Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
33 S. Arlington Heights Rd.
August 25, 2021
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Midwest Tattoo - 7/28/21

B. Hickory Kensington Apartments - 7/28/21

C. Budget 2022

IV.PUBLIC HEARINGS

A. Chapter 28 Text Amendments - PC#21-017

B. Ridgeline/Rohrman Development - 1100 & 1400 W. Dundee Rd. & 1510-1530 W. Dundee Rd. - PC#21-009
PUD Amendment, Plat of Subdivision, Comp Plan Amendment, Rezoning from B-3 to M-1

V. OTHER BUSINESS

VI.ADJOURNMENT

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Plan Commission
8/25/2021

Item: Midwest Tattoo - 7/28/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Midwest Tattoo - 7/28/21	Minutes

PLAN
COMMISSION

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

RE: MIDWEST TATTOO - 19 NORTH WILKE ROAD - PC #21-014
LAND USE VARIATION

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 28th day of July, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

SAM HUBBARD, Development Planner
JACOB SCHMIDT, Development Planner

CHAIRPERSON DAWSON: We're called to order. Okay, let's rise for the

Pledge of Allegiance.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, roll call for our attendance.

MR. SCHMIDT: Commissioner Cherwin.

(No response.)

MR. SCHMIDT: Commissioner Drost.

(No response.)

MR. SCHMIDT: Commissioner Ennes.

COMMISSIONER ENNES: Present.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. SCHMIDT: Commissioner Warskow.

(No response.)

MR. SCHMIDT: Chairwoman Dawson.

CHAIRPERSON DAWSON: Here.

All right, our first item on the agenda is approval of the minutes from the June 23rd meeting. We're in-person so we can -- oh, let the record reflect that Commissioner Warskow is here.

We're doing approval of the minutes for which she acted as Chair for me, thank you very much. We can do just a voice vote, right? All in favor?

COMMISSIONER GREEN: Well, a motion for approval. I'll make that motion.

CHAIRPERSON DAWSON: Motion for approval, thank you very much. Second?

COMMISSIONER LORENZINI: Second.

COMMISSIONER ENNES: Are we going to do all three?

CHAIRPERSON DAWSON: Can't we just do, we don't do them one at a time. We can just do them --

COMMISSIONER ENNES: Okay, can we do all three?

CHAIRPERSON DAWSON: There's actually five.

COMMISSIONER ENNES: Five, you're right.

CHAIRPERSON DAWSON: There's three from June 23rd and then there are two from June 9th. Do you want to do them one at a time, is that what you're saying?

COMMISSIONER ENNES: No.

CHAIRPERSON DAWSON: Okay, so a motion for all, okay, all right.

COMMISSIONER ENNES: I'll second that.

CHAIRPERSON DAWSON: Thank you.

All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

DRAFT

(No response.)

CHAIRPERSON DAWSON: All right, and I will abstain from the June 23rd, but I was here on I think June 9th but not, which one, no, I was not here on June 9th, but I was here on June 23rd; that's what it is.

Okay, all right. So, our first petition on the agenda is Midwest Tattoo. Petitioner is here? Yes, you can come on up.

Have all public notices been given?

MR. SCHMIDT: Yes, they have.

CHAIRPERSON DAWSON: All right, I need to swear you in. Will anybody else be testifying along with you on your behalf? Okay.

(Witness sworn.)

CHAIRPERSON DAWSON: All right, so if you could just state your name and spell your last name for us? Then if you have a presentation for us, you can begin.

MR. BARREIRO: My name is Hector, last name B as in boy, a-r-r-e-i-r-o. Should I say it again? My name is Hector, last name B as in boy, a-r-r-e-i-r-o. I am the owner of Midwest Tattoo Therapy. I am here for a land use variation.

Midwest Tattoo Therapy was established in 2020. I rented and leased the suite in Sage Elite Studios located in Kildeer. I am looking to relocate to expand for the higher demand of tattooing. I am also looking to bringing up up-and-coming artists such as apprentices that will be taught by myself and other well weathered artists.

The space use right now is a dental office which has four private rooms. These will be designated for each artist. Each room will have a sink. It's going to be remodeled to a tattoo shop but also make it appealing to everybody so there's not going to be like skulls or anything crazy like that. I'm looking to do something professional.

I run by appointment only which controls traffic, also controls a higher crowd of people gathering and whatnot, people waiting. There will be a walk-in availability also, if an artist is open and if it's a small tattoo. Only in that sense they can do a walk-in. If they prefer to wait a couple of hours, if one of us has an opening and whatnot, then they can choose to leave and then come back at a designated time to continue with the protocol of COVID-19 and all that.

I still want to follow the guidelines by everybody having a private room, everybody being certified. Everything will be sanitary, clean, with MadaCide. Thank you very much.

CHAIRPERSON DAWSON: All right, thank you. Okay, so do we have any conditions? Let me see. Yes, we do. So, have you reviewed the conditions to the proposal that were submitted by Staff?

MR. BARREIRO: Yes.

CHAIRPERSON DAWSON: Okay, do you have any, do you agree with them? Do you have any questions?

MR. BARREIRO: Everything is straight-forward. Everything that I had to do as far as the Health Department and all that, I did have to do in the location in Kildeer. So, I am well aware of that.

CHAIRPERSON DAWSON: Okay, so you agree to these conditions? You have no problem with the conditions?

MR. BARREIRO: Yes, I agree.

CHAIRPERSON DAWSON: Okay. All right, then who's on this? Jake, is it

you? Okay, I mean, you're making eye contact so I figure it was you. I should know that, right?

Go ahead with Staff presentation.

MR. SCHMIDT: Certainly.

The address of the subject property is 19 North Wilke Road, and the proposed use is a tattoo parlor. The subject site is zoned B-2 General Business District, and the requested action tonight is a land use variation to allow a tattoo parlor in the B-2 district. Tattoo parlors are not an expressly permitted use in any zoning district in the Village.

The subject site is designated as commercial in the Comprehensive Plan. The proposed use as a service institution is compatible with this designation. There are no variations required as part of this petition.

The subject property is located along Wilke Road just north of Campbell Street. It has two driveways on to Wilke Road, one on the north side and one on the south. It does not share cross access with the property immediately south.

The site is developed with 32 parking spaces and the site does meet code with respect to landscaping and screening, though it should be noted that a recent inspection as of yesterday by Staff identified declining landscape maintenance on the site. This will be addressed via the code enforcement process with the property owner if the issue persists.

Staff examined this proposal with respect to land use variation criteria. With respect to the first criteria, that the proposed use will not alter the essential character of the locality and is compatible with other uses, Staff notes that the proposed operation would be conducted wholly within the tenant space and would offer commercial services which is compatible with the character of the shopping center and the other uses within.

With respect to the second condition, that the plight of the owner is due to unique circumstances which may include the length of time the subject property has been vacant as zoned, Staff has done research into the property's history, identified the current tenant space is vacant and has been for at least six months.

With respect to the third criterion, that the proposed variation is in harmony with the spirit and intent of this chapter, tattoo parlors are not a typical commercial uses in the whole and would require a land use variation at any location in the Village due to not being expressly permitted.

With respect to the last criteria, that the variance requested is the minimum necessary to allow reasonable use of the property, Staff notes that, as mentioned, tattoo parlors are not an expressly permitted use at any location in the Village and that no other variations are requested as part of this petition, making it the minimum variance necessary. Bearing this in mind, Staff believes that the land use variation request is justified.

The floor plan as shown before you would feature four rooms for client services. It is 800 square feet in size and is identical to the existing layout which previously was used by a dentist.

With respect to traffic and parking, per the Staff analysis, a total of 25 spaces would be required per the mix of uses within the shopping center. The subject site is improved with 32 spaces, which results in a code-required parking surplus of seven spaces. No bicycle parking is required as part of this petition as the change in use does not result in an increase in vehicular parking. No traffic and parking study is required due to the square footage and location of the proposed tattoo parlor.

Staff has no concerns regarding traffic or parking from this site, though it should be noted since there are four rooms, there is potential for up to eight persons,

one customer and one artist per room at the facility during peak times which would result in functional parking exceeding the code-required parking of three spaces. If Midwest Tattoo did utilize eight spaces on the site, there would still be a surplus of two factoring in code-required parking for other uses. As such, Staff does not have concerns that there may be more vehicular parking than code requires.

Bearing this information in mind, the Staff Development Committee recommends approval of the application subject to two conditions: the first, relevant to the facility registering with the IDPH, Illinois Department of Health, as a body shop establishment and will need to submit to the Village a copy of the inspection, permit, and registration from the IDPH that this location is a body art establishment; the last being as standard, the Petitioner shall comply with all federal, state, and Village codes, regulations, and policies. This concludes my presentation.

CHAIRPERSON DAWSON: That concludes your report? All right, great.

So, Commissioners, do I have a motion to include the Staff report into the public record?

COMMISSIONER JENSEN: So moved.

COMMISSIONER SIGALOS: I'll make that motion.

CHAIRPERSON DAWSON: I got Commissioner Jensen on the motion.

COMMISSIONER SIGALOS: I'll second it.

CHAIRPERSON DAWSON: You've got a second. All right, all in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: Any abstentions?

(No response.)

CHAIRPERSON DAWSON: All right, motion carries.

Okay, so do we have any questions, Commissioners, before we open up for public commentary?

COMMISSIONER ENNES: I have a question for the Petitioner. There was one item from the documentation that I received that I had a question about in regard to the artists. The artists are all licensed by the state?

MR. BARREIRO: Yes, correct. Blood borne pathogens.

COMMISSIONER ENNES: Are they experienced prior to licensing?

MR. BARREIRO: The licensing is for them to know how to work with blood and all that. For them to be professionally capable to execute a tattoo, I will personally train them and make sure that they're up to par to meet that requirement. But the certification, it's for them to learn about the cross contaminations, how to protect themselves, and what they're going to be exposing themselves when they administer a tattoo.

COMMISSIONER ENNES: It sounds like you're going to staff this new location of yours with people you'll be training?

MR. BARREIRO: Yes, people that I'll be training. I also, I added in there also that I wanted to have guest artists, so that will be maybe periodically. It's not going to be an everyday thing.

COMMISSIONER ENNES: From time-to-time.

MR. BARREIRO: Correct, yes.

COMMISSIONER ENNES: Okay, that's all I have. Thank you.

MR. BARREIRO: Thank you.

CHAIRPERSON DAWSON: No other questions before public commentary?

COMMISSIONER SIGALOS: I just had a question for Staff. Didn't we have another, this will be our second tattoo shop in the Village? Didn't we have one come before us a year or so ago and all that? Was it on Golf Road?

MR. SCHMIDT: Yes, that's correct. There was another that was in for a land use variation recently and received approval.

COMMISSIONER SIGALOS: And they opened?

MR. SCHMIDT: And they opened.

COMMISSIONER SIGALOS: Okay. All right, I have no other questions.

CHAIRPERSON DAWSON: Okay, so we are going to now open up for public comments. Is there anyone in the audience that is looking to speak on behalf or about the petition? We're open up.

So, if you want to just go ahead and sit down?

MR. BARREIRO: Okay.

CHAIRPERSON DAWSON: If you'd like to come up and speak? So, before you speak, you need to make sure you state your first and last name. We ask for your address just for context but that's optional as to whether or not you want to provide it, but please spell your last name for us.

QUESTIONS FROM AUDIENCE

MR. SANCHEZ: Okay, my name is Rudy Sanchez, S-a-n-c-h-e-z. I live at 27 North Wilke which is next door to the shopping plaza, Wilke Commons Shopping Plaza.

My main concern with all of this is, I'm not saying that I don't this person to be in business or anything, but I live right next door, and the hours, the operating hours of this now, it's until midnight on Friday and Saturday night, and I believe 10:00 o'clock during the week. To me, I feel like those hours are just too late for, I mean, none of the businesses in there have ever been open that late in that shopping plaza.

I've been there for 30 years. It's been well kept, you know. I'm just worried about people coming in at 10:00 o'clock, 9:00-10:00 o'clock, and driving in there and slamming doors. I mean, as everybody knows, I have friends that have had tattoos, and when they got tattoos they were half drunk or three-quarters drunk, you know. I mean, that's usually when they get a tattoo when they get enough guts.

So, anyway that's what my main concern is, people coming in and driving in and I don't know how many are going to be there or whatever it is and what kind of people it is, I don't know. But I'm just, my concern is that this is going to be right next door to my house.

I've been happy living here in Arlington Heights for 30-some years, so I don't want that to change. So, that's pretty much what it is. How he runs his business, that's up to him and everything else, but my concern is the late hours like Friday and Saturday just until midnight, you know. I just feel that's late for that residential area right there.

CHAIRPERSON DAWSON: Sure. All right, thank you.

MR. SANCHEZ: You're welcome.

CHAIRPERSON DAWSON: I appreciate it.

Any other comments from the public? Doesn't look like that. So, could the Petitioner come back up? I think we might want to have a couple of questions about this resident's concern.

So, your hours, what are your current hours on Kildeer? Are they the same type of hours?

MR. BARREIRO: Yes.

CHAIRPERSON DAWSON: Have you ever had any complaints from, are you in an area that has residential right nearby in Kildeer?

MR. BARREIRO: No, I am in the, I believe it's called Quentin Commons, and then that's right by the Best Buy and all that. So, just to tell you where I'm at right now, it's key carded, so it's only one client per session. So, when they come in, they come out, and that's about it. I mean, as far as being outside, if they smoke, they just go outside, have a cigarette, come back inside. I make sure that people are not drunk, intoxicated, they're not being loud. I'm pretty professional about my business.

As far as people variations and all that, I mean, I can't really control the clientele that comes in because this is my business, but I do ask that they stay professional, responsible and respect all the surrounding areas.

If the hours are too late for whatever reason, I have no problem switching the hours, but then I will have to do it earlier just so I can accommodate because some tattoos do take me like five, six hours, depending how big a tattoo is. I can have some tattoos that are like 30 minutes, 40 minutes. If the hours are an issue, I can always switch them out. So, I'm willing to work with that variance also.

CHAIRPERSON DAWSON: Okay, Jake, can you maybe just talk a little bit about neighbors and if there's noise and what their options are and how we can address that as a Village?

MR. SCHMIDT: Sure.

COMMISSIONER ENNES: Jake, could you put up the aerial for us and give us maybe an estimate of how close the residences are? Because that was something I noticed also.

MR. SCHMIDT: So, the closest residences, there's one that's immediately north of the plaza, and then the remainder would be behind the building itself. The bulk of residences are behind the building.

As far as options for noise, generally the Village doesn't have set amounts of, you know, levels and decibels or what noise limits are, but it's generally described as noise in the level of nuisance outside of common hours. So, think of it as, you know, 8:00 p.m. roughly. So, if people are coming in there and revving engines, that's something that the police would respond to. That's something they would speak to the owner about, and if not controlled, that's when they can start following up with any other actions in order to enforce that provision.

So, those are the tools available to the Village should there be an issue. If the owner wanted to restrict hours, that would be his choice to do so. If we restrict hours, you know, we could ask him to do that now with a condition, but that's something that's tough for us to enforce. At the end of the day, we're not here driving around, telling when each business is open and closed. Again, police could follow up at a certain point if there's a complaint, but that is something that's difficult for the Village to enforce on their end. It would really be if there's a nuisance complaint that we would follow up and that would be the same

whether or not they're open at that hour or not.

CHAIRPERSON DAWSON: Okay, any Commissioners have any more comments?

COMMISSIONER SIGALOS: Can I ask a question of the Petitioner? I mean, historically, where you're at now in Kildeer, do you find clients coming in late like that, or is it primarily someone that's come in at, say 5:00 o'clock, and it takes five-six hours to do the tattoo?

MR. BARREIRO: Yes, I've had like, my latest appointment may be like midnight, 1:00 o'clock, and that is because they have kids, they have work. So, I work around their schedules, you know, to accommodate them. So, I stay.

COMMISSIONER SIGALOS: You have somebody actually coming in for a tattoo at 12:00 midnight to 1:00 o'clock in the morning?

MR. BARREIRO: Yes. I allowed that because if I'm done with a certain appointment and my day is not fully booked, and then if somebody is like, hey, I want to get this tattoo and it's going to take me about 30-40 minutes, then I allow it. If not, then I won't do that. But the hours just vary because people, there are people that are nocturnal that will prefer to do things at night because they use the day to either handle their kids, go to work and then take care of their errands. So, I try to accommodate my clients as much as possible.

COMMISSIONER SIGALOS: That seems pretty late to me. I don't recall that type of an hourly timeframe for the previous tattoo parlor that came here previously. Was there such a comment about that?

MR. SCHMIDT: I believe the hours were a little earlier in term of when they closed.

COMMISSIONER SIGALOS: I thought that. I mean, I thought they were more in line with the rest of the shopping center there.

MR. SCHMIDT: Yes, I don't recall off the top of my head, but I know it wasn't excessively late.

COMMISSIONER SIGALOS: I don't recall anything being that late.

COMMISSIONER ENNES: Jake, what are the hours in the documentation that we got?

MR. SCHMIDT: In the Staff report, it's noon to 10:00 p.m. on Monday through Thursday, and noon to midnight on Friday and Saturday, closed on Sunday.

COMMISSIONER ENNES: Okay, so, is that a condition of this approval? It's not listed at keeping those hours.

MR. SCHMIDT: No, it's not.

COMMISSIONER ENNES: So, he could stay open later if he needed to?

MR. SCHMIDT: He could, but so could all the other shops within that center right now.

COMMISSIONER ENNES: Yes.

MR. SCHMIDT: The retail shop could be open late if they wanted to.

CHAIRPERSON DAWSON: I thought I saw a question down there?

COMMISSIONER JENSEN: I was just going to see if there was anything we could learn from the other tattoo parlor that was allowed in Arlington Heights. I don't know if there's any similarity in terms of the setting for that particular place or whether there's been any nuisance or noise complaints or anything. Are you aware of anything of that nature?

MR. SCHMIDT: We haven't received any complaints since. It is fairly

similar. It's a smaller shopping center. The one on Golf Road is close to single family residential in the east, got a bit more separation from multifamily in the north in that setting, but it is directly abutting residential that property as well. So, fairly similar in terms of location.

COMMISSIONER JENSEN: Before this goes to the Board, assuming it does pass the vote here, is there any way we could ask that that information be collected and it goes to the Board as to whether there's been any complaints about noise or anything of that nature?

MR. SCHMIDT: Yes, we could look into that and provide that to the Board whether or not there's been complaints.

COMMISSIONER JENSEN: Thank you.

COMMISSIONER WARSKOW: I have a question for the Petitioner. You mentioned that your existing parlor, that you only allow, you know, one person in, just the client in?

MR. BARREIRO: Yes.

COMMISSIONER WARSKOW: Are you going to continue that practice? Or would you allow like a group of people go to a bar together and decide to get, someone decides to get a tattoo, so you have four people going in and out of your business? Or would you limit it to the one person?

MR. BARREIRO: I would limit it to one. Maybe one plus one, because sometimes it might be their first tattoo and they need some moral support.

COMMISSIONER WARSKOW: Right.

MR. BARREIRO: As far as like four people coming in, coming out of a bar, I wouldn't allow it just because it's not allowed. No, that really affects my moral standards and then it doesn't end well, so I would not allow that.

COMMISSIONER WARSKOW: Okay.

COMMISSIONER LORENZINI: Jake, so I'm looking for a little clarification. So, the hours, the proposed hours is 12:00 to 10:00 and 12:00 to 12:00. So, that's not saying that they have to close at 12:00 midnight. They could keep going if they wanted to?

MR. SCHMIDT: From what I understand, the end of intake for clients would be midnight. But if something runs beyond that, they would still continue.

COMMISSIONER LORENZINI: Okay, the encouraging thing is you take appointments, so it's not just anybody half drunk coming off the street. But let's say at Saturday night, you intend to open until midnight. Then let's say you don't have any appointments after 7:00 o'clock, and say all your business is done at 7:00 o'clock, would you leave then or would you stay there until 10:00 to 12:00 midnight?

MR. BARREIRO: Normally I would leave because it was just myself, but having a storefront, I would like to honor the hours on the door. But if somebody comes in at 12:00 and if I know that I'm going to be heading out, then I will deny it and then I will schedule them for an appointment for an earlier time.

COMMISSIONER LORENZINI: Okay, all right. Thank you.

CHAIRPERSON DAWSON: Could I just clarify? Everyone seems to be talking about people who are like stumbling over drunk. Could you speak to, if someone was that drunk coming into your facility, how you would, would you be giving them a tattoo?

MR. BARREIRO: No, I would not.

CHAIRPERSON DAWSON: So, I mean, obviously, I've got to imagine maybe someone is having a drink or two. But any licensed professional would risk their license if

someone was that intoxicated and they were performing this type of procedure on them. So, yes, I just want to clarify. I'm not saying no one will have a drink, but --

MR. BARREIRO: Can I just add to that?

CHAIRPERSON DAWSON: Yes, sure.

MR. BARREIRO: If somebody is heavily intoxicated, what alcohol does to your blood is that it can get out.

CHAIRPERSON DAWSON: You bleed.

MR. BARREIRO: So, what happens is they tend to bleed a little bit more, and then also the ink does not go into the skin properly. So, then that causes bad tattoos and no tattoo can be administered as professionally as possible, but then being too dilated with their blood, then the ink just doesn't settle.

CHAIRPERSON DAWSON: Right.

MR. BARREIRO: Also, they're just obnoxious, it's just terrible, so I would politely escort them out the door.

CHAIRPERSON DAWSON: You can ask them to reschedule, right?

MR. BARREIRO: Correct, yes.

CHAIRPERSON DAWSON: Right. So, I just want to give a better picture of what we might be talking about here.

Okay, any other comments?

(No response.)

CHAIRPERSON DAWSON: So, just from my perspective, I actually appreciate that you could have different hours because not everybody works the 9:00 to 5:00 hours. Sometimes, you know, it can be hard for people with alternative schedules to find a facility. With that in mind, so I am not as bothered by the late hours, especially being on Wilke which is a very busy street, but we do have to be respectful of the neighbors, of course. They live there and they have every right to, you know, a quiet and peaceful time.

So, just based on what Jake was saying, again, to the resident, you know, you can call the police. I mean, there are noise ordinances. It does say that you're going to comply with all the policies. If the police are frequently called because of noise, I mean, there's only so much that the Village could do anyway.

We could, as Commissioners, if we wanted to, put in language, we've done it before, that says that if the noise excessive, the Petitioner agrees to work with the Village on changing its hours. If that would make the Commissioners feel more comfortable, the Petitioner has already said he'd be okay with that. Again, as Jake said, it's not much he can even do with that language. I mean, he can ask him, right, but it is an extra layer of comfort.

So, does any of the Commissioners want, are we comfortable with the --

COMMISSIONER JENSEN: I'd rather leave it as is.

CHAIRPERSON DAWSON: Okay.

COMMISSIONER JENSEN: I don't think there's any real reason to --

COMMISSIONER SIGALOS: Yes.

CHAIRPERSON DAWSON: Right.

COMMISSIONER ENNES: I'm the same way.

COMMISSIONER GREEN: I agree.

CHAIRPERSON DAWSON: Okay.

All right, any other questions? Jake, did you have something you

DRAFT

want to say?

MR. SCHMIDT: Yes. I do actually have some public comments I'd like to read into the record.

CHAIRPERSON DAWSON: Oh, okay.

MR. SCHMIDT: I know we haven't closed public participation yet, so just before we do. I received an e-mail from a gentleman named John Kapika who states:

> Arlington Heights Plan Commission: I recently received a letter announcing the public hearing with a request for Municipal Code variances for a proposed tattoo parlor at 19 North Wilke. I request these comments be read into the record.
>
> As a long-time Arlington Heights resident, I'm writing to voice my opposition to any land use variation or Municipal Code variations for this type of business at this location. My concerns are detailed as follows.
>
> There is limited parking at this location. With no parking on Wilke, overflow parking would be on residential side streets or in the parking lots of neighboring businesses. Will these businesses hire parking security like the Vail Street Jewel?
>
> This proposed location for the parlor is within 500 feet of an establishment that sells alcohol--Walgreen's. Tattoos are associated with motorcycles and muscle cars. I do not want more loud traffic noise on Wilke Road. A tattoo parlor in this residential area will tempt underage children to get tattoos. A tattoo parlor can adversely affect property values. Potential buyers will assume certain negative things about the residents of Arlington Heights and will fear an increase in crime. I hope the Village respects the best interests of this neighborhood's resident.
>
> In summary, I oppose the proposed tattoo parlor at 19 North Wilke Road.

I also received a letter from Rudy Sanchez who did speak. I'll still read it into the record since it was received.

