he will work with the resident, as well as neighbors, to remove dead tress and brush and replant with new landscaping to provide more privacy.
 - b) Several residents, including Debra Croft via email, expressed major safety concerns for students being dropped off and picked up along Hotz Rd. Several options were suggested to remedy the situation. Stevenson officials will work with Village and County to address the issue.
 - c) David Dowd expressed his frustration about the project as the original east building addition (1994) was supposed to have the capacity to house 4,500 students. In addition, he is frustrated with property taxes in Long Grove and how no one wants to move into the area. Dr. Twadell discussed the need for various renovations over the years to transform classrooms into more effective teaching spaces and Mr. Carney stated the District has abated \$26 Million to taxpayers over the last 10 years to ease the burden.

- d) A resident asked if the new East Addition would be connected to the existing building on the 3rd floor. Yes.
- e) A question was asked about the hours of construction. Jeff Masters responded that nothing would start before village requirements (7 am during the week and 8:00 am on Saturday). Mr. Graniczny expressed a concern that last summer dumpsters were being picked up on Saturday morning at 5:00 am. Gilbane will ensure this isn't the case. In addition, a question was asked about construction traffic into and out of the campus.
- f) Another resident asked about the effect of increasing enrollment on lunch periods. There will be no effect.
- g) Final question came from Board Member David Weisberg, who wanted to know if we (Stevenson) are being good neighbors. The residents all responded in the affirmative. However, they expressed disappointment with parents who show little respect for property due east of the school during large events and drop off/pick up times.

V. Adjournment 7:23 pm