> To whom it may concern: I received a letter stating they are planning to open a tattoo parlor with late operating hours and until midnight on Friday and Saturday in Wilke Commons Shopping Plaza. I live next to the plaza and do not like the idea of people parking next to my house, revving engines, slamming car doors, and driving in the plaza parking lot at late hours that probably have been drinking due to the many people with tattoos who decided to get them when they were drinking.
>
> Please put yourself in my shoes and consider not allowing the change in what for 30 years as a resident of Arlington Heights I always thought was a quiet and well-operated plaza with normal closing times. Thank you.
>
> Lastly, an e-mail from a Keith Raimondi:
>
> Hello. I just read a post on Patch.com against a tattoo business going in. I would like to share my support of a tattoo shop going in or at any location in Arlington Heights. I have tattoos and I am an upstanding citizen of Arlington Heights. I am a husband, father, and even work at a church. The fear mongering against a tattoo shop is a biased one not based in facts.
>
> I have no affiliation to this shop. I felt the need to e-mail since they shared your e-mail in the Patch article. Give the tattoo shop the same chance as any other business to prove they are upstanding.
>
> Thanks for your time. I hope you have a great day.

CHAIRPERSON DAWSON: All right, any other public commentary? I

guess I did not officially close public commentary, so we'll do that now.

For the record, just going to say, I have a tattoo.

COMMISSIONER SIGALOS: Were you drunk when you did that?

CHAIRPERSON DAWSON: No, I was not drunk.

COMMISSIONER WARSKOW: Me neither.

CHAIRPERSON DAWSON: And I actually have had someone design my next tattoo and I am in the process of trying to find a place to have that done. So, for the record, I am someone who would be a client and customer of a tattoo parlor, just as well as others. So, while I understand where those reputations come from, many, many, many people, different types of people have tattoos. So, that's just my comment on that.

Anything else?

COMMISSIONER ENNES: Just a comment, a question for our Petitioner. Hector, there's an age limit for people to get tattoos. Do you frequently check IDs?

MR. BARREIRO: Yes. I check IDs and then they file a letter asking if they have any health conditions, anything like that. I look at the year, the legal age in Illinois is 18 and older, and I go by those laws. If a minor does come in, they do not get tattooed because I verify that everybody is up to age.

COMMISSIONER ENNES: Okay, thank you. That's what I thought.

COMMISSIONER JENSEN: So, just a comment. I would recommend that if you respond to the folks who gave you comments or the people who were who had comments, they've made a lot of assertions. They're interesting assertions. But I would recommend that if they want to take it to the Board, they actually should have some evidence to support the assertions because they're just assertions until you actually bring some data or evidence to bear.

CHAIRPERSON DAWSON: All right.

COMMISSIONER LORENZINI: Sue, I'd like to make a comment, too. My questioning was not meant to insult anybody. I respect the presentation and what you're doing and how you're approaching it very much, but I'm also concerned about alleviating some of the fears that the residents may have, so that's why I asked those questions, for you to have a chance to clear up and maybe allay some of their fears. Thank you.

CHAIRPERSON DAWSON: I think that's a, you know, great point. But if you go, if you move forward to the next step, you know that these are the concerns. It would be, you know, a good idea to, some of these questions that have been raised, you need to make sure you're prepared to address them to maybe allay some of these fears.

MR. BARREIRO: Okay, I will do.

CHAIRPERSON DAWSON: Do I have a motion?

COMMISSIONER ENNES: I would make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-014, a Land Use Variation to allow a tattoo parlor within the B-2 General Business Zoning District.

This approval is subject to the following conditions:

1. **The facility shall be required to register with the Illinois Department of Public Health (DPH) as a "body shop establishment," and will need to submit to the Village a copy of the inspection permit and registration from DPH that this location is a body art establishment.**

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2. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER WARSKOW: I second.
CHAIRPERSON DAWSON: We're on roll call or all in favor?
MR. SCHMIDT: Roll call.
CHAIRPERSON DAWSON: Okay.
MR. SCHMIDT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. SCHMIDT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. SCHMIDT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. SCHMIDT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. SCHMIDT: Chairwoman Dawson.
CHAIRPERSON DAWSON: Yes.

All right, so with that, you have the unanimous approval of the Plan Commission, but we're just a recommending body. You need to move forward then to the Board of Trustees of the Village which will have a lot more questions for you. What we look at is much more smaller, and just so the residents understand, it's much smaller with respect to the specific use. So, if you have any questions about the next steps and when your date might be, I'm sure Jake has that information and will reach out or you can reach out to him, but congratulations!

MR. BARREIRO: Thank you very much. Thank you for your time, I appreciate it.

CHAIRPERSON DAWSON: Thank you.
COMMISSIONER ENNES: Thank you.
MR. BARREIRO: You guys have a good night.
COMMISSIONER LORENZINI: Thank you.

(Whereupon, at 8:01 p.m., the public hearing on the above petition was adjourned.)

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Plan Commission
8/25/2021

Item: Hickory Kensington Apartments - 7/28/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Hickory Kensington Apartments - 7/28/21	Minutes

PLAN
COMMISSION

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

RE: HICKORY KENSINGTON APARTMENTS - PC #18-005
PUD EXTENSION REQUEST

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 28th day of July, 2021 at the hour of 8:01 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

SAM HUBBARD, Development Planner
JACOB SCHMIDT, Development Planner

CHAIRPERSON DAWSON: Okay, next item on the agenda, why do I keep

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thinking I have the agenda up and then it keeps going down? Okay, bear with me, why does it keep going up?

All right, so we have on the next item on the agenda is other business, Hickory Kensington Apartments, PUD extension request. Do we have a Petitioner here? Will you be the only person being sworn in on behalf of your petition? Or do I need anybody else to stand up at this time?

MR. PECORARO: I should be okay.

CHAIRPERSON DAWSON: I can always, if there's questions, we can always swear them in at that time, it's fine.

MR. PECORARO: Okay.

(Witness sworn.)

CHAIRPERSON DAWSON: I skipped a step. Public notices on this, do we have any?

MR. HUBBARD: It's just other business, it's not a --

CHAIRPERSON DAWSON: That's what I thought. So, there's no public notices. I just wanted to make sure we were clear on that point.

Okay, do you have any presentation for us or you're just here to answer questions?

MR. PECORARO: I am just here to answer questions. There's no changes to our RDA. We were just asking for a little short extension on that as well.

CHAIRPERSON DAWSON: All right, is there any presentation from Staff?

MR. HUBBARD: No, it's a pretty simple request. This was the project that was approved back in 2018 for the 76-unit multifamily, mixed use, retail building in the Hickory-Kensington area. So, Staff is supportive of the extension request.

CHAIRPERSON DAWSON: All right, we don't go to public commentary on other business, do we? No, I didn't think so. Okay, I just want to make sure I was correct on that.

Any comments, questions, motion?

COMMISSIONER GREEN: I would like to make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #18-005, a request for a six-month extension to PUD Ordinance 18-026 to extend the PUD approval to February 6, 2022.

CHAIRPERSON DAWSON: Do I have a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON DAWSON: Are we voting, Sam?

MR. HUBBARD: We can do a roll call.

Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

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MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
CHAIRPERSON DAWSON: All right, so, you have a unanimous approval on the extension.

MR. PECORARO: Thank you, guys.
COMMISSIONER ENNES: Good luck.

(Whereupon, at 8:05 p.m., the public hearing on the above petition was adjourned.)

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Plan Commission
8/25/2021

Item: Budget 2022

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Budget 2022	Minutes

PLAN
COMMISSION

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

RE: BUDGET 2022

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 28th day of July, 2021 at the hour of 8:05 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Chairperson
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
TERRY ENNES
JOHN SIGALOS

ALSO PRESENT:

SAM HUBBARD, Development Planner
JACOB SCHMIDT, Development Planner

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CHAIRPERSON DAWSON: All right, next up is our budget.
COMMISSIONER LORENZINI: Right.
CHAIRPERSON DAWSON: I didn't see raises in the budget. George isn't here to request them though. I can't believe he's missing this meeting; this is his favorite meeting every year.
COMMISSIONER ENNES: Well, that's okay, I can fill in for George. How come there's no raises?
MR. HUBBARD: Everyone is getting a 100 percent raise.
COMMISSIONER ENNES: Oh, okay, a 100 percent of zero.
CHAIRPERSON DAWSON: All right, do we have any questions about the budget? Any commentary?
COMMISSIONER ENNES: I didn't see any continuing education amount in the budget this year.
CHAIRPERSON DAWSON: You didn't?
MR. HUBBARD: I think it's in there, yes.
COMMISSIONER ENNES: Did I miss it?
MR. HUBBARD: Travel training, yes.
CHAIRPERSON DAWSON: Yes, I thought it was all in there. Let me see.
COMMISSIONER GREEN: Terry, we know everything.
COMMISSIONER ENNES: Some of us.
CHAIRPERSON DAWSON: Yes, travel and training, educational training materials, I think that's what it falls under.
COMMISSIONER ENNES: Okay, okay.
CHAIRPERSON DAWSON: And it's $300.
COMMISSIONER ENNES: For travel?
CHAIRPERSON DAWSON: Yes, we also have an equal amount for photocopying.
COMMISSIONER JENSEN: That was in the last budget.
MR. HUBBARD: Yes, that's actually been removed.
COMMISSIONER JENSEN: And I'm thankful for that.
CHAIRPERSON DAWSON: Oh, that's the proposed. The photocopying is out, sorry, I'm looking at the adopted 2020 budget. We're looking at proposed 2022, I am sorry.
COMMISSIONER JENSEN: I want to commend Staff.
CHAIRPERSON DAWSON: So, $300 for travel and training.
COMMISSIONER ENNES: Just to clarify, I don't need copies sent anymore of petition material.
MR. HUBBARD: Yes, we've moved a 100 percent to online.
COMMISSIONER ENNES: Okay.
COMMISSIONER JENSEN: I want to commend Staff for taking that element out since we haven't used any photocopying for the last 10 years that I've been on the Commission.
COMMISSIONER GREEN: Yes, we have.
CHAIRPERSON DAWSON: Yes, I was going to say.
COMMISSIONER GREEN: Yes, we have.
COMMISSIONER JENSEN: Nothing showed up in the budget.
CHAIRPERSON DAWSON: Have you met your fellow Commissioner?

COMMISSIONER JENSEN: No, no, he may have gotten a photocopy, but nothing showed up in the budget.

COMMISSIONER WARSKOW: It's not in the budget. It didn't get allocated.

CHAIRPERSON DAWSON: I think that's printing, that's different. Printing is not photocopying.

COMMISSIONER JENSEN: No, none of that ever showed up in this budget.

COMMISSIONER WARSKOW: It didn't get allocated.

CHAIRPERSON DAWSON: Okay, so motion to approve the budget?

COMMISSIONER GREEN: I'll make that motion.

CHAIRPERSON DAWSON: Second?

COMMISSIONER WARSKOW: I'll second.

CHAIRPERSON DAWSON: Can we just do all in favor?

COMMISSIONER ENNES: No, vote.

CHAIRPERSON DAWSON: We do roll call.

MR. HUBBARD: Roll call.

CHAIRPERSON DAWSON: Stickler for that roll call.

MR. HUBBARD: We have Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Yes.

MR. HUBBARD: And Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

COMMISSIONER ENNES: I'm glad I got through that.

CHAIRPERSON DAWSON: Okay, I just had a quick question on the land use variation with the tattoo parlor just really quick. Jake, Sam, if you'd clarify for me? It really wasn't part of the public record. Why do we make them have to, I know maybe just because it's a special use criteria, so maybe that's it, but why did they have to go through the landlord finding like a special, like why, you know, I understand that it has to fit with the community and all the other special use criteria. But why would a landlord in that case have to look for another tenant before they're allowed to look for a tattoo parlor? Is it just because those are the rules and there's nothing --

MR. SCHMIDT: That's not a requirement. That's just one of the hardship conditions.

CHAIRPERSON DAWSON: Right, that's, yes.

MR. SCHMIDT: So, you know, typically if someone can't tenant a space with a code-compliant user for a duration of time, that's when they would start to accept any

offers, even those that don't comply with code. So, that's just a condition for your evaluation of whether or not the hardship is met for this otherwise not permitted use for the location.

CHAIRPERSON DAWSON: Okay, so is there any reason that we might want to add tattoo parlors to the code, or has that been something the Village has not been open to similar to our massage parlor positions?

MR. HUBBARD: Yes, I'm not aware of any historical preference to avoid adding it. I just don't think it's been emphasized or made a priority to do it. Now that we've processed our second one, it maybe something that the Village Board will direct Staff to do, or --

CHAIRPERSON DAWSON: Sure.

MR. HUBBARD: -- they may opt to keep it just the way it is.

CHAIRPERSON DAWSON: But they might like it the way it is. I just was curious as to why in that situation a landlord would be required to wait a certain period of time of vacancy before they could even open that up as an option. I was just, and it sounds like that's because that's the criteria, and until the Village Board decides to do something about that, that's the criteria, right? Okay.

Okay, anything else? Do I have a motion to adjourn?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER WARSKOW: I second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Anybody opposed? Just kidding.

(No response.)

CHAIRPERSON DAWSON: All right. We're adjourned.

(Whereupon, at 8:09 p.m., the above-mentioned meeting was adjourned.)

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Plan Commission
8/25/2021

Item: Chapter 28 Text Amendments - PC#21-017

Department: Planning & Community Development

Background

In 2018, the Plan Commission recommended and the Village Board approved numerous amendments to Chapter 28 Zoning regulations. When the Ordinance was drafted by staff for approval by the Board, the Ordinance mistakenly merged the minimum lot size standard within each of the residential zoning districts with the minimum lot width standards. Therefore this amendment corrects those errors. In addition, a new definition for Institution Residential is proposed.

Recommendation

The Plan Commission recommends approval of the attached amendments to Chapter 28 Zoning Regulations.

ATTACHMENTS:

Description	Type
Staff Memo	Memorandum
Proposed Ordinance	Exhibits

Memorandum

To: *Chairperson Dawson and Members of the Plan Commission*

From: *Bill Enright, Assistant Director Planning and Community Development*

Date: *August 19, 2021*

Subject: *Chapter 28 Text Amendments*

Plan Commission Public Hearing August 25, 2021

Background

In 2018, the Plan Commission recommended and the Village Board approved numerous amendments to Chapter 28 Zoning regulations. When the Ordinance was drafted by staff for approval by the Board, the Ordinance mistakenly merged the minimum lot size standard within each of the residential zoning districts with the minimum lot width standards. Exhibit A attached depicts how the R-3 district (R-3 is highlighted as an example of the issue with all the Residential districts) was written prior to the 2018 amendments, and Exhibit B depicts how the code is written currently. The proposed new amended Chapter 28 is presented in Ordinance format and is included in the Novus packet. Basically this new Ordinance corrects the errors from the 2018 Ordinance.

In addition to the residential districts minimum lot size errors, in 2018 there was one subsection from code that was incorrectly added to the R-3 district when it should not have been added. This section is depicted in Exhibit B Section 5.1-3.1 (a) and (b). These two subsections ('a' and 'b') are sections from the other R districts which should not have been added to the R-3 section. Therefore the new proposed Ordinance deletes these two subsections from the R-3 district only.

Lastly, one definition was deleted from code which in retrospect should have remained. That definition is for Institution Residential. Staff recommends the following definition:

Institution, Residential: A housing facility owned, managed, supervised or controlled by an organization such as a place of worship, public school, hospital, intermediate care facility or municipal owned or operated building. Such housing facility shall be used for dwelling purposes only and be limited to members of, or persons under the supervision or control of the institutional organization such as, but not limited to, elderly, students, clergy, and disabled.

Recommendation

The Plan Commission recommends approval of the attached amendments to Chapter 28 Zoning Regulations.

c. Spacing Requirement for Community Residence, Large. No community residence, large, shall be located within 1,200 lineal feet (as measured property line to property line) from an existing or approved Community Residence, Large; unless petitioner can prove that the legitimate government interest of normalization through dispersion can be maintained.

5.1-3.3 Area for Zoning District: None.

5.1-3.4 Minimum Lot Size: Standard 8,750-sq.ft., Corner 9,900-sq.ft., Churches, Convents & Monastery: 20,000-sq. ft. Standard & Corner

(Ord. #04-059)

a. In an R-3 District, the Director of Building may issue a building permit for the erection of a single family residence on any parcel of land which does not meet the minimum lot requirements of width or area or both, of the District, if such parcel fronts on a street which has a majority of the developed lots that both front on said street and are contained between two adjacent streets which intersect with said street (or in lieu of a second intersecting street, a public park, cemetery, railroad right-of-way, a cul-de-sac, waterway or a corporate boundary line of the Village) that are either less than the minimum area or width, or both required by the District; provided that no permit shall be issued pursuant hereto for any parcel containing less than 6,250-square feet and a frontage less than 50 feet.

5.1-3.5 Minimum Lot Width At Building Line: Standard 70-ft.; Corner 90-ft.; Churches, Convents & Monastery**:** 100-ft. Standard & Corner

Minimum Lot Width for residential lots *in a new subdivision,* measured at the building setback lines thereof, shall meet the following standards:

a. 70 feet when the lot contains an area of 8,750-sq. ft. or more, but less than 10,000-sq. ft.;

b. 75 feet when the lot contains an area of 10,000-sq. ft. or more, but less than 15,000-sq. ft.;

c. 90 feet when the lot contains an area of 15,000-sq. ft. or more but less than 20,000- sq. ft.;

d. 100 feet when the lot contains an area of 20,000-sq. ft. or more, but less than 20,000-sq. ft.;

e. 125 feet when the lot contains an area of 30,000-sq. ft. or more, but less than one acre;

f. 50 feet when the lot contains an area of one acre or more.

Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.

frontage between two intersecting streets are developed with buildings having a yard of more than ten feet in depth adjacent to the street, the average of such yards shall establish the minimum exterior side yard for the entire frontage. A minimum exterior side yard of 10% of the lot width, with a minimum of ten feet, shall be required for all lots. In no case shall an exterior side yard of more than 40 feet be required.

d. Rear Yard: 30 feet.

5.1-2.3 Maximum Floor Area Ratio.

a. For Single Family Uses:

1. Lots up to 8,750 sq. feet = LA x 0.45
2. Lots over 8,750 sq. feet = 3938 + [(LA – 8750) x 0.4]

b. For All Other Uses: 50%

5.1-2.4 Maximum Building Lot Coverage and Maximum Impervious Surface Coverage.

a. Maximum Permitted Building Lot Coverage is 35% for lots 6,000 square feet or greater and 40% for lots less than 6,000 square feet

b. Maximum Impervious Surface Coverage:

1. Lots less than or equal to 6,600 sq. feet in area: Total Lot Maximum of 55%. As part of that 55%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.

2. Lots Greater than 6,600 sq. feet in area: Total Lot Maximum of 50%. As part of that 50%, no more than 50% of the front yard, plus, if it is a corner lot, the exterior side yard, shall be impervious surface.

c. Existing Impervious Surface Exception: Existing non-conforming residential lots needing to repair or replace essential elements only, such as driveways, walkways to home and patios, may receive an administrative exception from the Director of Building from the impervious surface coverage maximum. An administrative exception shall only be permitted if:

1. Replacement of deteriorated essential elements the exact same dimension as existed at the adoption of this ordinance; and

2. Modification of these areas is not practical or feasible; and

3. Such exception shall not be detrimental to public health, safety and welfare.

5.1-2.5 Maximum Height: 25 feet and 2-1/2 stories.

5.1-3 One Family Dwelling District: R-3

5.1-3.1 Minimum Lot Size and Minimum Lot Width at Building Line:

Minimum Lot Size		Minimum Lot Width at Building Line
Standard or Corner	8,750-9,999 sq. feet	70 feet
Standard or Corner	10,000-14,999 sq. feet	75 feet
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	20,000 sq. feet	90 feet

a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.

b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.

c. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout and design of lots.

d. The Director of Building may issue a building permit for the erection of a single family residence on any parcel of land which does not meet the minimum lot requirements of width or area or both, of the District, if such parcel fronts on a street which has a majority of the developed lots that both front on said street and are contained between two adjacent streets which intersect with said street (or in lieu of a second intersecting street, a public park, cemetery, railroad right-of-way, a cul-de-sac, waterway or a corporate boundary line of the Village) that are either less than the minimum area or width, or both required by the District; provided that no permit shall be issued pursuant hereto for any parcel containing less than 6,250-square feet and a frontage less than 49 feet.

   If there is an existing principal residence on a parcel, this paragraph is not applicable. The parcel is deemed buildable and permits may be issued for either a new residence or alterations to the existing residence.

5.1-3.2 Required Minimum Yards.

a. Front Yard: 25 feet except where a building line has been established on a recorded plat of subdivision, prior to December 21, 1959 such building line shall determine the front yard requirements of this ordinance and shall be observed.

AN ORDINANCE AMENDING CHAPTER 28
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: that Section 28-3, Definitions is hereby amended as follows (the language being added is highlighted and underlined)

65. Institution, Residential: A housing facility owned, managed, supervised or controlled by an organization such as a place of worship, public school, hospital, intermediate care facility or municipal owned or operated building. Such housing facility shall be used for dwelling purposes only and be limited to members of, or persons under the supervision or control of the institutional organization such as, but not limited to, elderly, students, clergy, and disabled.

SECTION TWO: That Section 28-5, Use Districts, Establishment of Zones, is hereby amended as follows (the language being added is highlighted and underlined and the language being deleted is stricken):

a. That Section 5.1-0, One Family Dwelling District (R-E), is hereby amended as follows:

1. Sections 5.1-0.1 through 5.1-0.5 are hereby renumbered 5.1-0.2 through 5.1-0.6 accordingly.

2. Section 5.1-0.1 Minimum Lot Size in an R-E District is hereby added as follows:

5.1-0.1 Minimum Lot Size: 20,000-sq. ft. Standard and Corner; Churches, Convents & Monasteries: 20,000-sq. ft. Standard and Corner

3. The following portion of Section 5.1-0.2, Minimum Lot Size and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-0.1~~1~~2 ~~Minimum Lot Size and~~ Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

b. That Section 5.1-1, One Family Dwelling District (R-1), is hereby amended as follows:

1. That Sections 5.1-1.1 through 5.1-1.5 are hereby renumbered 5.1-1.2 through 5.1-1.6 accordingly.

2. That Section 5.1-1.1 Minimum Lot Size in an R-1 District is hereby added as follows:

5.1-1.1 Minimum Lot Size: 15,000-sq. ft. Standard & Corner; Churches, Convents & Monasteries: 20,000-sq. ft. Standard & Corner

3. The following portion of Section 5.1-1.2, Minimum Lot Size and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-1.1~~2~~ ~~Minimum Lot Size and~~ Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

c. That Section 5.1-2, One Family Dwelling District (R-2), is hereby amended as follows:

1. That Sections 5.1-2.1 through 5.1-2.5 are hereby renumbered 5.1-2. through 5.1-2.6 accordingly.

2. That Section 5.1-2.1 Minimum Lot Size in an R-2 District is hereby added as follows:

5.1-2.1 Minimum Lot Size: Standard 10,000-sq. ft., Corner 10,000-sq. ft.; Churches, Convents & Monasteries: 20,000-sq. ft. Standard & Corner

3. The following portion of Section 5.1-2.2, Minimum Lot Size and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-2.1~~2~~ ~~Minimum Lot Size and~~ Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	10,000-14,999 sq. feet	75 feet (standard) 90 feet (corner)
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

d. That Section 5.1-3, One Family Dwelling District (R-3), is hereby amended as follows:

1. That Sections 5.1-3.1 through 5.1-3.5 are hereby renumbered 5.1-3.2 through 5.1-3.6 accordingly.

2. That Section 5.1-3.1 Minimum Lot Size, in an R-3 District is hereby added as follows:

5.1-3.1 Minimum Lot Size: Standard 8,750-sq. ft., Corner 9,900-sq. ft., Churches, Conventions & Monasteries: 20,000-sq. ft. Standard & Corner

3. The following portion of Section 5.1-3.2, Minimum Lot Size and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-3.1~~2~~2 ~~Minimum Lot Size and~~ Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	8,750-9,999 sq. feet	70 feet (standard) 90 feet (corner)
Standard or Corner	10,000-14,999 sq. feet	75 feet (standard) 90 feet (corner)
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

~~a. When two or more parcels of land, each of which lacks adequate area and dimension to qualify for a permitted use under the requirements of the Use District in which they are located, are contiguous and are held in one ownership prior to December 21, 1959, they shall be maintained and used as one zoning lot for such use.~~

~~b. Any single lot or parcel of land, held in one ownership prior to October 4, 1955 which was of record as of March 15, 2004, that does not meet the requirements for minimum lot width and area, may be utilized for a permitted use, provided that yards, courts or usable open space are not less than 75% of the minimum required dimensions of areas.~~

~~c~~a. Where lots front upon a cul-de-sac or curved street having a radius of 200 feet or less, minimum lot widths as set forth above shall be measured at the building setback line along an arc parallel to the right-of-way of such cul-de-sac or curved street. Such lots shall also be laid out so that their frontage length, as measured on the arc of such right-of-way line is not less than 50% of the required lot width measured at the building setback line. Refer to Chapter 29 of the Municipal Code for further information regarding layout

and design of lots.

~~d~~b. The Director of Building may issue a building permit for the erection of a single family residence on any parcel of land which does not meet the minimum lot requirements of width or area or both, of the District, if such parcel fronts on a street which has a majority of the developed lots that both front on said street and are contained between two adjacent streets which intersect with said street (or in lieu of a second intersecting street, a public park, cemetery, railroad right-of-way, a cul-de-sac, waterway or a corporate boundary line of the Village) that are either less than the minimum area or width, or both required by the District; provided that no permit shall be issued pursuant hereto for any parcel containing less than 6,250-square feet and a frontage less than 49 feet.

If there is an existing principal residence on a parcel, this paragraph is not applicable. The parcel is deemed buildable and permits may be issued for either a new residence or alterations to the existing residence.

e. That Section 5.1-4, Two Family Dwelling District (R-4), is hereby amended as follows:

1. That Sections 5.1-4.1 through 5.1-4.6 are hereby renumbered 5.1-4.2 through 5.1-4.7 accordingly.

2. That Section 5.1-4.1 Minimum Lot Size, in an R-4 District is hereby added as follows:

5.1-4.1 Minimum Lot Size:

a. Single Family: Standard 8,750-sq. ft., Corner 9,900-sq. ft., Churches, Convents & Monasteries: 20,000-sq. ft. Standard & Corner

b. For Two Family Dwellings, Standard or Corner:

	Minimum Lot Size
4-bedroom	7,000 sq. feet per dwelling unit
3-bedroom	6,000 sq. feet per dwelling unit
2-bedroom	5,000 sq. feet per dwelling unit

3. The following portion of Section 5.1-4.2, Minimum Lot Size and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-4.1~~1~~2 ~~Minimum Lot Size and~~ Minimum Lot Width at Building Line.

a. Single Family Dwellings:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	8,750-9,999 sq. feet	70 feet (standard) 90 feet (corner)
Standard or Corner	10,000-14,999 sq. feet	75 feet (standard) 90 feet (corner)

Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

b. Two Family Dwellings:

Minimum Lot Width at Building Line
Standard or Corner
4 bedroom: 105

3 bedroom: 90
2 bedroom: 50

f. That Section 5.1-5, Multiple Family Dwelling District (R-5), is hereby amended as follows:

1. That Sections 5.1-5.1 through 5.1-5.7 are hereby renumbered 5.1-5.2 through 5.1-5.8 accordingly.

2. That Section 5.1-5.2 Minimum Lot Size/Density and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-5.1~~1~~2 Minimum Lot Size/Density and Minimum Lot Width at Building Line. Each multi-family building or buildings shall be situated on a zoning lot with a net area of not less than 20,000-square feet.

Minimum Lot Size:

a. Single Family: Standard 8,750-sq. ft., Corner 9,900-sq. ft., Churches, Convents, Monasteries: 20,00 sq. ft. Standard & Corner

b. Multiple ~~Two~~ Family Dwellings

	Minimum Lot Size Density (No minimum lot width)
4-bedroom	5,000 sq. feet per dwelling unit
3-bedroom	4,000 sq. feet per dwelling unit
2-bedroom or less	3,500 sq. feet per dwelling unit

Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line

Standard or Corner	8,750-9,999 sq. feet	70 feet (standard) 90 feet (corner)
Standard or Corner	10,000-14,999 sq. feet	75 feet (standard) 90 feet (corner)
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

g. That Section 5.1-6, Multiple Family Dwelling District (R-6), is hereby amended as follows:

1. That Sections 5.1-6.1 through 5.1-6.7 are hereby renumbered 5.1-6.2 through 5.1-6.8 accordingly.

2. That Section 5.1-6.1 Minimum Size Zoning District, in an R-6 District is hereby added as follows:

5.1-6.1 Minimum Size Zoning District: One-Acre

3. That Section 5.1-6.2 Minimum Lot Size/Density and Minimum Lot Width at Building Line, is hereby amended as follows:

5.1-6.~~1~~2 Minimum Lot Size/Density and Minimum Lot Width at Building Line.

Minimum Lot Size:

a. Single Family: Standard 8,750-sq. ft., Corner 9,900-sq. ft. Churches, Convents & Monasteries 20,000-sq. ft. Standard and Corner

b. Multiple Family Dwellings:

	Minimum Lot Size Density (No minimum lot width)
4-bedroom	4,000 sq. feet per dwelling unit
3-bedroom	3,500 sq. feet per dwelling unit
2-bedroom or less	2,500 sq. feet per dwelling unit

Minimum Lot Width at Building Line:

	~~Minimum~~ Lot Size	Minimum Lot Width at Building Line
Standard or Corner	8,750-9,999 sq. feet	70 feet (standard) 90 feet (corner)
Standard or Corner	10,000-14,999 sq. feet	75 feet (standard)

		90 feet (corner)
Standard or Corner	15,000-19,999 sq. feet	90 feet
Standard or Corner	20,000-29,999 sq. feet	100 feet
Standard or Corner	30,000 sq. feet-less than one acre	125 feet
Standard or Corner	one acre or more	150 feet
Churches, Convents and Monasteries	up to 29,999 sq. feet	100 feet
Churches, Convents and Monasteries	30,000 sq. feet-less than one acre	125 feet
Churches, Convents and Monasteries	one acre or more	150 feet

SECTION THREE: The provisions of this Ordinance are severable, and the invalidity of any phrase, clause or part of this Ordinance shall not affect the validity or effectiveness of the remainder of this Ordinance.

SECTION FOUR: All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage and approval and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this --st day of ------, 2021.

_____
Village President

ATTEST:

_____
Village Clerk

Code Amendments:28-Residential Districts Minimum Lot Size

Plan Commission
8/25/2021

Item: Ridgeline/Rohrman Development - 1100 & 1400 W. Dundee Rd. & 1510-1530 W. Dundee Rd. - PC#21-009

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.

2. Preliminary Plat of Subdivision approval to re-subdivide the subject property into three lots.

3. Rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District.

4. Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, Mfg., Warehousing".

Variations Required

1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.

Recommendation

The Staff Development Committee has reviewed the proposed amendment to PUD Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas, the Preliminary Plat of Subdivision to re-subdivide the subject property into three lots, the rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District, and the amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D,

Mfg., Warehousing", as well as the following variation:

1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.

The Staff Development Committee recommends APPROVAL of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.

2. As part of Final Plat of Subdivision, the petitioner shall propose a revised Declaration of Covenants, Conditions, and Restrictions for the subject property, for review and approval by the Village.

3. The Nissan lot shall be incorporated as part of the existing PUD.

4. Conditions of approval #7, #8, and #9 in Ordinance #99-031 and conditions #3 and #5 in Ordinance 07-072 shall be repealed.

5. Compliance with the May 25, 2021 Design Commission motion shall be required.

6. Inbound and outbound truck traffic must use Dundee Road to access Wilke Road and to access Kennicott Avenue.

7. As part of Final Plat Approval, the following easement shall be established as outlined within this Staff Report:

a. Ridgeline/Lexus Easement
b. Lexus/Nissan Easement
c. Ridgeline/Nissan Easement
d. Future Access Easement

8. As part of Final Plat of Subdivision approval, the petitioner shall provide a code complaint photometric plan for the Rohrman lots. Should any of the onsite lighting exceed code requirements, revisions to the onsite lighting shall be required, or the petitioner must seek a variation.

9. The existing easement established via Document #03364848 shall either be amended to reconfigure the parking and access to align with the proposed Lot 1 redevelopment, or shall be vacated. Should vacation not be possible, at the request of the Village, the petitioner shall install the 40 land-banked parking stalls at the north of Building Two.

10. If required by IDOT, the petitioner shall restripe the eastbound left turn lane on Dundee Road at its' intersection with Kennicott Avenue per IDOT requirements.

11. The petitioner shall comply with all Federal, State, and Village Codes,

Regulations, and Policies.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial - Site	Exhibits
Aerial - Neighborhood	Exhibits
DC Staff Report	Board or Commission Report
DC Minutes 5-25-21	Minutes
CPRC Minutes 1-13-21	Minutes
CPRC Minutes 12-2-20 DRAFT	Minutes
Project Narrative	Correspondence
Plat of Survey	Exhibits
Easement - Future Ridgeline-Rohrman	Exhibits
Easement - Proposed Revision to Curtiss Wright Parking	Exhibits
Easement - Ridgeline-Lexus	Exhibits
Easement - Ridgeline-Nissan	Exhibits
Architectural Plans - Ridgeline	Exhibits
Engineering Plans - Ridgeline (1 of 2)	Exhibits
Engineering Plans - Ridgeline (2 of 2)	Exhibits
Engineering Plans - Rohrman	Exhibits
Landscape Plan - Rohrman	Exhibits
Landscape Plans - Ridgeline	Exhibits
Overall PUD Site Plan	Exhibits
Photometric Plan - Ridgeline	Exhibits
Preliminary Plat of Subdivision	Exhibits
Preliminary Stormwater report	Exhibits
Renderings - Ridgeline	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Department Comments - Round 3	Correspondence
Department Comments - Round 3 - Petitioner Response	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

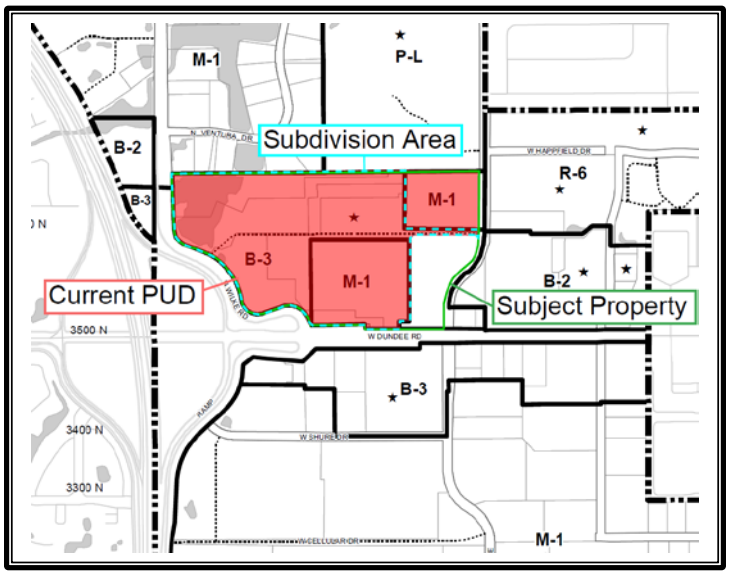
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC #21-009*
***Project Title**: Ridgeline Distribution Center & Rohrman Auto Mall PUD Amendment*
***Location**: 1100, 1400 W. Dundee Rd. and 1510-1530 W. Dundee Rd.*
***PIN**: 03-06-302-020 thru -024, 03-06-302-015*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: August 25, 2021*
***Date Prepared**: August 20, 2021*

***Petitioner**: RPG Acquisitions, LLC*
Benjamin Harris
***Address**: 5600 N. River Road – Suite 866*
Rosemont, IL 60018

***Existing Zoning**: M-1: Research, Development and Light Manufacturing District, B-3: General Service, Wholesale and Motor Vehicles District*
***Comprehensive Plan**: R&D, Mfg., Warehousing, Commercial*



SURROUNDING LAND USES:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1: Research, Development and Light Manufacturing District P-L: Public Lands	Golf Course (Nick Knoll Golf Club), Municipal Utilities building, Light industrial buildings	R&D, Mfg., Warehousing, Public Lands
South	B-3: General Service, Wholesale, and Motor Vehicles District	Hotel (Wyndam), Restaurant (Jamesons), Car Dealership (Napleton), Bank (Huntington)	Commercial
East	B-3: General Service, Wholesale, and Motor Vehicles District B-2: General Business District	Multi-tenant shopping center (Ridge Plaza), Gas Station (BP)	Commercial
West	B-3: General Service, Wholesale, and Motor Vehicles District B-2: General Business District	Auto repair business (Napleton), Route 53 onramp, Hotel (Courtyard by Marriot)	Mixed-Use

Requested Action:

1. Amendment to PUD Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.
2. Preliminary Plat of Subdivision approval to re-subdivide the subject property into three lots.
3. Rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District
4. Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from “Commercial” to “R&D, Mfg., Warehousing”.

Variations Required:

1. Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.

Project Background:

The subject property is the former Honeywell research/development and manufacturing campus located on the northwest side of Arlington Heights. Upon the departure of Honeywell, the property was impressed with a PUD in 1999, which allowed construction of the approximately 94,000 square foot building at the northeast corner of the site. That property is under separate ownership from the Rohrman Auto Mall and is currently occupied by Curtiss Wright (3602 N. Kennicott). The total size of the 1999 PUD is 52.65 acres.

In 2005, the property located in the southeast corner of the site (1100 W. Dundee) was purchased by the Bob Rohrman Auto Group. That property was never included in the original PUD, but in 2005 it was developed with a Nissan Car Dealership, which required a Plat of Subdivision to formally create the lot upon which the dealership is presently located, as well as certain variations.

In 2007, the Bob Rohrman Group (BRG) was approved for an amendment to the 1999 PUD, as well as another subdivision, to allow certain site modifications to construct the Lexus dealership that currently exists on the western side of the site (1510 W. Dundee). This subdivision also created two lots in the northwest portion of the site for future auto dealerships, which were never constructed (although the foundation of one was constructed). Below is a summary of the 2007 PUD amendment, which still governs the site and was approved to permit the following (approximately):

	Use	Building Size	Parking Spaces
Lot 1	Future Car Dealership	30,000 sq. ft.	667
Lot 2	Future Dodge/Jeep Dealership	75,500 sq. ft.	934
Lot 3	Lexus Dealership	155,500 sq. ft.	735
Lot 4	Existing Industrial Building	361,500 sq. ft.	920
Total		622,000 sq. ft.	3,256

Note: Lot 4 includes a portion of the Lexus Dealership building but that portion was included in the overall square footage within Lot 3 in the table above.

The Bob Rohrman Group is proposing to resubdivide the four lots outlined above into three lots, retain ownership of two of those three lots, and sell the remaining lot for redevelopment. The potential buyer of the third lot is Ridgeline Property Group, a national developer of industrial/logistics/warehouse facilities that has the remaining proposed lot under contract. The subdivision would yield the following lots:

- Lot 1 - Ridgeline Lot: 33.58 acres and includes the existing approximately 361,500 square foot former Honeywell building, which is currently vacant and sits between the Nissan Dealership and Lexus Dealership. This lot also includes the existing parking fields located on the north side of the site. Access to this lot would come from Wilke Road, as well as the existing driveway/access easement along Kennicott Avenue. Ridgeline is proposing a complete redevelopment of this lot, which will be described in detail below.
- Lot 2 - Lexus Lot: 8.62 acres and includes the Lexus Dealership and the "Motorola" building that is adjacent and connected to the Lexus Dealership, as well as portions of the associated parking fields to the south, east, and west. Access to this lot comes from two full access curb cuts on Wilke Road (one signalized), and one right-in only access point along Wilke Road, which is shared with the proposed Lot 3. Redevelopment of a portion of this lot is also proposed, which will be detailed later in this report.

- Lot 3 – Parking Lot: 4.03 acres and includes the parking area that is to the south of the 361,500 square foot former Honeywell building, that is shared by and located in-between the Lexus and Nissan dealerships. Access to this lot comes from the right-in only access drive that is shared with the Lexus lot (Lot 2), as well as interior connections to the Nissan lot and Lexus lot. No substantial redevelopment is proposed on this lot.

The remaining portions of the overall site are occupied by the following uses. No redevelopment or changes are proposed on these lots and they are only outlined below for background information:

- Nissan Lot (1100 W. Dundee Rd): 6.75 acres and includes the Nissan Dealership (owned by the Bob Rohrman Auto Group) and its' parking fields to the north and south. Access to this lot comes from two existing curb cuts along Kennicott Avenue, one curb cut to Dundee Road, and as well as in interior connection into the proposed Lot 1 (Ridgeline lot).
- Curtiss Wright Lot (3602 N. Kennicott): 6.25 acres and includes the 94,298 square foot Curtiss Wright/Arens Control building, which is a manufacturer of drivetrain components as well as electronic control systems for the Hybrid Electronic Vehicle market. Access to the site comes from a full access non-signalized curb cut on Kennicott and an interior site connection to the shared access aisle connection on the Ridgeline lot that leads to Kennicott.

Development Proposal:

As outlined above, the proposed subdivision would create a 33.58 acre lot (Lot 1), which would be sold to the Ridgeline Property Group. Ridgeline has proposed the demolition of the 361,500 square foot former Honeywell building to make way for a two-building industrial distribution redevelopment, which would include up to a total of 511,664 square feet of floor area between the two buildings, 599 parking spaces, 101 loading bays (inclusive of 9 drive-in overhead door bays), and 65 truck/trailer parking spaces.

Access to the site on the west would come from two curb cuts on Wilke Road; the northern of these two access points would allow for both trucks and passenger vehicles with full access allowed for inbound movements into the site, however, outbound movements would be under stop sign control and truck traffic will be prohibited from leaving the site and travelling north to Lake-Cook Road (via signage). The southern access point would be for passenger vehicles only and would allow full access but would be under stop sign control for egress movements. There would also be an interior site connection from the Ridgeline lot into the Lexus lot which would allow access to the signalized full access intersection of the Lexus lot drive aisle to Wilke Road. Movements from the Ridgeline lot to this signalized access point would be for passenger vehicles only.

Access to the site on the east would come from the existing drive aisle connection to Kennicott, which would become part of the Ridgeline lot and is located just north of the Nissan lot. This intersection would be used by both trucks and passenger vehicles and would be full access for ingress, but would be restricted to right-out (southbound) only movements via signage and a mountable median. This would restrict all vehicles from leaving the site and heading northbound on Kennicott. All outbound movements would be under stop sign control.

As detailed above, the Ridgeline development would include two buildings. Building One is proposed at 205,304 square feet, and would include 50 loading bays and 288 passenger vehicle parking spaces. There would be no truck/trailer parking spaces for this building. No tenants have been identified, however, it is intended primarily for smaller flex office/industrial users and light manufacturing tenants. Building Two

would include 306,360 square feet of floor area, 51 loading bays and 311 passenger vehicle parking stalls. Similar to Building One, there are no tenants identified, but it is expected that this building will attract one or more larger tenants and be utilized primarily as a logistics/distribution or warehousing facility.

Certain improvements have also been proposed for Lot 2 (the lot containing the Lexus dealership). Most notably, there is a two-story portion of the Lexus building which is connected to the Honeywell building by an elevated walkway. This portion of the Lexus dealership is referred to as the "Motorola" building and it contains approximately 75,000 square feet. The Rohrman Group has proposed demolition of the majority of the Motorola building and conversion of this area to a surface parking field that would equate to a net increase of approximately 118 parking stalls to parking lot at the east of the Lexus dealership. Minor changes to the parking lot on the western side of the site have also been proposed. Overall, the Lexus dealership lot (Lot 2) would include approximately 488 parking stalls and Lot 3 would include 238 parking stalls (which are shared with the Nissan dealership).

Zoning and Comprehensive Plan:

The majority of the subject property is within the B-3, General Service, Wholesale, and Motor Vehicles District, however, a portion is within the M-1, Research, Development and Light Manufacturing District. The M-1 District is the appropriate zoning classification for the Ridgeline lot (Lot 1) given the expected uses for the two proposed buildings on that site and accordingly, the petitioner has requested that the entirety of Lot 1 be classified as M-1 (there are portions of Lot 1 that are currently within the B-3 District). Similarly, since portions of the Lexus lot are within the M-1 District, rezoning of those portions into the B-3 District has also been requested. An exhibit showing the existing zoning and proposed zoning has been included at the end of this staff report. The Staff Development Committee is supportive of these zoning changes, which are consistent with the proposed redevelopment and current zoning on the property; the rezoning does not introduce any new zoning districts into the PUD but rather shifts the existing zoning classifications to align with the reconfigured lots and proposed redevelopment.

With exception to the Curtiss Wright site (classified "R&D, Mfg., and Warehousing"), the Comprehensive Plan designates the entire PUD as "Commercial". The current designation aligns with the existing PUD approval that governs the Bob Rohrman Auto Campus, which envisioned the majority of the subject property to be developed as automobile dealerships, as well as the preservation of the existing 361,500 square foot former Honeywell building for office or light industrial uses. The Bob Rohrman Group has worked to accomplish this vision of redevelopment, however, the Honeywell building has struggled with vacancies over the years and is now completely vacant as it awaits redevelopment. Relative to the additional auto dealerships, the Bob Rohrman Group has not been able to secure the necessary franchises needed to establish additional dealerships on the property, despite beginning on the foundation for the third dealership that was anticipated as a Dodge/Chrysler/Jeep sales facility

An emerging trend in light industrial development over the last decade has seen a massive increase in the growth of e-commerce and internet sales, which has generated a substantial demand for distribution and logistics facilities. Interior ceiling clearance heights of 32 feet and higher are exceedingly sought by this segment of the market, and the existing Honeywell building was not built to accommodate for this size of ceiling height. In consideration of these characteristics, the Staff Development Committee is supportive of the demolition of the former Honeywell building and the Comprehensive Plan reclassification of the Ridgeline lot from "Commercial" to "R&D, Mfg., and Warehousing". The Bob Rohrman properties would maintain their existing "Commercial" classification.

In order to replat the four existing lots within the Bob Rohrman auto campus to three lots, Plat of Subdivision approval is required. As such, the petitioner has requested Preliminary Plat of Subdivision approval. Final Plat of Subdivision approval shall come at a future date upon completion of final engineering plans and a final draft of the proposed Declaration of Covenants, Conditions, and Restrictions for the subdivision, which document shall outline shared maintenance responsibilities, access, and parking (among other things). More on these aspects will be outlined within the Traffic and Parking section of this report.

Since the site is currently impressed with a PUD, the proposed redevelopment requires PUD amendment approval. As part of this process, the Nissan Dealership, which was never formally included within the PUD, will be incorporated into the PUD. Furthermore, certain conditions of approval from the previous PUD ordinances shall be repealed as they are no longer applicable. A list of these conditions is included below:

<u>Ordinance 99-031</u>

- Condition #7: "*The land-banked parking shall be reevaluated each time there is a new user for the existing buildings. If demand for additional parking is warranted, the applicant shall have up to 90 days to install the required parking."*
    - This condition refers to land-banked parking that was planned back in 1999, which land-banked parking is no longer applicable as the proposed site redevelopment will render it obsolete.
- Condition #8: "*The land-banked parking stalls for Design Agency shall be installed when the number of employees exceeds the existing supply. If demand for additional parking is warranted, the applicant shall have up to 90 days to install the required parking*."
    - This refers to the same land-banked parking as outlined above, a portion of which was to be available to the Design Agency property (now Curtiss Wright). It should be noted that this land-banked parking was necessary since the Design Agency parcel was only planned to include 83 parking spaces. However, when actually constructed, the parcel included 162 parking stalls. Furthermore, this parcel has a parking easement for additional parking on the Ridgeline lot. Therefore, this land-banked parking is obsolete.
- Condition #9: "*Parking shall not be allowed on the shared drive aisles that service the overall property*."
    - Given the modifications that have occurred to the overall property since this condition was established in 1999, it is no longer applicable. There are few shared drive aisles remaining under the present redevelopment proposal, and there is a small amount of land-banked parking that is located on a drive aisle connection between Ridgelines' Building One and Building Two.

<u>Ordinance 07-072</u>:

- Condition #3: "*A cross access easement between all four lots shall be required*."
    - While this easement was established, it is being modified as a result of the reconfigured lots and reduction of shared access. As such, this condition of approval should be repealed and a new condition of approval outlining specific areas of shared access and parking will be established upon approval of the requested PUD amendment.
- Condition #5: "*Access to Dundee Road shall be prohibited."*
    - This condition of approval was meant to prohibit direct access to Dundee Road via a curb cut. However, a future curb cut to Dundee Road is contemplated under the proposed PUD amendment and therefore this condition of approval is no longer relevant.

Finally, as part of the present zoning entitlement package, the petitioner has requested additional tandem parking stalls on the Rohrman property, which requires the following variation:

- **Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.**

Other than the variation as identified above, this project conforms to all code requirements relative to height, density, setbacks, and other bulk/mass restrictions. In order to justify the requested variations, the petitioner has provided a written response to the approval criteria, which criteria has been outlined below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The Staff Development Committee concurs that the necessary criteria for approval have been met and is supportive of the variation for the following reasons: 1) the variation would not alter the essential character of the locality as tandem parking is already allowed on the Lexus lot in certain areas via a previous variation granted in 2007; 2) in order to create a viable area for redevelopment, which area has sat vacant for several years despite efforts to lease it, the Rohrman Group is selling a large portion of their land that is currently used for their vehicle parking and tandem parking is necessary to maximize the remaining parking areas on site; 3) the tandem parking stalls are not for customer parking and are meant to store vehicles that are for sale, which vehicle sales are the primary function of the site, and 4) the Rohrman Group employs multiple porters whose responsibilities include expeditious movement of cars to access vehicles in tandem parking stalls.

Building and Landscaping:

The Ridgeline buildings conform to all heights, setback, and bulk requirements. Building One is designed to provide 32-foot tall interior heights with an overall building height of 41 feet, and Building Two would have 36-foot tall interior heights with an overall height of 41 feet as well. On May 25, 2021, the Design Commission voted unanimously in favor of a recommendation of approval of the Ridgeline buildings, subject to one condition; that signage was to conform to Code requirements or the petitioner would be required to seek variation approval. Demolition of the Motorola building portion of the Lexus dealership and the accompanying façade changes will need to seek Design Commission review independent of this PUD amendment.

On the east side of the site, proposed Building Two is setback almost 200 feet from the easternmost property line, and it should be noted that the closest residential area is separated from this eastern property line by Kennicott Avenue as well as the Curtiss Wright building. To the north, Building Two is setback over 100 feet from the northern property line, which abuts a Village Public Works and Municipal facility. Building One is setback approximately 200 feet from the northern property line where the property abuts another three existing M-1 zoned properties. On the west side, proposed Building Two is setback approximately 80 feet from the western property line abutting Wilke Road. All setbacks exceed code requirements and have been generously designed to mitigate the bulk and mass of the proposed 41' tall buildings.

Relative to landscaping, the petitioner has proposed the installation of over 320 trees on Lot 1, which will help to buffer the proposed distribution uses. Extensive landscaping above and beyond code requirements has been proposed along the norther property line, which will help to screen the Building One loading court and truck docks from the uses to the north. To screen the truck parking stalls at the west of Building Two, a dense landscape screen has been proposed as well, which includes a 8-foot tall berm. Finally, many of the parking rows include additional landscape islands in excess of code requirements, which help to reduce the urban heat island effect, provide additional shade and greenspace, and buffer the overall uses on the property. Staff believes that the landscaping is appropriate for a project of this scale and acknowledges that the petitioner has cooperated with staff to enhance the overall landscape treatment of the site.

Photometric and illumination levels for the Ridgeline lot conform to all code requirements, however, upon submission of final engineering plans along with Final Plat of Subdivision approval, staff will verify if any changes to the illumination and light pole locations on the Ridgeline lot have been proposed. Due to late modifications to the Rohrman site plan, the illumination levels have changed from the previously submitted plans. As part of Final Plat of Subdivision approval, the petitioner will be required to provide a code complaint photometric plan for the Rohrman lots for review and approval. Should any of the onsite lighting exceed code requirements, revisions to the plans shall be required or the petitioner must seek a variation.

Stormwater Detention:

The entire Rorhman complex is served by a large underground storage vault along the northern side of the site in the location of the proposed truck loading court for Building One. In order to address the weight load of the trucks in this area, the petitioner has proposed an additional vault lid to reinforce the structural integrity of the underground vault. Final details on this will be vetted during final engineering review of the Final Plat. In addition to the existing underground vault, Ridgeline will be installing two underground corrugated metal pipe systems to conform to all Village and MWRD stormwater requirements. The changes to the Rohrman site do not require any substantial stormwater upgrades. Final detention calculations will be required at time of Final Plat of Subdivision review, however, the proposed redevelopment is not expected to create stormwater issues as all improvements will conform to Village and MWRD stormwater requirements.

Access Easements and Parking Easemnt:

The previous PUD amendment approved in 2007 resulted in shared access through-out the Rohrman lots (inclusive of both the Nissan lots, Lexus lot, future dealership lots and the former Honeywell building lot). However, the proposed redevelopment means that these access easements need to be revised, and a summary of the new access easements is included below. It is important to note that these easements have not yet been formally established, and they will need to be formalized as part of the Final Plat of Subdivision approval process:

- Ridgeline/Lexus Easement – At the request of staff, the petitioner has provided an interior site connection between the Lexus property (Lot 2) and the Ridgeline lot (Lot 1) on the western side of the site. This easement will be restricted to passenger vehicles only and will allow cars from the Ridgeline property access to the existing signalized intersection on proposed Lot 2 (Lexus lot) located at the westernmost Lexus drive aisle connection with Wilke Road.
- Lexus/Nissan Easement – To formalize cross access between the Nissan lot and proposed Lots 2 and 3, a blanket cross access easement between these three lots will be provided.
- Ridgeline/Nissan Easement – A cross connection point exists between the Ridgeline lot (Lot 1) and the Nissan lot, at the easternmost north/south drive aisle to the east of Building Two. To formalize

cross access for the benefit of the Ridgeline property, an easement will be established that will give passenger vehicles on the Ridgeline lot the right to travel through the Nissan lot and out to Dundee Road. It should be noted that this connection will be blocked off by the Nissan dealership during times when the dealership is not open for enhanced security on the Nissan lot.

- Future Access Easement – At the request of staff, Lot 3 will provide an easement that will allow future access to the Ridgeline lot in the area around the southeast corner of Building Two, which will provide access to Dundee Road. This easement will be implemented only if an additional curb cut is added to Dundee Road on Lot 3, which would align with the existing access drive located across Dundee Road on the southern side of the street. Reciprocal access would also be granted through the Ridgeline lot, to the benefit of Lots 2 and 3, to allow access to the primary access drive that leads to Kennicott Avenue.

It should be noted that the existing easement, to the benefit of the Curtiss Wright property, that allows access through Lot 1 along the primary access drive connection to Kennicott Avenue (established in 2000), will be maintained.

Finally, there is an existing easement on the eastern side of the Ridgeline lot, which allows access and exclusive parking rights for the Curtiss Wright property (via Document #00364848) to 40 existing parking spaces on the former Honeywell building campus. As the proposed improvements would alter the location of these existing parking areas, the existing easement needs to be either vacated or amended. Ridgeline is aware of the issue and working with the owner of the Curtiss Wright property to either vacate or amend the easement. Should vacation of the easement not occur, 40 parking stalls have been land-banked at the north side of Building Two, which would mitigate for the impact of having to maintain (via an amended easement) the exclusive right for Curtiss Wright to park on 40 parking spaces located on the Ridgeline lot. A condition of approval has been recommended that would require Ridgeline to continue working to either vacate or amend the existing access and parking lot easement, which shall be finalized prior to approval of the Final Plat of Subdivision. If the easement is not vacated, at the request of staff, the petitioner shall install the 40 land-banked parking stalls to mitigate for the loss of 40 stalls allocated exclusively for Curtiss Wright on their lot.

Parking & Traffic:

Per code, a traffic and parking study is required for any PUD amendment located on land abutting a major arterial and includes over 5,000 square feet of gross floor area. As such, the petitioner has provided a detailed traffic and parking study from Koenig, Lindren, O'Hara, and Alboona, Inc. (KLOA), that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The petitioner worked extensively with staff to refine their traffic and parking analysis to provide a comprehensive estimate for traffic that would be generated by this development, both in terms of passenger vehicles and trucks.

Ultimately, KLOA evaluated expected traffic generation utilizing three different methods:

- Standard *Institute of Traffic Engineers* (ITE) trip generation rates for usage of the Ridgeline buildings entirely as warehouse facilities.
- Standard ITE trip generation rates for usage of the Ridgeline buildings with 90% occupancy as warehousing and 10% occupancy as standard office uses.
- Survey of two similar facilities in the Chicagoland area to determine traffic generation rates and apply these rates to the proposed facility.

The survey of similar existing facilities generated the highest traffic volume estimates and to take a conservative approach, these rates were used to estimate overall traffic generation from the proposed development during peak travel hours (7:15am-8:15am and 4:45pm-5:45pm).

To determine the estimated percentage of truck traffic from the overall traffic volumes, the study analyzed ITE data, which indicates approximately 12% of morning peak hour trips would be trucks and 16% of evening peak hour trips would be trucks, as well as data from the surveys of the two existing local facilities, which indicated 17% of the morning peak hour trips would be trucks and 13% of evening peak hour trips would be trucks. Conservatively, they applied 20% of all estimated morning and evening peak trips as truck traffic.

The results of the traffic analysis found that all intersections studied in the vicinity of the proposed development had sufficient reserve capacity to accommodate the volume of traffic estimated to be generated by the Ridgeline project. No additional turn lanes/deceleration lanes were needed, and stacking/capacity at key intersections would not create unsafe conditions. Specifically, left turn movements from eastbound Dundee Road onto northbound Wilke Road, which movement occurs via a dedicated left turn lane, would maintain the same Level of Service (LOS) during both morning and evening peaks (LOS B and LOS D respectively). Similarly, left turn movements from Dundee Road to Kennicott Avenue, which also occurs within a dedicated left turn lane, would maintain the same level of service during both morning and evening peaks (LOS A and E respectively). However, it should be noted that the 95th percentile left turn stacking during the evening peak at this intersection would extend beyond the left turn lane but could be adequately accommodated in the existing taper and striped median provided along Dundee Road. As a condition of approval, staff recommends that if required by IDOT, the petitioner shall restripe the westbound left turn lane on Dundee Road at its' intersection with Kennicott Avenue per IDOT requirements.

Given that the primary means of travel to and from this development come/leave along Route 53, 70% of all truck traffic is estimated to come/leave from the west. As outlined above, all truck traffic would be prohibited from leaving the site northbound on Wilke Road and also Kennicott Avenue. To ensure that this will occur, the developer has agreed to restrict travel to/from the site along the northern access drive on the north side of the Curtiss Wright building to emergency vehicles only, and place "No Truck Right Turns" signage at the western truck egress point along Wilke. It should be noted that the geometry of the primary egress point along Kennicott is oriented to allow right-out movements only via a mountable median and signage. However, to avoid a scenario where truck traffic enters the site originating on Arlington Heights Road and turns onto Happfield Drive (which is a residential street) to access Kennicott Avenue, a condition of approval is recommended to limit all truck movements to and from the site to arrive/leave along Dundee Road.

Relative to parking, the proposed development complies with all Code regulations and provides a surplus of parking relative parking requirements. A summary of the parking requirements is included below, and the detailed parking calculations are included at the end of this report.

Owner	Location	Parking provided	Parking Required	**Surplus**/Deficit
Ridgline	Lot 1	599	444	**115**
Rohrman	Lot 2	488	370	**356**
	Lot 3	238		

However, Ridgeline should be aware that parking requirements for distribution/warehouse uses are based on the number of employees within each business and the number of vehicles used by that business. In addition, the office component of each distribution business must also provide parking at one space per 300 square feet of office floor area. As the developer does not have specific tenants signed on at this time, the actual amount of office space for each tenant is unknown, as well as the number of vehicles and employees for any non-office tenants. If tenants with larger than anticipated office components sign leases within the distribution buildings, a parking deficit may be created. However, given the surplus of parking above code requirements, staff believes that the petitioner has taken adequate measures to prevent a parking deficit and allow for more office use and/or employees.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed amendment to PUD Ordinances #99-031, #07-072, and #09-041 to allow modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas, the Preliminary Plat of Subdivision to re-subdivide the subject property into three lots, the rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District, and the amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, Mfg., Warehousing", as well as the following variation:

1. **Chapter 28, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.**

The Staff Development Committee recommends **APPROVAL** of the application subject to the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. As part of Final Plat of Subdivision, the petitioner shall propose a revised Declaration of Covenants, Conditions, and Restrictions for the subject property, for review and approval by the Village.
3. The Nissan lot shall be incorporated as part of the existing PUD.
4. Conditions of approval #7, #8, and #9 in Ordinance #99-031 and conditions #3 and #5 in Ordinance 07-072 shall be repealed.
5. Compliance with the May 25, 2021 Design Commission motion shall be required.
6. Inbound and outbound truck traffic must use Dundee Road to access Wilke Road and to access Kennicott Avenue.
7. As part of Final Plat Approval, the following easement shall be established as outlined within this Staff Report:
    a. Ridgeline/Lexus Easement
    b. Lexus/Nissan Easement
    c. Ridgeline/Nissan Easement
    d. Future Access Easement
8. As part of Final Plat of Subdivision approval, the petitioner shall provide a code complaint photometric plan for the Rohrman lots. Should any of the onsite lighting exceed code requirements, revisions to the onsite lighting shall be required, or the petitioner must seek a variation
9. The existing easement established via Document #03364848 shall either be amended to reconfigure the parking and access to align with the proposed Lot 1 redevelopment, or shall be vacated. Should

vacation not be possible, at the request of the Village, the petitioner shall install the 40 land-banked parking stalls at the north of Building Two.

10. If required by IDOT, the petitioner shall restripe the eastbound left turn lane on Dundee Road at its' intersection with Kennicott Avenue per IDOT requirements.
11. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ August 20, 2021

Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Parking Calculations:

Ridgeline Lot

Parking					
Building	***Use***	***SF***	***Employees***	***Parking Required***	***Stalls Required***
Building 1					
Reported: 50 Bays (equals 50 vehicles) (45 berths, 5 OH Doors)	Warehouse	184,770	138	1 per 2 emp. + 1 per comm. Vehicle	119
	Office	20,534	N/A	1 per 300 s.f.	68
Building 2					
Reported: 51 Bays (equals 51 vehicles) (47 berths, 4 OH Doors)	Warehouse	275,724	206	1 per 2 emp. + 1 per comm. Vehicle	154
	Office	30,636	N/A	1 per 300 s.f.	102
	TOTAL	**511,664**			**444**
				TOTAL # OF PARKING SPACES PROVIDED	**599**
				Minus spaces reserved exclusively for 3602 N Kennicott via Easement Doc. 00364848 (or future amendment)	**40**
				SURPLUS / (DEFICIT)	**115**

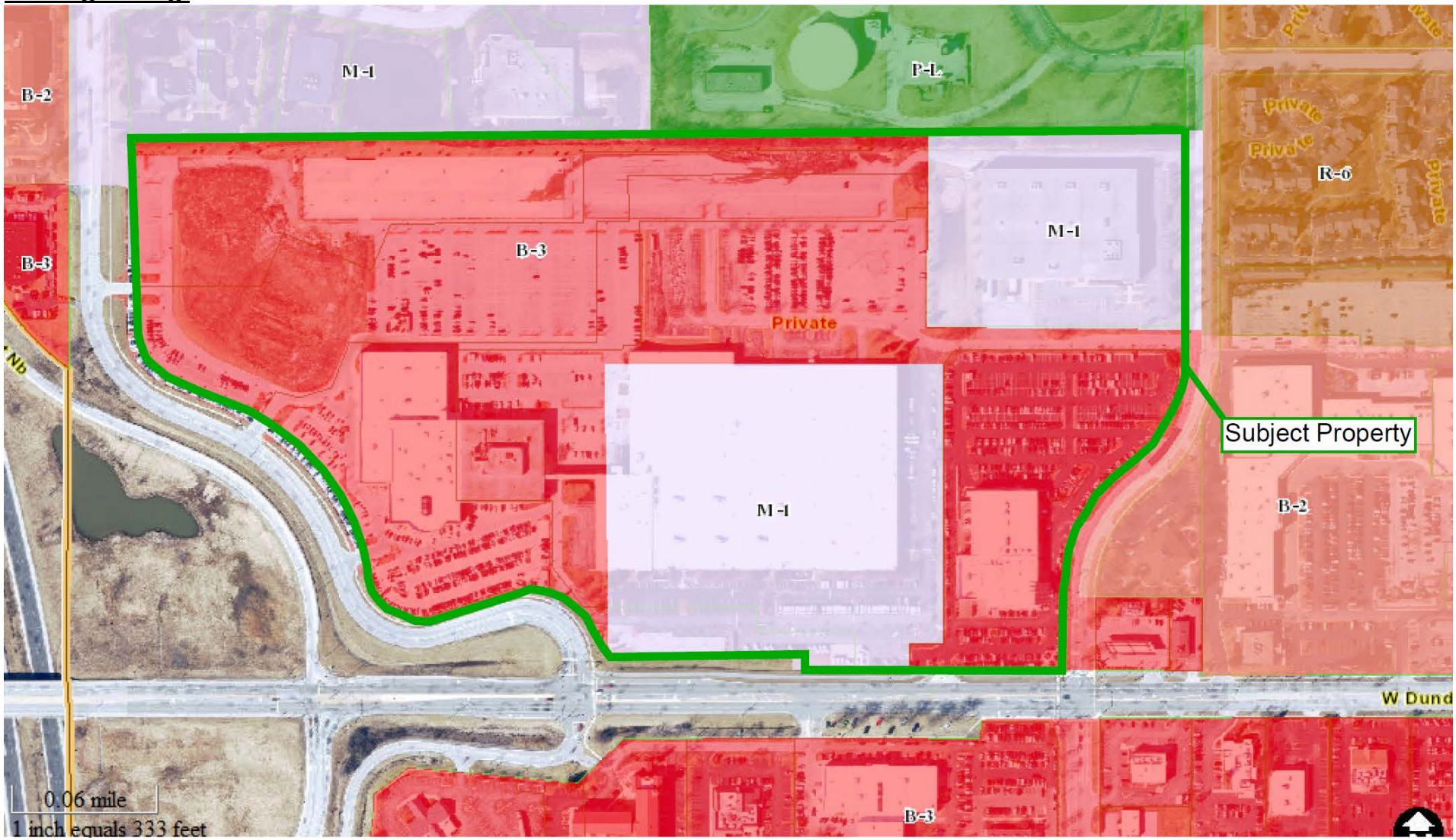
Rohrman Lots:

Proposed Lots 2 and 3					
USE	**SF**	**# of Employees**	**# of Service Bays**	**Parking Ratio**	**Required Parking**
Showroom/Sales	34,832			1 space / 600 SF	58
Office	12,719			1 space / 300 SF	42
Service	49,107	49	43	3 spaces / Bay + 1 per employee	178
Parts	8,939			1 space / 300 SF	30
Spa/Health Club	1,602			1 space / 250 SF	6
Café	2,544 (448 seating area size)			1 space / 45 SF seating	10
Misc Business Areas/Multi-purpose/Storage	15,020			30% of occupancy*	45
Total	122,219				
				Total Required	370
				Total Provided**	726
				Surplus (Deficit)	**356**

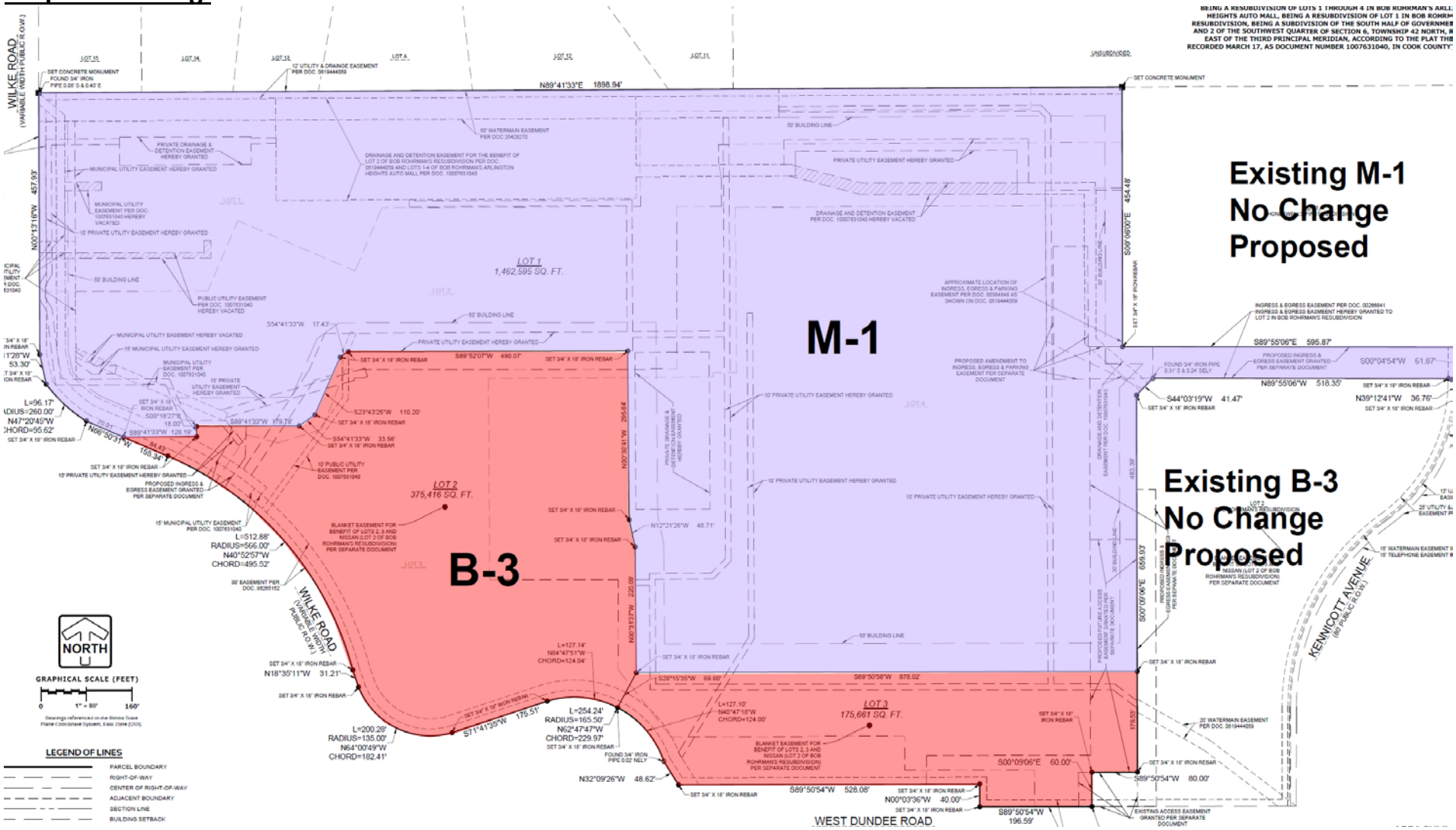
*Occupancy classified as "Business Areas" (1 occupant per 100 sq. ft.) per Building Code *Maximum Floor Area Allowance Per Occupant* table

** 488 spaces are provided on the Lexus lot (Lot 2) and 238 spaces are provided on Lot 3.

Existing Zoning:



Proposed Zoning:



NOTIFICATION AFFIDAVIT

I, Benjamin C. Harris hereby certify as follows:

1. That on the 9th day of August, 2021, affiant caused to be mailed in the Post Office of 9507 W Higgins Rd., Rosemont, IL. 60018, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose propety is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Signature

Subscribed and Sworn to before me
this 9th day of August, 2021.

Notary Public

OFFICIAL SEAL
JESSICA LOVELESS
NOTARY PUBLIC STATE OF ILLINOIS
MY COMMISSION EXPIRES: 02/01/2025

RIDGELINE
PROPERTY GROUP

August 10, 2021

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for approval of a Preliminary Plat of Subdivision to resubdivide the subject property into three lots, an Amendment to PUD Ordinance #99-031, #07-072, and #09-041 to allow for modifications to the approved PUD development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas, an Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, Mfg., Warehousing", a Rezoning of a portion of the proposed Lots 2 and 3 from the M-1 District to the B-3 District, and of a portion of proposed Lot 1 from the B-3 District to the M-1 District, as well as the following Variations from Chapter 28 of the Municipal Code:

- Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.
- Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to allow certain parking rows to omit the requirement for landscape islands after every 20 parking spaces and certain parking rows to terminate without the required landscape island at each end.
- Any other variations as determined necessary by the Plan Commission.

The location of the subject property is 1100 W. Dundee Road, and 1400 – 1530 W. Dundee Road, all in Arlington Heights, Illinois, and commonly known as the Bob Rohrman Auto Mall. The Rohrman General LLC is the beneficial owner of the property.

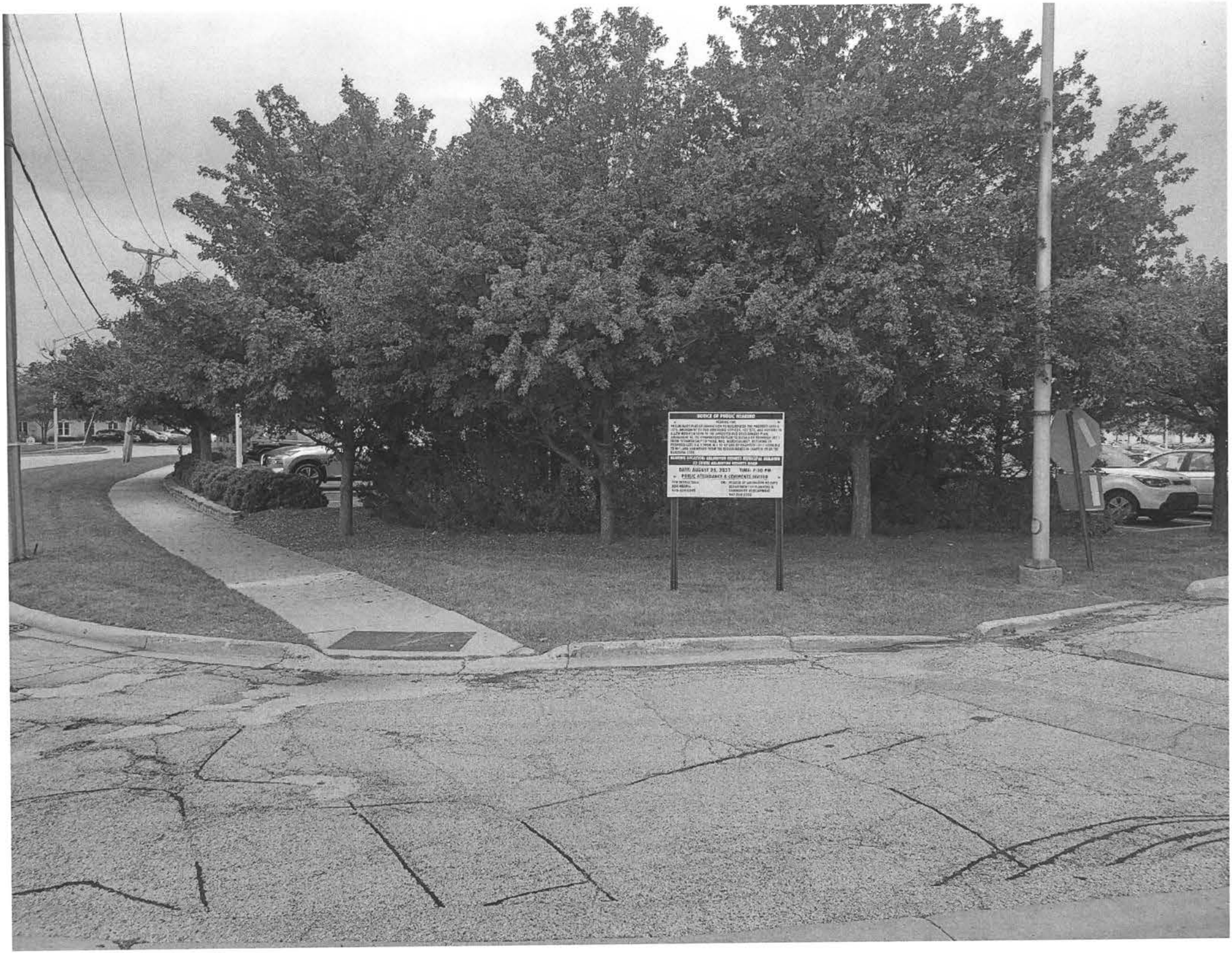
This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois, 3rd floor, at 7:30 PM, on Wednesday, August 25th, 2021.

Ben Harris
Vice President

Any individual who would like to attend this meeting but because of a disability needs some accommodation to participate, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL. 60005 (847) 368-5793 or TDD # (847) 368-5794.


NOTICE OF PUBLIC HEARING
HEARING FOR:
PRELIMINARY PLAT OF SUBDIVISION TO RESUBDIVIDE THE PROPERTY INTO 3 LOTS, AMENDMENT TO PUD ORDINANCE #99-031, #07-072, AND #09-041 TO ALLOW MODIFICATIONS TO THE APPROVED PUD DEVELOPMENT PLAN, AMENDMENT TO THE COMPREHENSIVE PLAN TO RECLASSIFY PROPOSED LOT 1 FROM "COMMERCIAL" TO "R&D, MFG, WAREHOUSING", REZONING OF PROPOSED LOTS 2 & 3 FROM M-1 TO B3 AND OF PROPOSED LOT 1 FROM B-3 TO M-1, AND VARIATIONS FROM THE REQUIREMENTS IN CHAPTER 28 OF THE MUNICIPAL CODE.
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 SOUTH ARLINGTON HEIGHTS ROAD
DATE: AUGUST 25, 2021 TIME: 7:30 PM
PUBLIC ATTENDANCE & COMMENTS INVITED
FOR DETAILS CALL:
BEN HARRIS
•916-224-6948
OR: VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING &
COMMUNITY DEVELOPMENT
847-368-5200




NOTICE OF PUBLIC HEARING
PUBLIC ATTENDANCE & COMMENTS INVITED

PIN's that must receive a Public Hearing Notificaiton Letter	First Name	Last Name	Address 1	Address 2	City	State	Zip / Postal Code
02014010020000			1560 E DUNDEE RD		PALATINE	IL	60074
02014010080000	PALATINE PROPERTIES LP		5005 W TOUHY AV		SKOKIE	IL	60077
02014010190000	FIRST AMERICAN PROP		1540 E DUNDEE	STE 210	PALATINE	IL	60074
02014010200000	MARRIOTT BUSINESS SERV		PO BOX 579		LOUISVILLE	TN	37777
02014010210000	EFN DUNDEE PROPERTY		1155 W DUNDEE ROAD		ARLINGTON HEIGHTS	IL	60004
02014010220000	FIRST AMERICAN PROP		1540 E DUNDEE	STE 210	PALATINE	IL	60074
02014010230000	FIRST AMERICAN PROP		1540 E DUNDEE	STE 210	PALATINE	IL	60074
02122060400000	SHULAMITH	LAISER	4021 YORKSHIRE LN		NORTHBROOK	IL	60062
02122060420000	SHULAMITH	LAISER	4021 YORKSHIRE LN		NORTHBROOK	IL	60062
02122060430000	SHULAMITH	LAISER	4021 YORKSHIRE LN		NORTHBROOK	IL	60062
02122060540000	HUT ESTATES AN IL		1803 BROMLEY CT		SCHAUMBURG	IL	60194
02122060550000	RONALD	PEREZ	116 BOARDWALK		ELK GROVE VILLAGE	IL	60007
02122060560000	VALERIY	DOMORATSKIY	3228 RONALD RD		GLENVIEW	IL	60025
02122060570000	ANNA	LANGOWSKI	3860 IVANHOE CT	APT B	SCHILLER PARK	IL	60176
02122060820000	CUEVAS	GRAZYNA	1559 SILVER LN		PALATINE	IL	60074
02122060840000	1559 NORWAY LLC		1280 MEDINAH DR		ITASCA	IL	60143
03063020030000	MACKIN LAND CO LLC		39109 N US HWY 41		WADSWORTH	IL	60083
03063020040000	MACKIN LAND CO LLC		39109 N US HWY 41		WADSWORTH	IL	60083
03063020140000	BRIGHT HORIZONS CHILDR		200 TALCOTT AVE S		WATERTOWN	MA	02472
03063020150000	BREIT INDUSTRIAL		PO BOX A3879		CHICAGO	IL	60690
03063020200000	ROBERT ROHRMAN		1285 E DUNDEE RD		PALATINE	IL	60074
03063020210000	ROBERT ROHRMAN		1510 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03063020220000	ROBERT ROHRMAN		1510 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03063020230000	ROBERT ROHRMAN		1510 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03063020240000	ROHRMAN GENERAL LLC		3900 SOUTH ST		LAFAYETTE	IN	47905
03063030050000	SPRINTCOM		PO BOX 12913	CHO3XW002	SHAWNEE MISS	KS	66282
03063030130000	COMMERCE POINT	OWNASSN	3733 N VENTURA DR		ARLINGTON HEIGHTS	IL	60004
03063040070000	FORTY SEVEN LLC		3727 VENTURA DR		ARLINGTON HEIGHTS	IL	60004
03063040080000			3723 VENTURA DR		ARLINGTON HEIGHTS	IL	60004
03063040100000	WRE		3721 VENTURA DR	#140	ARLINGTON HEIGHTS	IL	60004

03063040110000	COMMERCE POINT	OWNASSN	3733 N VENTURA DR		ARLINGTON HEIGHTS	IL	60004
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03063040180000	ATOMIC MECHANICAL SV		3733 VENTURA DR		ARLINGTON HEIGHTS	IL	60004
03064000610000	E PROPERTY TAX RDGE PL		PO BOX 4900	DEPT 124	SCOTTSDALE	AZ	85261
0306400065-0000	E PROPERTY TAX RDGE PL		PO BOX 4900	DEPT 124	SCOTTSDALE	AZ	85261
0307102003-0000	AH LODGING LLC		1415 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03071020070000	EFN DUNDEE PROPERTY LLC		1 OAKBROK TERRACE	#600	OAKBROOK TERRACE	IL	60181
03071020080000	YPI ARLINGTON LLC		21900 BURBANK BLVD	#250	WOODLAND HILLS	CA	91367
03071020100000	1331 W DUNDEE LLC		1331 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03071020130000	YPI ARLINGTON LLC		21900 BURBANK BLVD	#250	WOODLAND HILLS	CA	91367
03071020140000	HUNTINGTON NATIONAL BK		PO BOX 182334		COLUMBUS	OH	43218
03071020150000	AH LODGING LLC		1415 W DUNDEE RD		ARLINGTON HEIGHTS	IL	60004
03072000290000	MARIO TRICOCI2705		445 E NORTHWATER ST	#27	CHICAGO	IL	60611
03072000510000	JOHN & G	IMREIBE	2711 MANNHEIM RD		DES PLAINES	IL	60018
03072000520000	IOANNIS ENTERPRISES		3443 N KENNICOTT AVE		ARLINGTON HEIGHTS	IL	60004

WESTRIDGE CONDO'S

PIN Number	First Name	Last Name	Address 1	Address 2	City	State	/ Postal Code
03-06-400-058-0000							
03-06-400-058-1001	BARRY	ROBBINS	204 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1002	NEUBERT		214 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1003	TIMOTHY P	KELLY	202 W HAPPFIELD DRIVE		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1004	MAKSIM	MIDALOVICH	216 W HAPPFIELD DRIVE		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1005	JANUS	JAKUBCZAK	206 W HAPPFIELD DRIVE	#1 CR	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1006	DANILO & SUSAN	SANDIKO	212 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1007	JAKUB	PALEJ	208 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1008	ALEXANDER	GLITCHEV	210 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1009	ADAM	SZEWC	306 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1010	SIS SEPARATE	PROPERTY	248 FOREST PL		BUFFALO GROVE	IL	60089
03-06-400-058-1011	ILYA	MOVMYGA	304 HAPPFIELD DR	2B	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1012	ANDREW	HOFFMAN	314 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1013	CHRISTOPHER M	CRAVEN	308 W HAPPFIELD DR	#22	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1014	LISA Y	SHIMOTAKE	310 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1015	RYAN & MALLORY	BURGESS	322 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1016	SMOGER		328 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1017	G GOLDSAND	C SINCLAIR	320 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1018	SHAMSUDDIN A	THANAWALA	330 W HAPPFIELD DR	#330	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1019	GABRIELLE M	HORTON	324 W HAPPFIELD DR	3C	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1020	DMYTRO	ZAYATS	326 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1021	SNYDER		342 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1022	MARION	MAGDZIAK	348 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1023	ANDREW	LAZES	520 W HALEYS HILL CT		PALATINE	IL	60074
03-06-400-058-1024	STEFAN	ANGUELOV	350 HAPPFIELD DR	44BL	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1025	MATTHEW R	FARRAR	344 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1026	ALEXANDER P	TZORTZAKIS	346 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1027	PATARINTRA	VISUTDHI &	362 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1028	ELAINE J	STRUM	368 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1029	CHRISTINE M	GAZA	360 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1030	ANGELIKA	SCHMIDT	370 HAPPFIELD DR	5B-L	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1031	YEFIM	PAPIR	364 HAPPFIELD DR	5D	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1032	PAMELA PAIGE	CERVANTES	366 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-058-1033	PHILLIP J	PINK	422 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1034	SHIRLEY	RUBIN	428 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1035	MICHAEL JAY	RABIN	420 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1036	MARIA C	JACOBS	430 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1037	ZACHARY D	GALE	424 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1038	SAULIUS	JANOSONIS	426 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1039	LAURA	KRIAUCIUNAS	404 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1040	JEWELL	DIAMOND	410 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1041	CHRISTINE L	KLEIN	402 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1042	HAROLD	MEYER	412 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1043	OLGA	GUSAK	406 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1044	SHARON	BREYFOGLE	408 HAPPFIELD DR	6C	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1045	SUZANNE K	BERKOWITZ	444 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1046	ANGELA	PRIORE	446 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1047	ALEKSANDRN	KOTELENETS	442 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1048	RAO V	KAVURI	48 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1049	ALAN	LEVINE	151 MANCHESTER DR		BUFFALO GROVE	IL	60089
03-06-400-058-1050	JAMES M	BANG	458 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1051	ADAM H	CITRON	450 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1052	CHRISTINE	DRATZ	460 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1053	MARCIN	LUBECKI	454 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1054	BRUCE	BROADBENT	456 W HAPPFIELD DR	#9CL	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1055	VAL & YANA	STRIEV	4306 RFD		LONG GROVE	IL	60047
03-06-400-058-1056	VENKAT	PAL	476 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1057	E LACH	1010C	464 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1058	JAE BONG	LEE	478 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1059	JODY	SALUS	468 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1060	WEI	ZHANG	474 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1061	A & J	IOANNIDIS	572 GREEN BAY		LAKE ZURICH	IL	60047
03-06-400-058-1062	JENNIFER	BOUMSTEIN	472 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1063	ELISA Y	CHOI	484 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1064	D	ANDERSON	490 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1065	NISHANTH	SRIDHARAN	482 W HAPPFIELD DR	#1111B	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1066	KENNY	ALPERSTEIN	492 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-058-1067	FRANCINE	BRAND	486 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1068	M & K	VASILJEVS	488 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1069	ILYA	ZAVIN	504 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1070	BARBARA	HILL	510 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1071	BERT & CARRIEL	PEARLM	502 W HAPPFIELD DR	#12 B	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1072	HYO	JUNG JANG	512 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1073	TAMRA	KRSKA	506 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1074	BRENT	URBAN	508 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1075	VASYL	DOTSIAK	540 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1076	TAMI	L	546 W HAPPFIELD DR	#1414	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1077	SEMION	SHLAIN	1311 DEVONSHIRE RD		BUFFALO GROVE	IL	60089
03-06-400-058-1078	C & R	STYCZEN	544 W HAPPFIELD DR	14D	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1079	MARJAN	MAZZA	1739 BROOKE BEACH DR		NAVARRE	FL	32566
03-06-400-058-1080	MARY	MUELLER	532 HAPPFIELD DR	13-13	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1081	ROSALYN	CHRISTENSEN	520 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1082	PAMELA	FITZGERALD	534 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1083	IEVGEN	MEDUSHENKO	524 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1084	XIUFEN	LIU	675 LAKEVIEW PKWY	#6542	VERNON HILLS	IL	60061
03-06-400-058-1085	VAL & IRINA	KOZDOY	526 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1086	KAROTTU &	MATHEW	528 HAPPFIELD DR	#528	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1087	GARY	GIBATA	552 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1088	LEAVITT		558 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1089	JANE JIWOON	LEE	550 W HAPPFIELD DR	#15B	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1090	REGINA	CHYORNY	560 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1091	LYNN	BRENNER	554 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1092	SAINAGENDRA	GUNTURU	556 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1093	STANISLAU	URBANOVICH	620 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1094	SVETLANA	TABAK	626 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1095	LYALYA	SHEKTMAN	622 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1096	ARBEN	BALLAZHI	2513 FOX MEADOW DR		CREST HILL	IL	60403
03-06-400-058-1097	C E	SUTTON	632 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1098	DAVID	GRABSKI	638 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1099	CARL		630 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1100	ANATOLY	YEKELCHIK	640 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-058-1101	LESZEK	PILAT	634 HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1102	ALEKSANDR	FURMANOV	636 W HAPPSFIELD DR	#18C	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1103	KIM APRIL G	MERCADO	602 W HAPPSFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1104	JENNIFER	BROWN	608 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1105	A & J	KRAMER	604 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1106	JUSTYNA	JANIK	606 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1107	YAAKOV	HOLANSKY	650 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1108	LINDA	BRADY	656 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1109	ALICE MAE	JOHNSON	652 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1110	ALINA	MIKOLAJCZYK	654 W HAPPFIELD DR	#1919	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1111	JESSICA	ELIN	702 W HAPPFIELD DR	#2020	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1112	JOAN	VERDICO	704 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1113	ZYGMUNT	KAZIMIEROWICZ	706 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1114	Y	MITRONOVICH	708 HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1115	MICHAEL	SWIATKIEWICZ	303 E OLIVE AVE		PROSPECT HEIGHTS	IL	60070
03-06-400-058-1116	GENE & STELLA	KATZMAN	720 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1117	I SHVARTSMAN	& V URBAN	724 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1118	VLADIMIR	CHUKHMAN	726 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1119	STOYKO K	STOYKOV	728 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1120	MAYANK	THAKKAR	575 CENTRAL PARK PL		VERNON HILLS	IL	60061
03-06-400-058-1121	MARDI	MEYERS	734 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1122	JANET	DRAHEIM	732 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1123	ANTHONY	DE ROSE	742 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1124	CHRISTOPHER	MAY	740 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1125	THOMAS	HEDRICK	744 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1126	SUNIL	MENDU	5889 UPLAND LANE N		PLYMOUTH	MN	55446
03-06-400-058-1127	ROBERT	MACIAG	748 W HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1128	CHARLES	SCHROEDER	750 W HAPPFIELD	#2222C	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1129	ALEX	NOVODVORETS	754 HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1130	LAURENCE	SHAPIRO	752 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1131	OKSANA	CHERNETSKA	807 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1132	ALPESHKUMAR	MODI	840 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1133	ROBERT & MARY	KELLY	846 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1134	PAUL	BACIU	21660 RAINBOW RD		DEER PARK	IL	60010

03-06-400-058-1135	DIBENEDETTO		804 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1136	ANDREW	GUIDO	802 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1137	D	WAGNER	806 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1138	IRENE	VANINA	808 W HAPPFIELD DR	#2323D	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1139	RUBY	CHIN	810 HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1140	MARK	LENDER	812 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1141	TRUSTEE	ANDRUS TRUST	816 W HAPPFIELD DR	#23B	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1142	DARLENE	MORGAN	814 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1143	LARRY	DUVEL	822 W HAPPFIELD DR	#2525	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1144	GLORIA	QUIJANO	820 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1145	GALINA	MENIKHES	1542 PENDLETON CT		PALATINE	IL	60067
03-06-400-058-1146	EDUARD	KOZHELIANKO	826 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1147	ERIKA	DUSEN	828 HAPPFIELD DR	#25CCL	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1148	IGOR	ZAKHARYUTA	1924 BLACKBERRY LN		HOFFMAN ESTATES	IL	60169
03-06-400-058-1149	JYOTISMITA	BARMAN	834 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1150	GALLAVAN		832 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1151	SVIATLANA	HANTSEVICH	904 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1152	BAILEY	JOHNSON	902 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1153	SUKHDEEP	SINGH	908 W HAPPFIELD DR	#908	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1154	HASSAN	MOHEBBI	1614 W WAVERLY CT		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1155	KATHERINE	SCHREIBER	932 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1156	ALEKSANDR	AZAROV	934 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1157	DAVID	MAROWALLY	930 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1158	EDWARD	STEFANOVICH	928 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1159	JASON	BALABAS	926 HAPPFIELD		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1160	W & MARTA	CIOSEK	924 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1161	YUAN	WEI	920 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1162	CONNIE	WILCOX	922 HAPPFIELD DR	#26A	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1163	NITA	BIALK	952 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1164	GRIGORIY	AKSELROD	954 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1165	L	WURTZ	950 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1166	JACQUELINE	CULLEN	948 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1167	ALEX	HOTUNG YU	12 VIOLET CT		E BRUNSWICK	NJ	08816
03-06-400-058-1168	DARREN	ERJAVAC	49 MULBERRY RD		DEERFIELD	IL	60015

03-06-400-058-1169	ARKADY	KHAZIN	940 W HAPPFIELD DR	ARLINGTON HEIGHTS	IL	60004
03-06-400-058-1170	MICHAEL	SWIATKIEWICZ	303 E OLIVE AVE	PROSPECT HEIGHTS	IL	60070

WESTRIDGE CONDOS

PIN Number	First Name	Last Name	Address 1	Address 2	City	State	Zip / Postal Code
03-06-400-063-0000							
03-06-400-063-1001	MICHAEL	BUSHNELL	747 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1002	DAVID	TROLAND	745 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1003	K B	SUNDERAJULU	749 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1004	NYTKO		751 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1005	RINSHAD KAYILAN	KAJAHU	753 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1006	AMGALANZAYA	ERDENEBAT	755 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1007	COREY	AXELROD	759 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1008	EUNGYOUNG	KIM	757 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1009	EMMANUEL	TAPANGAN	765 W HAPPFIELD DR	#29	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1010	SERGII	KARPYSHYN	763 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1011	PHILIP	MATHEW	767 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1012	DAI	KO	769 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1013	GERSTEIN		771 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1014	JIN	PARK	773 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1015	EUN JUNG	SUH	777 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1016	NANCY	KERBY	775 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1017	EMMANUEL	TAPANGAN	765 W HAPPFIELD DR	#29	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1018	SERGII	KARPYSHYN	763 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1019	PHILIP	MATHEW	767 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1020	DAI	KO	769 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1021	GERSTEIN		771 HAPPFIELD DR	G5	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1022	JIN	PARK	773 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1023	EUN JUNG	SUH	777 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1024	NANCY	KERBY	775 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1025	PAUL	KEEHN	2788 WHISPERING OAKS DR		BUFFALO GROVE	IL	60089
03-06-400-063-1026	SERGEI	STERNIN	739 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1027	HAN & NAMJON	YOM	737 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1028	MICHELLE	HELLER	733 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1029	CARMELA	DE ROSE	9475 W PIONEER AVE		LAS VEGAS	NV	89117
03-06-400-063-1030	TODD	DESIMONE	701 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1031	KAMLA	GUPTA	705 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1032	LING LING	CHIA	707 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-063-1033	SUSAN	SNEIDER	711 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1034	CHUHAK	FEINBERG	30 S WACKER DR	#2600	CHICAGO	IL	60606
03-06-400-063-1035	SHEILA	STOUT	717 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1036	TONY	HAN	715 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1037	TSYPIN	ARENSKY	973 OLD ARLINGTON CT		BUFFALO GROVE	IL	60089
03-06-400-063-1038	RKSD	AN ILLINOIS SERIE	1507 QUAKER HOLLOWS		BUFFALO GROVE	IL	60089
03-06-400-063-1039	SUNG YOUNG	LEE	723 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1040	ALLYSON	KING	955 CHARLELA LN	#209	ELK GROVE VILLAGE	IL	60007
03-06-400-063-1041	EISENSTADT		729 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1042	MARY	LEWIS	727 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1043	POLLOCK	MELNICK	735 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1044	MICHELLE	HELLER	733 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1045	HAN & NAMJON	YOM	737 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1046	SERGEI	STERNIN	739 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1047	PAUL	KEEHN	2788 WHISPERING OAKS DR		BUFFALO GROVE	IL	60089
03-06-400-063-1048	W	WANG	741 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1049	KATHERINE	HOFFMAN	727 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1050	EISENSTADT		729 HAPPFIELD DR	G26	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1051	MARY	CONNOLLY	725 W HAPPFIELD DR	G27	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1052	TSYPIN	ARENSKY	973 OLD ARLINGTON CT		BUFFALO GROVE	IL	60089
03-06-400-063-1053	TONY	HAN	715 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1054	SHEILA	STOUT	717 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1055	CARLY	HALVERON	785 W HAPPFIELD DR	#785	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1056	LOREN	WALLA	783 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1057	RAMINA	SAMUEL	787 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1058	LEE	SOLOMON	789 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1059	JEFFREY	AUGUST	793 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1060	DIANE	LORENTZ	791 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1061	CARLY	HALVERON	785 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1062	LOREN	WALLA	783 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1063	RAMINA	SAMUEL	787 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1064	LEE	SOLOMON	789 HAPPFIELD DR	G16	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1065	DIANE	LORENTZ	791 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1066	JEFFREY	AUGUST	793 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-063-1067	HATTIE	BATJESTRUSTEE	833 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1068	SANG & HEAN	YANG	835 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1069	STEVE	HARLAN	829 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1070	SANTHI	PRIYA EDA	827 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1071	BENJAMIN	JOHNSON	823 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1072	KIRIL	MAKOGON	825 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1073	JOHN & KATHY	CHALEKIAN	100 LAKE SHORE DR		OAKWOOD HILLS	IL	60013
03-06-400-063-1074	CONNOLLY		879 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1075	GUY	JOHNSON	875 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1076	ELENA	PTOUCHKINA	873 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1077	HASSAN	MOHEBBI	1614 W WAVERLY CT		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1078	LJUBOMIR	KONJEVIC	867 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1079	SOO	KIM	863 W HAPPFIELD DR	#37B	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1080	HANNAH	LEE	865 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1081	ASHWIN	ALAMURI	857 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1082	LYUDMILA	KRUTAYA	859 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1083	ROMAN & TETY	GRYTSENKO	855 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1084	YEVGENIA	MIRONVICH	853 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1085	JANICE	TICHY	849 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1086	LOWRIGHT		847 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1087	BRENT BISHOP	PING CHEN	843 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1088	NATALIA	EKIMOVSKY	845 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1089	HASSAN	MOHEBBI	1614 W WAVERLY CT		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1090	WESTRIDGE THM	IV ASSOC	55 W 22ND ST	#310	LOMBARD	IL	60148
03-06-400-063-1091	LJUBOMIR	KONJEVIC	867 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1092	SOO	KIM	863 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1093	BRENT BISHOP	PING CHEN	843 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1094	NATALIA	EKIMOVSKY	845 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1095	LOWRIGHT		847 HAPPFIELD DR	G37	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1096	JANICE	TICHY	849 HAPPFIELD DR	G38AR	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1097	YEVGENIA	MIRONVICH	853 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1098	ROMAN & TETY	GRYTSENKO	855 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1099	LYUDMILA	KRUTAYA	859 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1100	ASHWIN	ALAMURI	857 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-063-1101	HATTIE	BATJES	833 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1102	SANG & HEAN	YANG	835 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1103	STEVE	HARLAN	829 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1104	SANTHI	PRIYA EDA	827 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1105	KEVIN	MEIER	823 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1106	KIRIL	MAKOGON	825 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1107	MARLENE	WARDEN	811 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1108	YEVGEN	ZOLOV	813 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1109	FEI	XIONG	20 RIVER COURT	APT 3310	JERSEY CITY	NJ	7310
03-06-400-063-1110	OKSANA	CHERNETSKA	807 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1111	JONG	HWA YI	803 W HAPPFIELD DR	#36B	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1112	OLEG	MAKAROV	805 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1113	KURT	WAGNER	965 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1114	DON	HIRSCHENBEIN	963 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1115	SU HUA	LIANG YANG	967 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1116	DANIEL & KARISA	HUNG	969 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1117	ANNA	KOZLOWSKA	973 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1118	ANDRII	SAVCHAK	975 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1119	DONNA	JUNG	979 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1120	ILONA	GRAYZER	312 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1121	ALEX	GOUNTANIS	3701 ALGONQUIN RD	#750	ROLLING MEADOWS	IL	60008
03-06-400-063-1122	IDA	MAIN	113 MCHENRY RD	#176	BUFFALO GROVE	IL	60089
03-06-400-063-1123	DENYS & HALINA	MISKYY	987 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1124	B & G	VINOKUROV	989 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1125	FRANCIS	CALZARETTA	993 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1126	ADITYA	JOSHI	400 RAYMOND RD		BUFFALO GROVE	IL	60089
03-06-400-063-1127	SHARON	RICHARDS	999 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1128	FRANK	CARINGELLA	997 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1129	KURT	WAGNER	965 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1130	DON	HIRSCHENBEIN	963 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1131	SU HUA	LIANG YANG	967 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1132	DANIEL & KARISA	HUNG	969 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1133	ANNA	KOZLOWSKA	973 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1134	ANDRII	SAVCHAK	975 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-063-1135	DONNA	JUNG	979 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1136	ILONA	GRAYZER	312 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1137	OKSANA	CHERNETSKA	807 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1138	JAISOON & JOHN	PAK	903 W HAPPFIELD DR	#903	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1139	MARCIN	KURC	907 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1140	WENGUI XIN	JING XU	755 HANBURY DR		DES PLAINES	IL	60016
03-06-400-063-1141	IGOR	NARTOV	915 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1142	ALFREDO	VAZQUEZ	912 W HAPPFIELD DR	#41A	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1143	MARY ELLEN	HANRAHAN TR	1717 S CLIFTON AVE		PARK RIDGE	IL	60068
03-06-400-063-1144	LYNDA	CASELTON	929 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1145	ALEX	GOUNTANIS	825 STONE CANYON CIR		INVERNESS	IL	60010
03-06-400-063-1146	IDA	MAIN	113 MCHENRY RD	#176	BUFFALO GROVE	IL	60089
03-06-400-063-1147	DENYS & HALINA	MISKYY	987 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1148	B & G	VINOKUROV	989 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1149	FRANCIS	CALZARETTA	993 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1150	ADITYA	JOSHI	400 RAYMOND RD		BUFFALO GROVE	IL	60089
03-06-400-063-1151	SHARON	RICHARDS	999 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1152	FRANK	CARINGELLA	997 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1153	STEFANIA	KRZESAJ	905 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1154	JAISOON & JOHN	PAK	903 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1155	MARCIN	KURC	907 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1156	WENGUI XIN	JING XU	755 HANBURY DR		DES PLAINES	IL	60016
03-06-400-063-1157	IGOR	NARTOV	915 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1158	ALFREDO	VAZQUEZ	913 W HAPPFIELD DR	#41A	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1159	DAISY	SCHUTZ	919 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1160	DANIEL	CHAKRAVARTHI	917 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1161	VITALII	STYSTUN	923 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1162	MIKHAIL	ARSHEV	925 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1163	HIROMUNE	TAKAMURA	927 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1164	LYNDA	CASELTON	929 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1165	DANIEL & GUIHON	GANS	935 W HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1166	SANDRA	MOSS	933 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1167	EVELYN	KOWALKE	953 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1168	PETER	LEI	955 HAPPFIELD DR		ARLINGTON HEIGHTS	IL	60004

03-06-400-063-1169	BRUCE	KANG	944 W HAPPFIELD DR	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1170	HSIAO	LIN CHIANG	4027 N RIDGE AVE	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1171	ALLISON	AZEVEDO	943 W HAPPFIELD DR	ARLINGTON HEIGHTS	IL	60004
03-06-400-063-1172	PETER	BOUKLIEV	945 HAPPFIELD DR	ARLINGTON HEIGHTS	IL	60004

WINCHESTER HILL CONDOS

PIN Number	First Name	Last Name	Address 1	Address 2	City	State	Zip / Postal Code
02-01-401-013-0000							
02-01-401-013-1001	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1002	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1003	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1004	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1005	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1006	OME PARTNERS AN ILLINO		1742 N Rand Road		Palatine	IL	60074
02-01-401-013-1007	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1008	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1009	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1010	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1011	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1012	CB LEASING CORP		4325 N Mobile		Chicago	IL	60634
02-01-401-013-1013	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1014	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1015	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1016	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1017	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1018	BATOR	KRZYSZTOF	4325 N Mobile Av		Chicago	IL	60634
02-01-401-013-1019	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1020	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1021	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1022	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1023	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1024	D&S	TUBEKIS	602 Waters Edge Drive		South Elgin	IL	60177
02-01-401-013-1025	HUBERT	DORNSEIFER	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1026	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1027	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1028	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1029	HUBERT	DORNSEIFER	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1030	HUBERT	DORNSEIFER	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1031	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1032	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056

02-01-401-013-1033	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1034	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1035	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1036	DORNSEIFER	HUBERT	1436 N PICADILLY CIR		MT. PROSPECT	IL	60056
02-01-401-013-1037	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1038	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1039	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1040	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1041	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1042	COLE	TAYLOR 019167	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1043	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1044	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1045	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1046	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1047	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1048	BAUMGARTNER	GEORGE	PO BOX 143		WHEELING	IL	60090
02-01-401-013-1049	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1050	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1051	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1052	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1053	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1054	CTLTC	B7801159755	10 S LASALLE ST	#2750	CHICAGO	IL	60603
02-01-401-013-1055	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1056	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1057	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1058	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1059	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1060	YINGYUE LLC		1335 S PRAIRIE AVE	#406	CHICAGO	IL	60605
02-01-401-013-1061	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103
02-01-401-013-1062	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103
02-01-401-013-1063	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103
02-01-401-013-1064	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103
02-01-401-013-1065	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103
02-01-401-013-1066	JOYCE	MALFITANO	551 VERSAILLES DR		BARTLETT	IL	60103

02-01-401-013-1067	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1068	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1069	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1070	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1071	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1072	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1073	VAN	NGUYEN	20820 N MIDDLETON DR	KILDEER	IL	60047
02-01-401-013-1074	1544 PALMER LLC		PO BOX 935	CARY	IL	60013
02-01-401-013-1075	1544 PALMER LLC		PO BOX 935	CARY	IL	60013
02-01-401-013-1076	1544 PALMER LLC		PO BOX 935	CARY	IL	60013
02-01-401-013-1077	1544 PALMER LLC		PO BOX 935	CARY	IL	60013
02-01-401-013-1078	1544 PALMER LLC		PO BOX 935	CARY	IL	60013
02-01-401-013-1079	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1080	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1081	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1082	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1083	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1084	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1085	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1086	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1087	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1088	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1089	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1090	ROMAN EUGENIA	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1091	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1092	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1093	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1094	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1095	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1096	BMH	ENTERPRISES	PO BOX 143	WHEELING	IL	60090
02-01-401-013-1097	ROMAN	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1098	ROMAN	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1099	ROMAN E	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1100	ROMAN E	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193

02-01-401-013-1101	ROMAN E	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1102	ROMAN E	BYSKOSH	218 W WEATHERSFIELD WY	SCHAUMBURG	IL	60193
02-01-401-013-1103	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1104	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1105	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1106	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1107	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1108	B & B MANAGEMENT		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1109	WILLIAM MC	CARTHY	5923 NE CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1110	WILLIAM MC	CARTHY	5923 N EAST CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1111	WILLIAM MC	CARTHY	5923 N EAST CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1112	WILLIAM MC	CARTHY	5923 N EAST CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1113	WILLIAM	CARTHY	5923 N EAST CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1114	WILLIAM MC	CARTHY	5923 N EAST CIRCLE AV	CHICAGO	IL	60631
02-01-401-013-1115	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1116	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1117	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1118	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1119	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1120	BP GROUP LTD		8800 KILDARE AVE	SKOKIE	IL	60076
02-01-401-013-1121	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1122	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1123	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1124	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1125	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1126	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1127	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1128	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1129	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1130	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1131	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1132	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1133	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047
02-01-401-013-1134	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047

02-01-401-013-1135	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047
02-01-401-013-1136	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047
02-01-401-013-1137	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047
02-01-401-013-1138	GEORGE	POLYWKA	PO BOX 313	LAKE ZURICH	IL	60047
02-01-401-013-1139	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1140	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1141	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1142	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1143	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090
02-01-401-013-1144	BMH ENTERPRISES		PO BOX 143	WHEELING	IL	60090

CONDO ASSOCIATIONS

Association	First Name	Last Name	Address 1	Address 2	City	State	Zip / Postal Code
The Winchester Hill Condominium Association	Bernard	Heurich	738 E. Dundee Road	#250	Palatine	IL	60074
Westridge Townhomes Condominium Association	Larry	Wurtz	950 Happfield Road		Arlington Heights	IL	60004
Westridge Townhomes Condominium Association	Ruby	Chin	810 Happfield Road		Arlington Heights	IL	60004
Westridge Townhouse Owner's Association	Beth	Lair	2000 W. Farwell		Chicago	IL	60645

legal notices

legals@dailyherald.com

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON AUGUST 25, 2021, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 21-009, an application for Preliminary Plat of Subdivision approval to resubdivide the property into three lots, an Amendment to PUD Ordinance #99-031, #07-072, and #09-041 to allow for modifications to the approved development plan including construction of an approximately 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas, an Amendment to the Comprehensive Plan to reclassify proposed Lot 1 from "Commercial" to "R&D, Mfg., Warehousing", a Rezoning of proposed Lots 2 and 3 from the M-1 Zoning District to the B-3 Zoning District and of proposed Lot 1 from the B-3 Zoning District to the M-1 Zoning District, all on property located at 1100 W. Dundee Road and 1400 – 1530 W. Dundee Road, in Arlington Heights, Illinois, and legally described as follows:

LOTS 1 THROUGH 4 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL, BEING A RE-SUBDIVISION OF LOT 1 IN BOB ROHRMAN'S RE-SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH HALF OF GOVERNMENT LOTS 1 AND 2 OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, AS DOCUMENT NO. 1007631040, IN COOK COUNTY, ILLINOIS.

PIN NUMBERS 03-06-302-021, 03-06-302-022, 03-06-302-023, AND 03-06-302-024, ALL TOGETHER COMMONLY KNOWN AS 1530 WEST DUNDEE ROAD, 1520 WEST DUNDEE ROAD, 1510 WEST DUNDEE ROAD, AND 1400-1490 WEST DUNDEE ROAD, AND;

LOT 2 IN BOB ROHRMAN'S RESUBDIVISION OF LOT 1 IN HONEYWELL'S FIRST SUBDIVISION OF THE SOUTH HALF OF GOVERNMENT LOTS 1 AND 2 IN THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN NUMBER 03-06-302-020, COMMONLY KNOWN AS 1100 WEST DUNDEE ROAD, AND;

THE NORTH 459.00 FEET OF THE EAST 600.00 FEET (AS MEASURED AT RIGHT ANGLES) OF LOT 1 IN HONEYWELLS FIRST SUBDIVISION, BEING A SUBDIVISION OF PART OF THE SOUTH WEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 20, 1988 AS DOCUMENT NUMBER 88320560, (EXCEPT THEREFROM THAT PORTION FALLING WITHIN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL RESUBDIVISION RECORDED AS DOCUMENT 1007631040, IN COOK COUNTY, ILLINOIS.

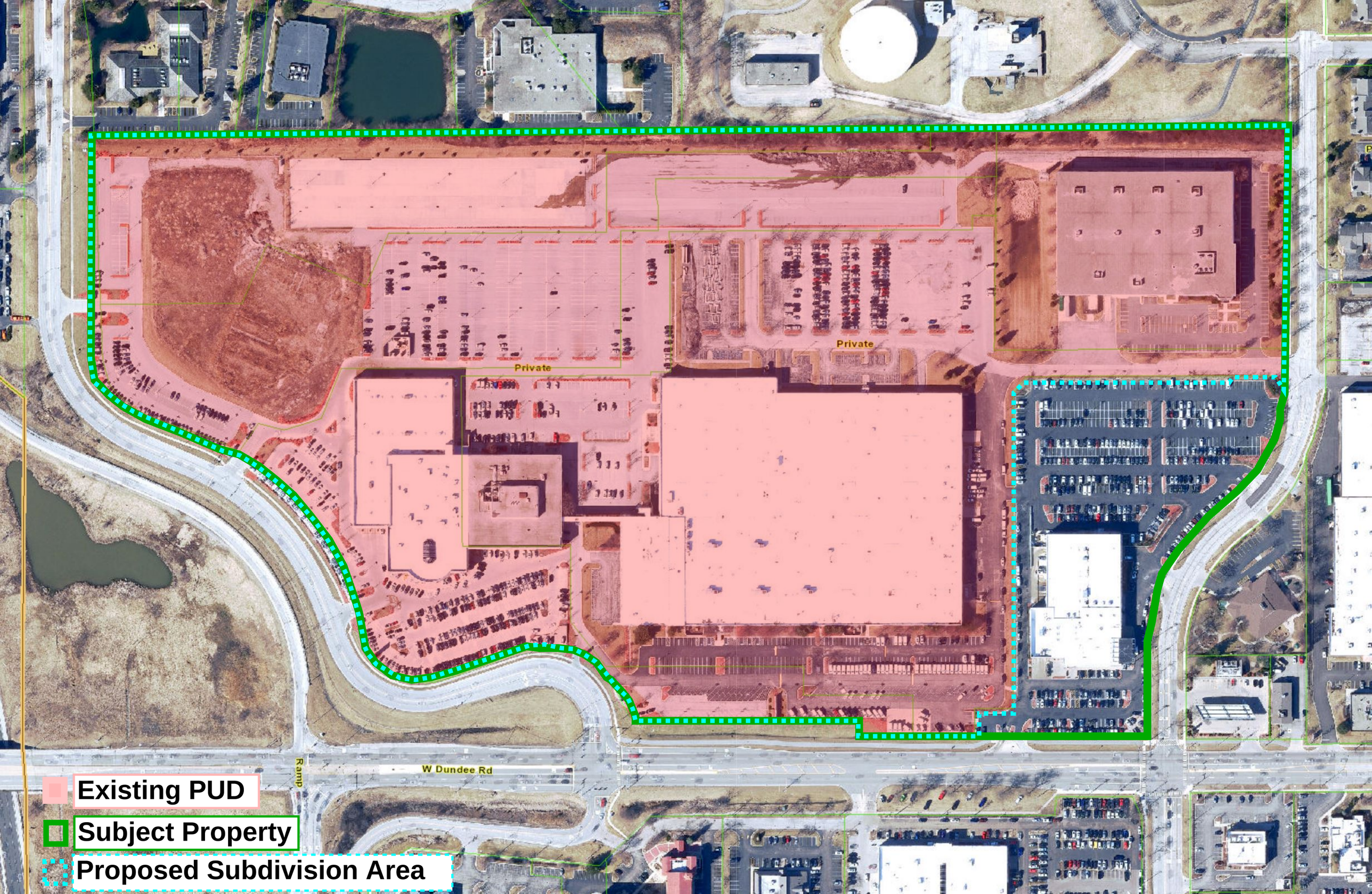
PIN NUMBER 03-06-302-015, COMMONLY KNOWN AS 3602 NORTH KENNICOTT AVENUE.

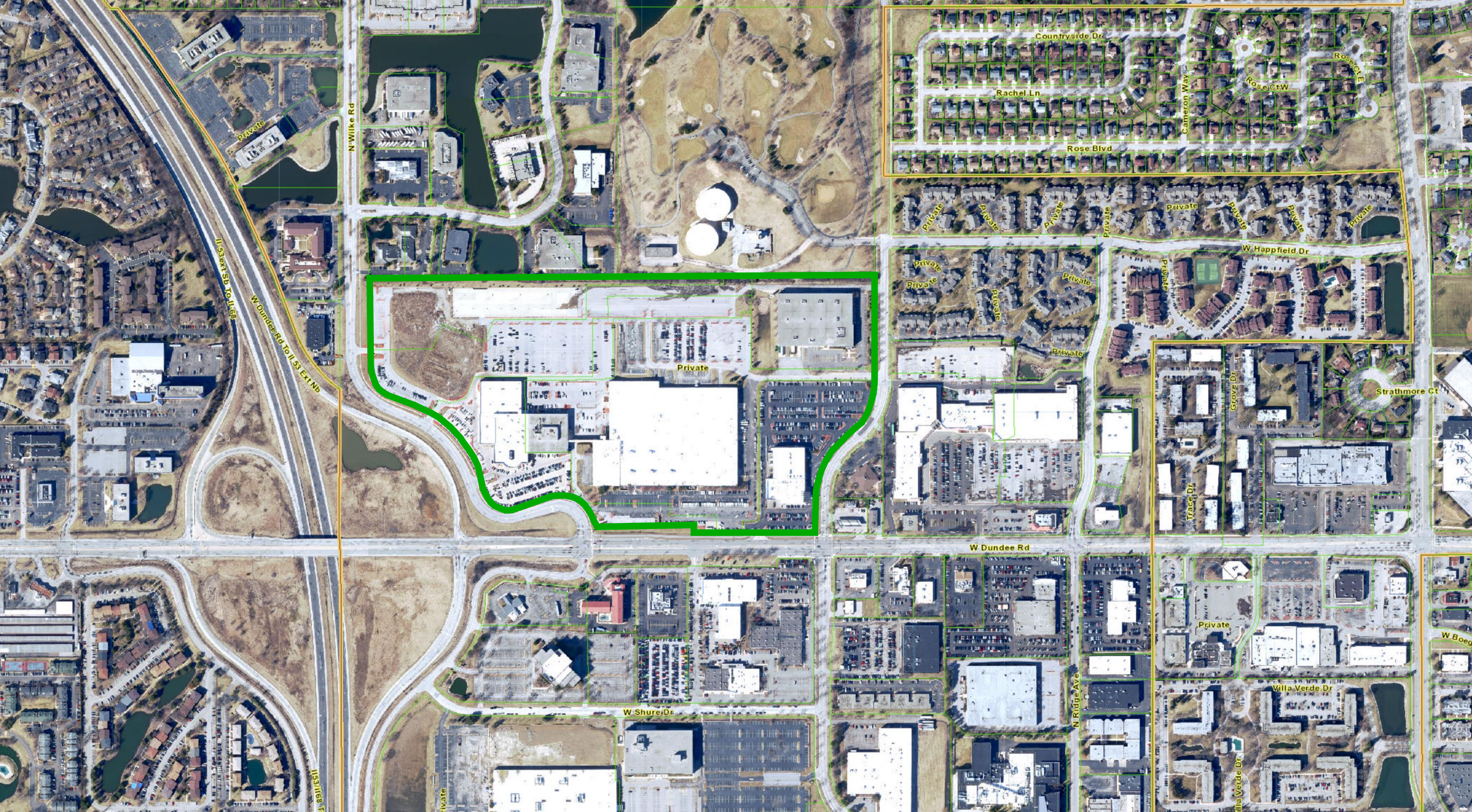
As part of said petition, the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle.
- Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to allow certain parking rows to omit the requirement for landscape islands after every 20 parking spaces and certain parking rows to terminate without the required landscape island at each end.
- And any other required variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Susan Dawson, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald August 10, 2021 (4568004)


Private
Private
W Dundee Rd
Ramp
Existing PUD
Subject Property
Proposed Subdivision Area


Countryside Dr
Rachel Ln
Cameron Way
Rose Ct W
Rose Ct E
Rose Blvd
N Wilke Rd
Private
W Happfield Dr
Grove Dr
Strathmore Ct
Trace Dr
W Dundee Rd
W Dundee Rd To Il 53 Ext Nb
Il-53ext Sb To Il-68
W Shure Dr
N Ridge Ave
Villa Verde Dr

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Ridgeline/Rohrman Development
Project Address: 1400-1530 W Dundee Road

Prepared By: Steve Hautzinger
Date Prepared: May 14, 2021

PETITIONER INFORMATION:

DC Number: 21-037
Petitioner Name: Benjamin Harris
Petitioner Address: Ridgeline Properties Group
5600 N River Rd, Suite 866
Rosemont, IL 60018

Meeting Date: May 25, 2021

Requested Action(s):
Approval of the proposed architectural designs for two new industrial buildings.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for PUD Amendment, Subdivision, and Rezoning from B-3, General Service, Wholesale and Motor Vehicle District to M-1, Research, Development, and Light Manufacturing District. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Architectural Design:
The petitioner is proposing to demolish an existing office building to allow construction of two new industrial buildings. The new buildings will be constructed with precast concrete wall panels detailed with reveals and painted in shades of gray and white with blue accents. Recessed concrete panels are incorporated into the design which is a very nice detail to add depth to the design and break up the long walls into a series of smaller sections. Metal canopies highlight the aluminum storefront entries. Both buildings utilize the same architectural design concept. Overall, for buildings of this construction type and style, the massing, detailing, and color scheme of the designs are excellently done.

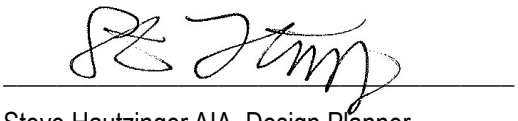
Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All exterior mechanical equipment is required to be screened from public view. The plans indicate rooftop mechanical units above the office areas. Sight line studies have been provided to illustrate that the building's parapet walls will screen the majority of the equipment. However, separate unit screens will be provided around any visible units.

Signage:
Signage has not been provided for review at this time. Per Chapter 30 sign code, wall signs for each business as well as one ground sign per street frontage are allowed. However, it should be noted that due to the unique site layout, street frontage along Kennicott is limited, and although visible from Dundee, the property does not have Dundee street frontage and a ground sign would not be allowed in that location. Furthermore, there is an existing large 575 sf "ARLINGTON BUSINESS PARK" sign facing Dundee Road that was approved by variation in 1998. Based on the proposed subdivision of this property, the existing business park sign will be obsolete and will need to be removed.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed design for the Ridgeline/Rohrman Development at 1400-1530 W. Dundee Road. This recommendation is based on, and subject to compliance with, the plans received 4/23/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all

required permits, and the following:

1. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.
2. All signage is required to comply with Chapter 30 Sign Code, or seek variations.



May 14, 2021

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 21-037

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

MAY 25, 2021

Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present:	Jonathan Kubow, Chair John Fitzgerald Ted Eckhardt Kirstin Kingsley
Members Absent:	Scott Seyer
Also Present:	Kevin Davis, Fairfield Homes for *1101 N. Carlyle Ct.* John & Patricia Sjoholm, Owners of *1101 N. Carlyle Ct.* Ben Harris, Ridgeline Properties Group for *Ridgeline/Rohrman Development* Scott Barenbrugge & Marc McLaughlin for *Braxton Yards Townhomes* Steve Hautzinger, Staff Liaison

Chair Kubow read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

REVIEW OF MEETING MINUTES FOR MAY 11, 2021

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF MAY 11, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#21-037 – 1400-1530 W. Dundee Rd.

Ben Harris, *Ridgeline Properties Group*, was present on behalf of the project.

Mr. Hautzinger summarized Staff comments. This project requires Plan Commission review and Village Board approval for PUD Amendment, Subdivision, and Rezoning from B-3, General Service, Wholesale and Motor Vehicle District to M-1, Research, Development, and Light Manufacturing District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The petitioner is proposing to demolish an existing office building to allow construction of two new industrial buildings. The new buildings will be constructed with precast concrete wall panels detailed with reveals and painted in shades of gray and white with blue accents. Recessed concrete panels are incorporated into the design which is a very nice detail to add depth to the design and break up the long walls into a series of smaller sections. Metal canopies highlight the aluminum storefront entries. Both buildings utilize the same architectural design concept. Overall, for buildings of this construction type and style, the massing, detailing, and color scheme of the designs are excellently done, and Staff has no questions or concerns about the architectural design.

All exterior mechanical equipment is required to be screened from public view. The plans indicate rooftop mechanical units above the office areas. Sight line studies have been provided to illustrate that the building's parapet walls will screen the majority of the equipment. However, separate unit screens will be provided around any visible units.

Signage has not been provided for review at this time. Per Chapter 30 sign code, wall signs for each business as well as one ground sign per street frontage are allowed. However, it should be noted that due to the unique site layout, street frontage along Kennicott is limited, and although visible from Dundee, the property does not have Dundee street frontage and a ground sign would not be allowed in that location. Furthermore, there is an existing large 575 sf "ARLINGTON BUSINESS PARK" sign facing Dundee Road that was approved by variation in 1998. Based on the proposed subdivision of this property, the existing business park sign will be obsolete and will need to be removed.

Staff recommends approval of the design as submitted.

Mr. Harris said that it has been an absolute pleasure working with Village Staff on this project, they have been nothing but helpful with their time. They are excited to get this project going later this year and become part of the community.

The commissioners summarized their comments. Commissioner Kingsley said the buildings look nice and she agreed with Staff on the detailing that has been done. She asked about the areas of blue outlined on the elevations that appear to be where there are entrances, with no areas outlined where there are no entrances. Mr. Harris explained that Building 1 is designed to have 3 entrances that are outlined in blue; however, the entrances are offset to allow for an additional fourth entrance if necessary for a fourth tenant. Commissioner Kingsley said that works really well, and she had no further comments.

Commissioner Fitzgerald said the project looks great, the detailing is really nice and well thought out, it looks interesting yet it is clean. He liked the design as proposed and had no other comments.

Commissioner Eckhardt referred to the south elevation of Building 2, which is an important elevation on Dundee Road. He liked the rhythm of that elevation, the 2 U-shaped forms, and felt the center piece is calling for a name on it. He asked about the landscaping along the south elevation, and Mr. Harris replied that Building 2 drops about 20-feet from where the parking lot is and where cars will be parked, and between the parking lot and Building 2 there is a roadway for trucks to maneuver around the building. Landscaping will not be on the front of this building, but landscaping is planned on the backside where there will be screening for the truck court with landscaping and trees.

Commissioner Eckhardt said that the buildings are well detailed and he liked the 3 colors being proposed. He was in favor of the design as submitted.

Chair Kubow said the petitioner has done a great job of designing a very long building; the design is fantastic and he loved the color palette being proposed. He was excited to see this vast improvement for the site. He had no other comments to add to what has already been said.

Chair Kubow asked if there was any public comment on the project and Mr. Hautzinger invited public comment, and said there were no hands raised at this time.

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER ECKHARDT, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR THE *RIDGELINE/ROHRMAN DEVELOPMENT* AT 1400-1530 W. DUNDEE ROAD, AS SUBMITTED. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 4/23/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
2. ALL SIGNAGE IS REQUIRED TO COMPLY WITH CHAPTER 30 SIGN CODE, OR SEEK VARIATIONS.

ECKHARDT, AYE; KINGSLEY, AYE; FITZGERALD, AYE; KUBOW, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

Mr. Harris thanked the commissioners for their comments and reiterated that they are very excited for this project and know that they will generate a lot of interest for good tenants for this site.

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
A VIRTUAL MEETING VIA ZOOM WAS HELD ON: January 13, 2021

Project Title: Ridgeline Distribution Center & Rohrman Auto Mall PUD

Address: 1100,1400 W. Dundee Rd. and 1510-1530 W. Dundee Rd

Petitioner: Ben Harris
Address: 2015 Spring Road – Suite 235
Oak Brook, IL 60523

Requested Action:

1. Amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan.
2. Preliminary and Final Plat of Subdivision approval to re-subdivide the subject property into three lots.
3. Rezoning of the Ridgeline lot from the B-3 District to the M-1 District, and a portion of the Rohrman lots from M-1 District to B-3 District.
4. Amendment to the Comprehensive Plan to reclassify the Ridgeline lot from "Commercial" to "R&D, Mfg., Warehousing.

Variations Required:

- Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow tandem parking spaces on the Lexus lot.
- Additional Variations may be identified upon submittal of a formal Plan Commission application.

Attendees: Ben Harris, Ridgeline
Julie Dalga, Project Architect
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

Ridgeline Property Group is negotiating the purchase of the approximately 31 acre lot and would like to demolish the existing 300,000 square foot "Honeywell" building as part of an overall redevelopment of that lot. They are proposing a two-building industrial distribution redevelopment, which would include up to a total of 512,220 square feet of floor area between the two buildings, 560 parking spaces, 93 loading docks, and 170 truck/trailer parking spaces.

Meeting Discussion:

Mr. Harris introduced himself as the project developer and explained that he was going to be purchasing 31 acres from the Bob Rohrman Auto Group that is located in the back portion of the Rohrman site and is shaped like an "L". The property has two zoning classifications, B-3 in the rear and M-1 at the front. They are proposing construction of two class A industrial buildings on the site. Building 1 would be a 200,000 square foot industrial building which would be designed for smaller businesses around 20,000 – 60,000 square feet in size. Building 2 would be 300,000 square feet and designed for distribution related tenants. They are looking at tenants from a variety of different use categories; Building 1 would likely have users that could include a more substantial office component. Typically, industrial related buildings have office components that are only around 2%-5% of the overall floor area, however, they are seeing higher interest from tenants with somewhat larger office components so they've designed parking to accommodate for 10% of the overall floor area of each building to be tenanted with office related uses. They are projecting approximately 516 employees to be working out of the building and

they are proposing 560 parking spaces. Buildings would have 36' clear interior heights, 93 dock doors, 560 parking spaces and 170 truck parking stalls. They were eager to get community support for this project and to move forward to the Plan Commission.

Mr. Hubbard reiterated that the petitioners' proposal was for a two-building industrial/distribution related development. The project would go hand in hand with the Rohrman Lexus Dealership improvements that were discussed by the Conceptual Plan Review Committee last month. The subject property is impressed with a PUD and so the proposed redevelopment requires an amendment to that PUD. Plat of Subdivision approval will be required to reconfigure the existing lots in the PUD to allow the Ridgeline development. Certain areas of the subject property would need to be rezoned from M-1 to B-3 and from B-3 to M-1. A Comprehensive Plan amendment would be required to reclassify the Ridgeline lot into the Research & Development, Manufacturing, and Warehousing classification.

As this project moves forward, staff will be reviewing the landscape plan to verify that the appropriate screening is installed to buffer the appearance of trucks/distribution related uses. Landscape islands will be required at the ends of all parking rows and after any continuous stretch of 20 parking spaces. A lift station that serves the subject property may need to be upgraded, and there is an underground storage vault that may need to be upgraded.

Relative to the proposed use, staff acknowledges that the former Honeywell building has sat vacant for a number of years and that the site has great access to the transportation network given proximity to Route 53. Additionally, given the rise of e-commerce, staff believes that this use could be viable at this location. Passenger vehicle and truck traffic generation will be a key point of analysis moving forward. A traffic and parking study will be required. The study will need to analyze whether an additional access point and traffic signal is warranted along Dundee Road across from the entrance to the Napleton car dealership. If a signal is required, the developer would be required to contribute towards the cost and maintenance of the signal. The volume of heavy truck traffic may also require improvements to certain intersections in the vicinity.

The PUD is governed by several existing cross access agreements. Given the subdivision and development, the petitioner will need to verify whether any changes are needed to these existing agreements. Suitable cross access will need to be established as part of this development.

Lastly, relative to parking, each office portion of every business within the Ridgeline development will need to provide parking at a 1 space to 300 square foot ratio. Ridgeline has estimated that 10% of the overall floor area in each building will be devoted to office uses and has provided parking accordingly. Staff believes that this is a reasonable assumption and notes that it provides parking at a higher rate than the most similar distribution related development constructed by Hamilton Partners, which anticipated office uses to accommodate only 5% of the overall floor area for that development.

Commissioner Sigalos asked if there was a potential tenant or purchaser lined up for the proposed buildings.

Mr. Harris responded that the development was entirely speculative at this point, but that his brokerage firm would be CBRE, who has some clients that are looking for industrial space in this particular market.

Commissioner Sigalos stated that he believed this to be a good use for the property given the proximity to Route 53, Dundee Road, and Rand Road. He encouraged the petitioner to move forward.

Commissioner Jensen asked about the PUD boundaries of the existing PUD and what expansion may be needed as part of this PUD amendment.

Mr. Hubbard explained that in the northeast corner of the site was the Curtiss Wright building, which was included within the original PUD that was established on this site. Curtiss Wright is still part of the PUD but it is not part of the proposed subdivision. It was not owned by the Bob Rohrman Group. Code requires that the Nissan property, which is owned by the Bob Rohrman Group and located at the southeast corner of the site, be incorporated into the PUD.

Commissioner Jensen asked about the Curtiss Wright property.

Mr. Hubbard explained that Curtiss Wright is part of the PUD and would remain a part of the PUD regardless of this development.

Commissioner Jensen stated that he thought this was a good proposal for redevelopment on the site. He asked about bike parking and whether the petitioner felt it would be used by their employees.

Mr. Harris replied that one of the reasons he liked this site was due to the population density in the area, which also included several retail amenities. There were residential areas to the north and south he could not rule out use of the bike parking racks required on the site.

Commissioner Cherwin stated that he liked the project. The layout appeared viable and the use was appropriate as the Village needed to evolve to changes in the market. His concerns centered around the change in use that would generate a high volume of traffic. The traffic study would be an important part of his evaluation of the project, both in terms of the overall volume of traffic and the type of traffic with heavy trucks and their impact to roads and upgrades that may be needed. This was his biggest concern with the development, although he didn't think this concern was impossible to overcome, it was more a matter of what needed to be done to address the impacts of the development. Conceptually he had no problem with the development. He asked if the petitioner had any issues with the preliminary staff review of the project.

Mr. Harris responded that he didn't see any major concerns at this point. He understood that there would be certain challenges that needed to be overcome, but it was a great site and would be highly desirable by a wide range of tenants.

Commissioner Green echoed the sentiment that this was a good use for the site and encouraged the petitioner to move forward. He invited the public to comment on the project.

No public raised their hands to comment.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: December 2, 2020

Project Title: Ridgeline Distribution Center & Rohrman Auto Mall PUD

Address: 1100,1400 W. Dundee Rd. and 1510-1530 W. Dundee Rd

Petitioner: Mark J. Battista
Bob Rohrman Auto Group

Address: 1510 W. Dundee Road
Arlington Heights, IL 60004

Requested Action:

1. Amendment to PUD Ordinance numbers 99-031, 07-072, and 09-041 to allow modifications to the approved development plan.
2. Preliminary and Final Plat of Subdivision approval to re-subdivide the subject property into four lots.
3. Rezoning of the entirety of the proposed Lot 3 into the M-1 District.

Variations Required:

- Chapter 28 of the Municipal Code, Section 6.12.1(1), to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
- Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow tandem parking spaces.
- Additional Variations may be identified upon submittal of a formal Plan Commission application.

Attendees: Mark J. Battista, Bob Rohrman Auto Group
Jim Condon, J. Condon & Associates, Inc.
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is the former Honeywell research/development and manufacturing campus located on the northwest side of the Village. Upon the departure of Honeywell, the property was impressed with a PUD in 1999, which allowed construction of the approximately 94,000 square foot building at the northeast corner of the site that is under separate ownership from the Rohrman Auto Mall and is currently occupied by Curtiss Wright (3602 N. Kennicott). The total size of the 1999 PUD is 52.65 acres.

The Bob Rohrman Group is now proposing the demolition of the two-story approximately 80,000 square foot "Motorola" building that is adjacent and connected to the Lexus Dealership. This building was formerly used to store cars for BRG, but has sat vacant for several years. This building is also attached, via an elevated walkway, to the larger approximately 300,000 square foot industrial building at 1400 W. Dundee Road. As part of this project, the elevated walkway would also be demolished. In the place of the "Motorola" building, the petitioner is proposing the construction of approximately 166 parking spaces. Finally, the petitioner has also proposed adjustments to the lot lines within the Bob Rohrman Auto Mall campus, which requires Plat of Subdivision approval. No new structures are proposed for construction at this time.

Meeting Discussion:

Mr. Condon introduced himself and explained that his company was retained by the Bob Rohrman Auto Group to resubdivide

the Rohrman property. As part of that project, the Rohrman Group was proposing to remove the existing building addition attached to the Lexus Dealership and replace it with a car storage area. The proposed subdivision would include a lot in the northwest of the site, which would be used for a future car dealership, a separate lot for the Lexus Dealership, and a third lot with the former Honeywell manufacturing building, and a fourth lot with the Nissan Dealership which would include the entrance drive just north of that dealership. He turned the floor over to Mr. Battista to outline recent changes to the proposal.

Mr. Battista explained that the site consisted of around 46 acres and included the Lexus Dealership, the former Honeywell building, and what is called the "Motorola Building", which is attached to the Lexus Dealership and connected to the Honeywell building by an elevated walkway, as well as the Nissan Dealership to the east. The Rohrman Group has always been interested in constructing additional dealerships on the property, however, there were no franchises currently available due to the Illinois Franchise Act. For several years they've tried to obtain a franchise, however, there were no franchises that would fit on the lots as currently designed. As such, the Rohrman family has offered a portion of the property for sale, which portion is the former Honeywell building. For many years the Rohrman family had tried to lease the building, however, they were not successful in this endeavor; no users were interested in the existing building. Over the last several months they have been approached by several large development groups such as Ridgeline Property Group, Bridge Development, Torburn Partners (a local company), and Midwest Industrial Funds, which is a developer of warehouse and office properties. All of these groups have been interested in the former Honeywell site. They have now accepted an offer to purchase 31 acres of property, which offer was for the former Honeywell manufacturing plant. A concept had been recently sent to staff for their preliminary review. Rohrman would retain approximately 10.5 acres for the Lexus Dealership. The Lexus Dealership was tremendously successful and was the #2 dealership in the country based on the volume of sales. However, one of the issues they face is that one of their car display areas is located at the far northwest side of the site and customers did not want to travel that far to look at a vehicle. Therefore, the demolition of the Motorola building addition attached to the Lexus Dealership would allow a new vehicle display area in close proximity to the dealership building. The potential purchaser of the 31-acre site would be approaching the Village to obtain zoning entitlements for their project.

Commissioner Jensen requested that staff display an aerial of the property to outline where the different portions of the proposed development would be located.

Mr. Hubbard explained that the revised plan referenced by the petitioner this evening had not been circulated to the Conceptual Plan Review Committee as it arrived this afternoon and he didn't want there to be any confusion with some of the Conceptual Plan Review Committee members having the opportunity to review it and others not. He shared an aerial of the property and outlined each building and where they were located. The Nissan property was not a part of the PUD and needed to be incorporated into the PUD, which would occur as part of this process. The Curtiss Wright building was already part of the PUD but was under separate ownership. The project would require a resubdivision. He outlined some of the zoning history on the site, which began in 1999 when a PUD was granted to allow development of the Curtiss Wright building in the northeast corner of the site. In 2005, the Nissan Dealership was constructed in the southeast corner and a subdivision was approved at that time to create the Nissan lot. In 2007, the PUD was amended and the site was further subdivided. The 2007 PUD amendment allowed the current Lexus building. The proposed demolition of the Motorola building and replacement of that building with a new parking lot for Lexus required a PUD amendment, and adjusting the lot lines required a resubdivision. Given the proposed resubdivision and new ownership group being introduced to the PUD, it would be important for shared access and shared parking to be defined as part of that process. The previous zoning approvals required certain shared access and established certain shared parking arrangements, which must be re-analyzed as part of the requested PUD amendment. The petitioner was requested to analyze the potential for a new traffic signal and access point along Dundee Road, which could align with the Napleton entrance drive on the opposite side of the street. The petitioner should prepare a warrant analysis for this signal, and if determined necessary, they would need to work with the Village on design, installation, and possible cost sharing for that signal. Staff also requested that the petitioner reach out to the owners of the Curtiss Wright building to make them aware of their plans, given the shared access and common drives that serve this overall PUD.

Commissioner Jensen asked what a geometric site plan was.

Mr. Hubbard replied that a geometric site plan was a detailed site plan that was scaled and included dimensions on the

proposed improvements.

Commissioner Jensen asked for further detail on the Village request for a warrant study for a traffic signal.

Mr. Hubbard explained that the petitioner would need to hire a consultant to prepare the warrant study and it would need to get submitted to IDOT. Ultimately, IDOT would review the warrant study to determine if a traffic signal was necessary. If the proposed development generated enough traffic to warrant a signal, then the VIlage would ask that the petitioner contribute to the cost of said signal.

Commissioner Jensen asked if the new information discussed this evening about a buyer and possible redevelopment of 31 acres on the Rohrman property would cause the project to return back before the Conceptual Plan Review Committee.

Mr. Hubbard replied that the Village would be interested in hearing more about the future property owner and what they were proposing for redevelopment. A new owner for the site would not necessarily preclude Rohrman from going through the subdivision process, however, the Village would likely need additional information on the future redevelopment in order to process any subdivision on this site.

Commissioner Jensen stated that he did not have any issues with the Motorola building demolition and parking lot replacement.

Commissioner Sigalos asked for clarification on the location of a potential future traffic signal.

Mr. Hubbard shared the site aerial and pointed out the location of the possible future traffic signal.

Commissioner Sigalos said that the future traffic signal would be in close proximity to the existing signals at Dundee/Kennicott and Dundee/Wilke and questioned the need for the signal.

Mr. Hubbard explained that it would depend on the future uses proposed on the site and the anticipated traffic that they would generate. If it didn't meet IDOT standards for safety, then they would not permit it. But if the expected traffic, trip distribution, and turning movements showed that the signal was necessary for safety, then it would be a benefit for all involved.

Commissioner Sigalos agreed that IDOT would need to evaluate it. He asked about the existing Rohrman parking/vehicle display spaces at the northwest of the site.

Mr. Hubbard responded that he believed many of those spaces would become part of the future 31-acre development.

Commissioner Sigalos asked for clarification from the developer.

Mr. Condon confirmed that Mr. Hubbard was correct.

Commissioner Jensen asked what would happen to the large Honeywell building.

Mr. Condon replied that he suspected the buyer would be tearing that building down to accommodate for their redevelopment.

Commissioner Jensen asked if the Nissan dealership would undergo any changes.

Mr. Condon responded that the only reason they had included the Nissan dealership in the subdivision was to incorporate the existing the drive aisle connection out to Kennicott into the Nissan lot.

Commissioner Sigalos thanked the petitioner for their explanation and said that he understood the need to add additional

spaces to the east of the Lexus Dealership. He said he was in favor of the petitioner moving forward.

Commissioner Cherwin stated that he believed the petitioner should come back before the Conceptual Plan Review Committee once further details were known on the redevelopment of the 31 acre site. He echoed the comments from Commissioner Jensen.

Commissioner Green said that future redevelopment of the 31 acres was an exciting redevelopment possibility and was in support of future redevelopment of the vacant portions of the site. He invited anyone in attendance to provide their comments.

No public raised their hands to comment.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

RIDGELINE
PROPERTY GROUP

Integrity ▪ Experience ▪ Performance

April 9, 2021

Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights
Arlington Heights, IL. 60005

Re: Proposed PUD Amendment, Redevelopment, Rezoning and Subdivision of +/- 46.225 Acres, Located at 1400-1500 W. Dundee, Arlington Heights, IL.

Dear Plan Commission of Arlington Heights,

Ridgeline Property Group (RPG) and the Bob Rohrman Auto Group are jointly submitting the application materials to the Plan Commission of the Village of Arlington Heights for the subdivision and redevelopment of 46.225 Acres located at 1400-1500 W. Dundee Road, Arlington Heights. The location of the property is within a Planned Unit Development (PUD). RPG and Bob Rohrman Group are requesting the following zoning approvals from the Plan Commission and Village Board:

- Amendment to PUD Ordinance numbers 99-31, 07-072 and 09-041 to allow modifications to the approved development plan.
- Rezoning of RPG's back lot from B-3 to M-1.
- Amendment to the Comprehensive Plan to reclassify the RPG's property from "Commercial" to "R&D, Mfg., Warehousing."
- Preliminary and Final Plat of Subdivision approval to re-subdivide the subject property to three lots.
- Variation to Chapter 28 of the Municipal Code, Section 10.2-9, to allow tandem parking spaces on the Lexus lot.

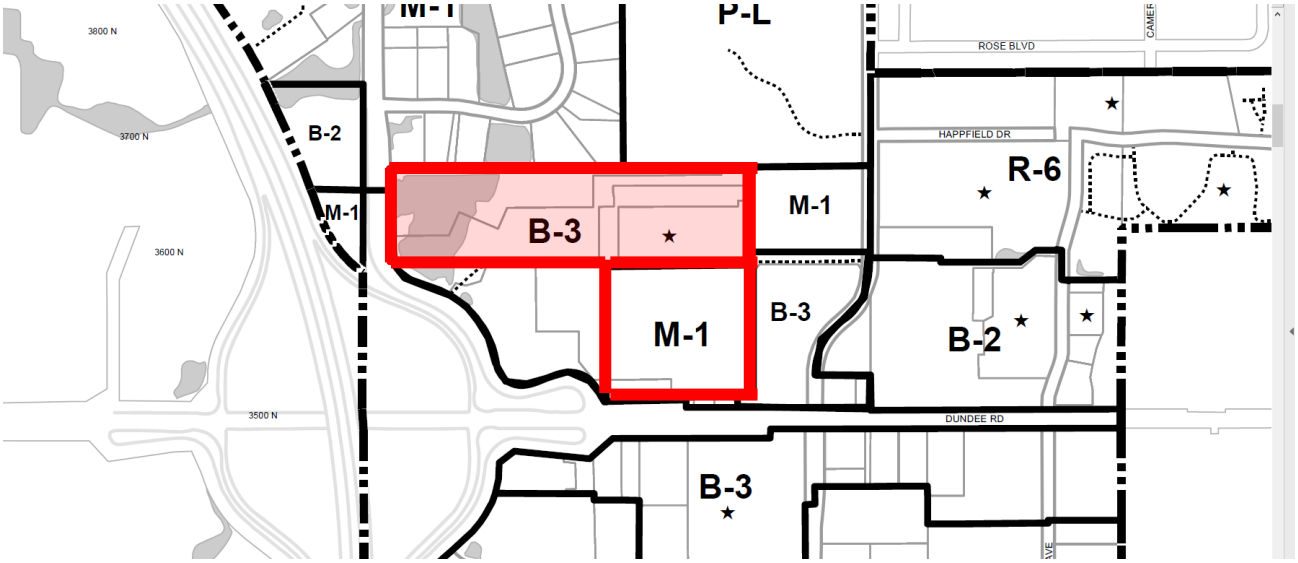
RPG will acquire 33.48 acres from Bob Rohrman Auto Group to redevelop the property into two Class A, state-of-the-art, industrial buildings designed for research and development, manufacturing, warehousing, and distribution. The redevelopment entails demolishing the former Honeywell Building and will be a speculative development. Bob Rohrman Auto Group will continue to operate the Lexus Dealerships as-is. Below is a more thorough description of the RPG development with timeline.

RPG'S DEVELOPMENT

The property that RPG plans to redevelop is located at 1400-1500 W. Dundee Road and the size is 33.58 acres. It is inclusive of the former Honeywell building and the vacant land directly behind the Lexus dealership.

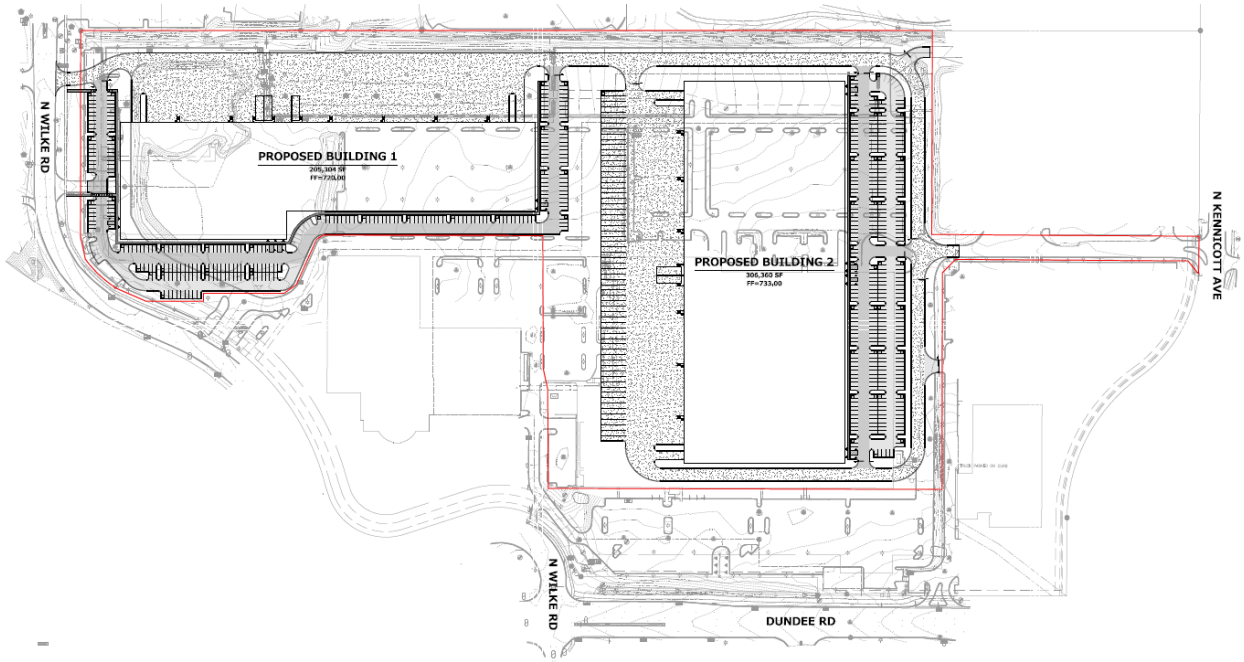
CURRENT ZONING

The site currently has a mixed zoning of B-3 in the back piece and M-1 in the front piece. The goal is to get the site rezoned to M-1 Industrial Zoning and to obtain Village approval for the proposed development of two Class A industrial buildings. Please see zoning map below:



PROJECT DESIGN AND SITE PLAN

Of the +/-46 Acre site, RPG designed is acquiring +/-33.58 acres for a two-building, Class A, industrial development. The two-buildings are designed to attract both smaller users, ranging between 20,000 and 60,000SF in Building 1, and larger, distribution users that will be closer to 150,000SF in Building 2. Below is a breakdown of the two building design, highlighting key specs of the project:



	Bldg. Type	Size (SF)	Office SF	Clear Height	Dock Doors	Parking Stalls	Trailer Stalls
Bldg. 1	Rear Single Load	205,304	20,530	32’	45	286	0
Bldg. 2	Rear Single Load	306,360	30,636	36’	47	308	65
TOTAL		511,664	51,166		92	594	65

The total building height for Building 1 will be 37 feet tall and the total building height for Building 2 will be 41 feet tall.

RPG believes the location of the development will receive major attention from smaller users who have greater office needs, desire to be closer to an abundance of amenities and want visibility to a high traffic counts from Dundee Road and Hwy 53. Additionally, because of the proximity to Hwy 53 and dense housing population, the location is an exceptional, last-mile delivery station for distribution companies in which Building 2 can facilitate with its additional trailer parking and dock positions.

Typically, developers underwrite 3-5% office space for industrial developments, but RPG believes the property will have a greater amount of office use and so underwrote the project to have 10% office space, equating to 51,166 SF for the entire 511,664 SF project. When evaluating the parking requirements for Arlington Heights, we are calculating 517 required parking spaces and we currently have 594 planned. Types of users we believe that will fill these buildings include eCommerce, tech and biotech related companies, and potentially light manufacturing.

PROJECTED JOBS

At 100% occupancy, Ridgeline Property Group projects a total job count of 514 jobs. There are two different formulas applied to derive this calculation. To calculate office space, RPG is assuming 1 person for every 300 SF and to calculate industrial space, RPG is assuming 0.75 people for every 1,000 SF of industrial space (0.75/1,000 SF). RPG is applying 10% factor for total office space in each building.

Building #1 Size: 205,304 SF
Office Space: 20,530 SF
Industrial Space: 184,774 SF

Building # 2 Size: 306,360 SF
Office Space: 30,636 SF
Industrial Space: 275,724 SF

Total Project Size: 511,664 SF
Total Office Space: 51,166 SF
Total Industrial Space: 460,498 SF

Employee Formula	**Office 1/300 SF**	**Industrial .75/1,000 SF**	**Total**
Bldg. 1 # of Jobs	68	138	206
Bldg. 2 # of Jobs	102	206	308
Total # of Jobs	170	344	514

*Number of jobs represents an estimate based on similar properties and may be subject to change.

DEVELOPMENT TIMELINE

RPG plans to acquire its 33.58 Acres from Rohrman General LLC on October 16, 2021. Below is a general development timeline subject to weather and other unforeseen conditions.

- Property Closing: 10/16/2021
- Building Demolition and Site Work: 11/1/2021 – 1/1/2022
- Pause for Winter Conditions: 1/1/2022 – 4/1/2022
- Resume Site Work: 4/1/2022 – 7/1/2022
- Building Construction: 7/1/2022 – 11/1/2022
- Anticipated Completion: 11/1/2022

Sincerely,



Ben Harris
Vice President

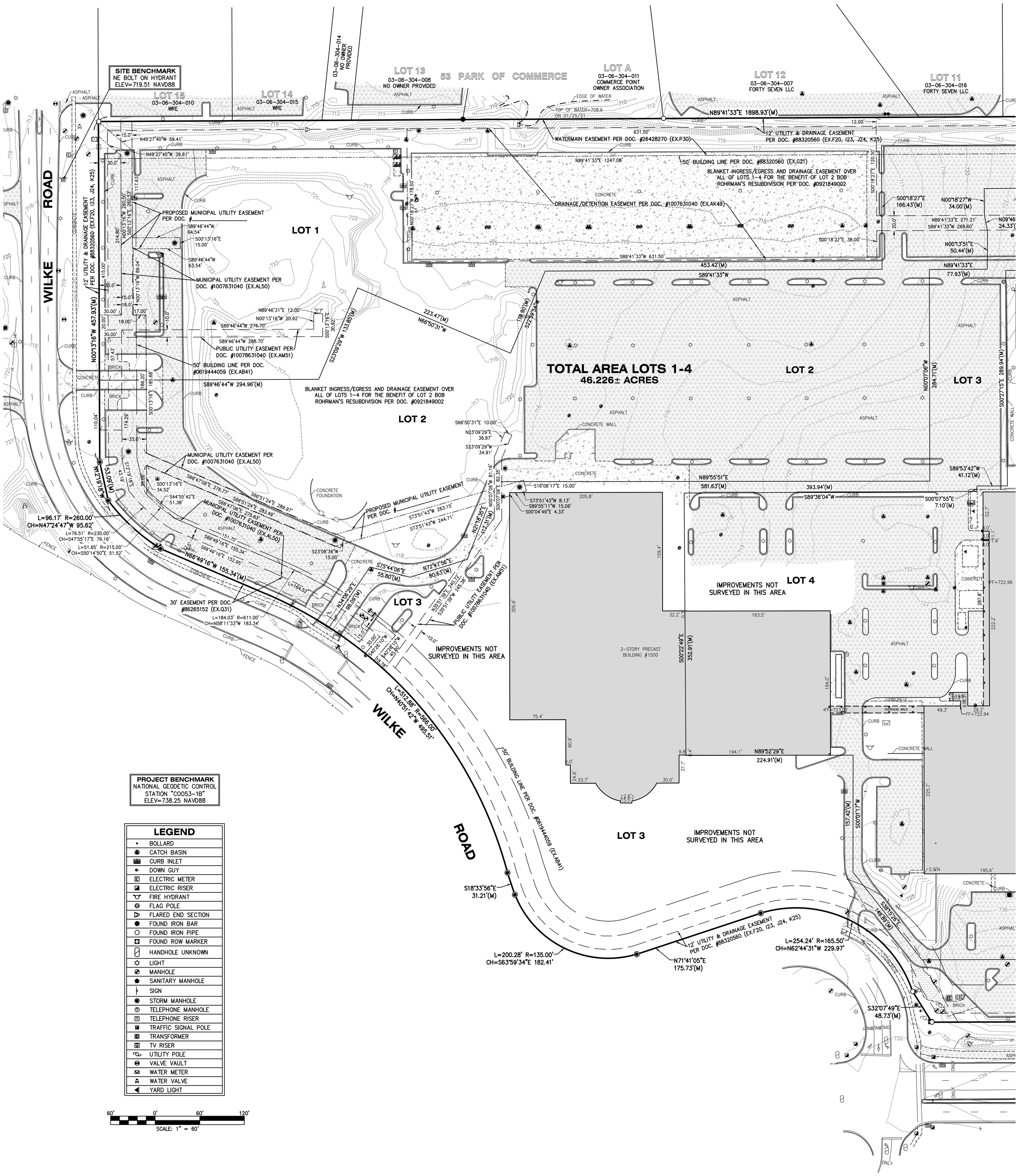
cc: Greg Thurman
CEO

Mike Gray
COO

Vanderstappen
Land Surveying, Inc.
www.vandersinc.com
1316 N. Madison St.
Woodstock, Illinois 60098
ph. 815-337-8310 fax 815-337-8314
"Always faithful to the property line"

TOPOGRAPHIC SURVEY

Lots 1 through 4 in Bob Rohrman's Arlington Heights Auto Mall, being a Re-Subdivision of Lot 1 in Bob Rohrman's Re-Subdivision, being a Subdivision of the South Half of Government Lots 1 and 2 of the Southwest Quarter of Section 6, Township 42 North, Range 11 East of the Third Principal Meridian, according to the Plat thereof recorded March 17, as Document No. 1007631040, in Cook County, Illinois.



CLIENT: RIDGELINE PROPERTY GROUP
DRAWN BY: APG CHECKED BY: WJV
SCALE: 1"=60' SEC. 6 T. 42 R. 11 E.
BASIS OF BEARING: STATE PLANE IL EAST ZONE
P.I.N.: 03-06-302-020 THRU -024
JOB NO.: 210055-A I.D. LSS
FIELDWORK COMP.: 2/19/21 BK. ___ PG. ___
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF CORRECTED TO 68° F. REF: 200747

SURVEY COMPLETED WITH OVER 18" OF SNOW COVER. SOME GROUND IMPROVEMENTS MAY NOT HAVE BEEN VISIBLE & SURVEYED AT THIS TIME.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
*** No distance should be assumed by scaling.**
*** No underground improvements have been located unless shown and noted.**
*** No representation as to ownership, use, or possession should be hereon implied.**
*** This Survey and Plat of Survey are void without original embossed or colored seal and signature affixed.**

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

STATE OF ILLINOIS)
) S.S.
COUNTY OF McHENRY)

We, Vanderstappen Land Surveying, Inc. do hereby state that we have caused the above described property to be topographically surveyed and that the plat hereon drawn is a correct representation of said topography.

This professional service conforms to the current Illinois minimum standards for topographic surveys. This is not a Boundary Survey.

Dated at Woodstock, McHenry County, Illinois 2/19 A.D., 20 21.

Vanderstappen Land Surveying, Inc.
Design Firm No. 184-002792

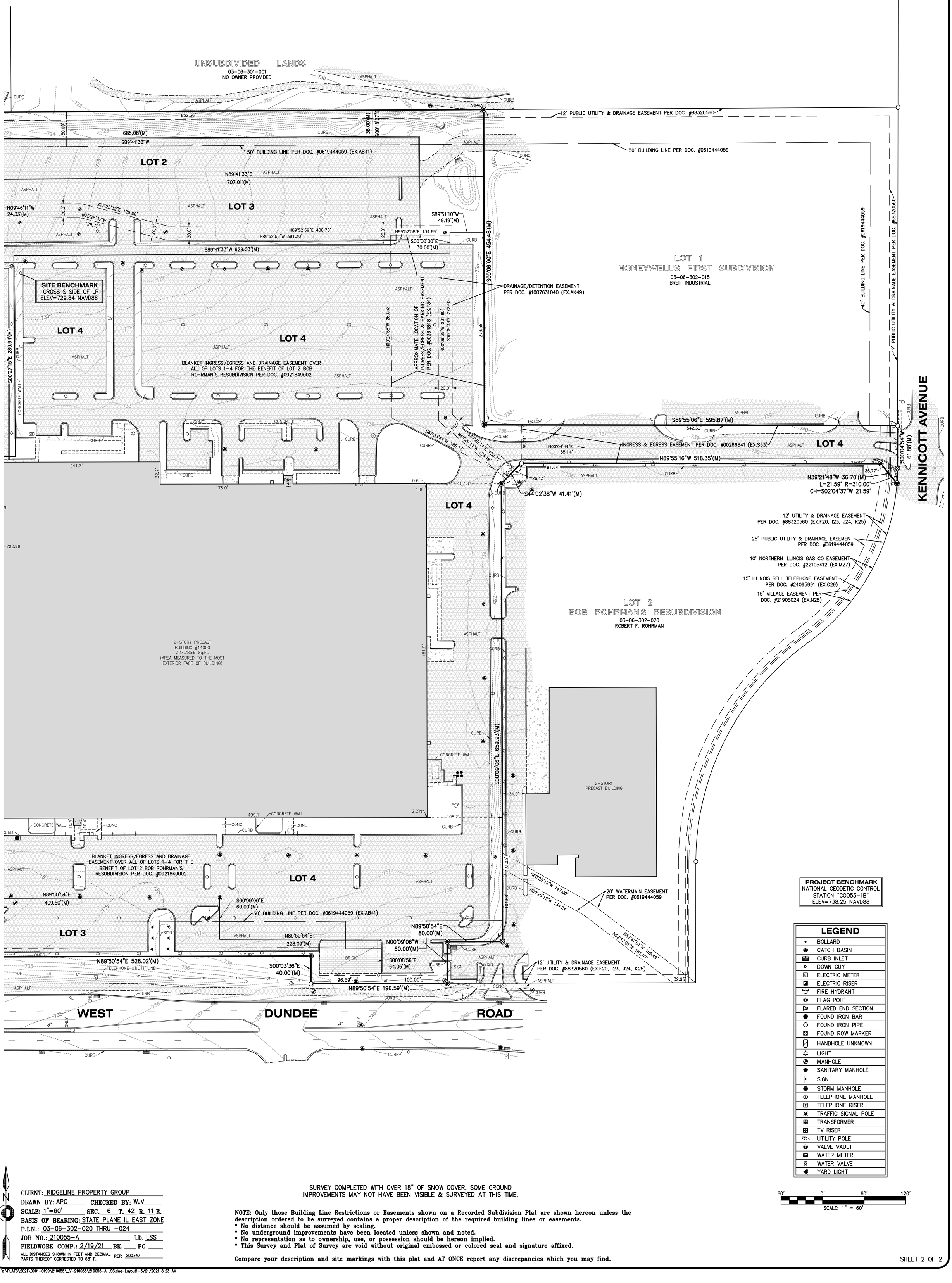
By: _____
Illinois Professional Land Surveyor No. 2709

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"Always faithful to the property line"

TOPOGRAPHIC SURVEY

Lots 1 through 4 in Bob Rohrman's Arlington Heights Auto Mall, being a Re-Subdivision of Lot 1 in Bob Rohrman's Re-Subdivision, being a Subdivision of the South Half of Government Lots 1 and 2 of the Southwest Quarter of Section 6, Township 42 North, Range 11 East of the Third Principal Meridian, according to the Plat thereof recorded March 17, as Document No. 1007631040, in Cook County, Illinois.



LEGEND	
•	BOLLARD
	CATCH BASIN
	CURB INLET
	DOWN GUY
E	ELECTRIC METER
	ELECTRIC RISER
	FIRE HYDRANT
	FLAG POLE
	FLARED END SECTION
	FOUND IRON BAR
	FOUND IRON PIPE
	FOUND ROW MARKER
	HANDHOLE UNKNOWN
	LIGHT
	MANHOLE
	SANITARY MANHOLE
	SIGN
	STORM MANHOLE
T	TELEPHONE MANHOLE
T	TELEPHONE RISER
	TRAFFIC SIGNAL POLE
	TRANSFORMER
TV	TV RISER
	UTILITY POLE
	VALVE VAULT
	WATER METER
	WATER VALVE
	YARD LIGHT

60' 0' 60' 120'
SCALE: 1" = 60'

CLIENT: RIDGELINE PROPERTY GROUP
DRAWN BY: APG CHECKED BY: WJV
SCALE: 1"=60' SEC. 6 T. 42 R. 11 E.
BASIS OF BEARING: STATE PLANE IL EAST ZONE
P.I.N.: 03-06-302-020 THRU -024
JOB NO.: 210055-A I.D. LSS
FIELDWORK COMP.: 2/19/21 BK. ___ PG. ___
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF CORRECTED TO 68° F. REF: 200747

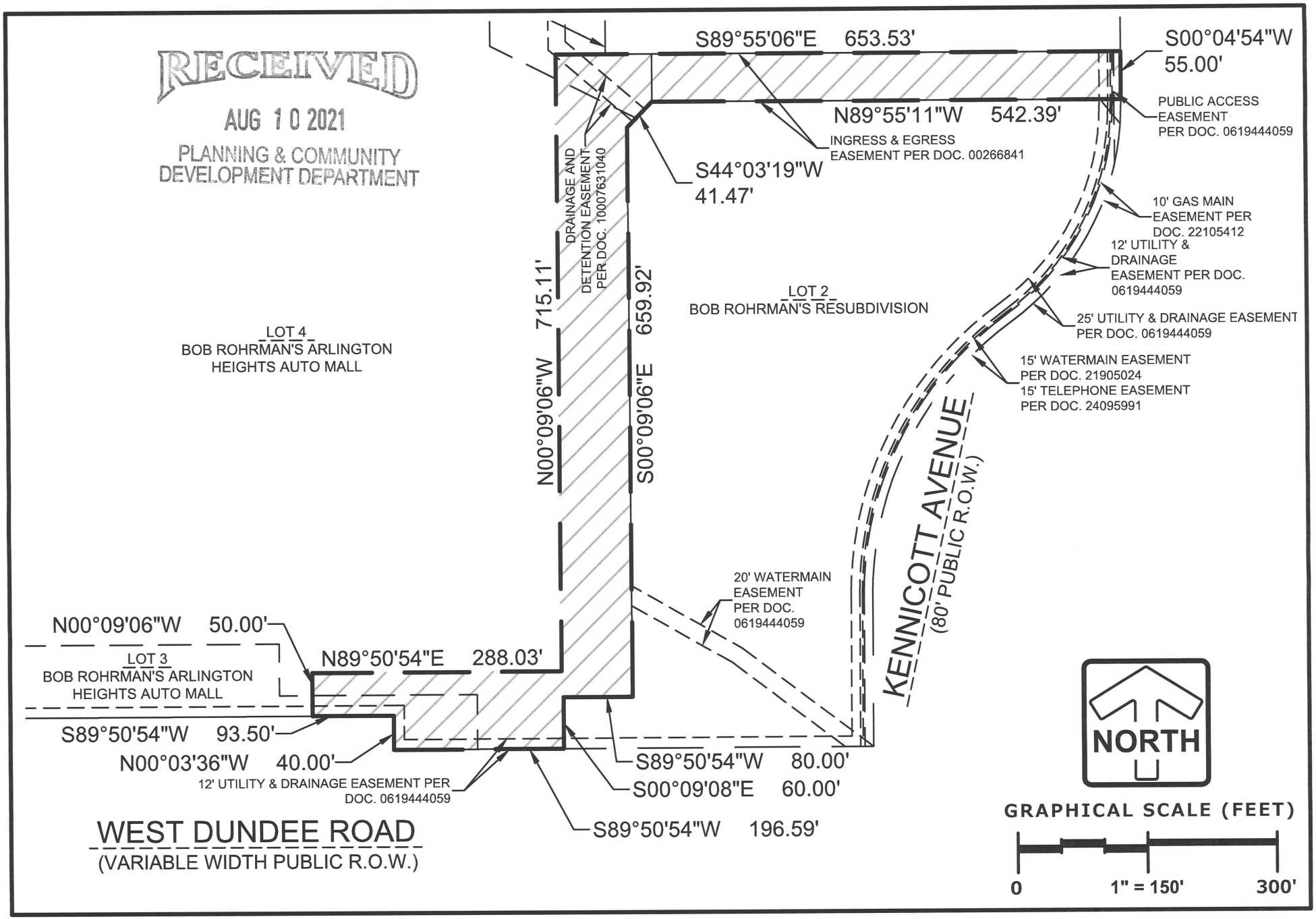
SURVEY COMPLETED WITH OVER 18" OF SNOW COVER. SOME GROUND IMPROVEMENTS MAY NOT HAVE BEEN VISIBLE & SURVEYED AT THIS TIME.

NOTE: Only those Building Line Restrictions or Easements shown on a Recorded Subdivision Plat are shown hereon unless the description ordered to be surveyed contains a proper description of the required building lines or easements.
*** No distance should be assumed by scaling.**
*** No underground improvements have been located unless shown and noted.**
*** No representation as to ownership, use, or possession should be hereon implied.**
*** This Survey and Plat of Survey are void without original embossed or colored seal and signature affixed.**

Compare your description and site markings with this plat and AT ONCE report any discrepancies which you may find.

Y:\PLATS\2021\0001-0199\210055_V-210055\210055-A LSS.dwg-Layout1-5/21/2021 8:23 AM

RECEIVED
AUG 10 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



FUTURE EAST INGRESS & EGRESS EASEMENT EXHIBIT 08/09/2021

PINNACLE ENGINEERING GROUP
1051 E. MAIN STREET | SUITE 217 | EAST DUNDEE, IL 60118
WWW.PINNACLE-ENGR.COM

PLAN | DESIGN | DELIVER
PEG JOB#2283.00

DocuSign Envelope ID: 9CD6D3A8-35B6-4822-9131-AC3334E6283F

BREIT INDUSTRIAL CANYON IL1W08 LLC

c/o Link Logistics Real Estate Management LLC
90 Park Avenue, 32nd Floor
New York, NY 10016

August 6, 2021

Village of Arlington Heights
ATTN: Charles Perkins & Sam Hubbard
33 South Arlington Heights Road
Arlington Heights, Illinois 60005

RE: **Link Real Estate Logistics Management LLC**
Proposed Easement Modification Letter
1400-1500 W. Dundee Road
Arlington Heights, IL 60005
PINs: 03-06-302-024-0000; part of 03-06-302-021/-022/-023-0000

To Whom It May Concern:

We are writing you this letter to notify you of the ongoing good faith efforts between both BREIT Industrial Canyon IL1W08 LLC, a Delaware limited liability company, c/o Link Real Estate Management LLC ("Link") and Ridgeline Property Group LLC ("Ridgeline") in working towards the modification of the easement found in the declaration of non-exclusive easement for parking and sign recorded May 22, 2000 as Document 00364848 with the Cook County Recorder of Deeds.

It is of our belief that the easement from Document 00364848 provided nonexclusive ingress and egress from Parcel 2, as symbolized in its exhibit "C" through parallel lines. This ingress and egress was to provide access to the exclusive use of the forty (40) parking spaces also granted in the easement, as symbolized in its exhibit "C" through dots.

We at Link have had the opportunity to review the proposed modifications to the aforementioned easement within Ridgeline's proposed development via the exhibit labeled "Exhibit C – Share Parking, Job No. 2283.00," dated 7/27/21.

The proposed modifications to the easement per Exhibit C are highlighted in blue and include: (i) relocating the forty (40) parking stalls more south than their current location bringing the stalls closer to our building; (ii) equally dividing the parking on both sides of the parking drive aisle; and (iii) an adjustment of the drive aisle utilized in the ingress and egress of the parking spaces.

This proposed parking easement follows with the spirit of the original easement and maintains the original 40-space amount.

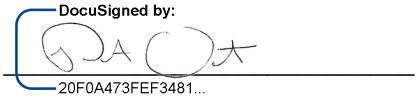
Currently, Ridgeline has offered to draft the legal documents creating the proposed easement and will provide them to us for both our review and final approval. These documents will be provided as Ridgeline goes through the process with the Village.

DocuSign Envelope ID: 9CD6D3A8-35B6-4822-9131-AC3334E6283F

We look forward to continually cooperating with both the Village and Ridgeline in this matter.

Sincerely,

BREIT Industrial Canyon IL1W08 LLC,
a Delaware limited liability company

By: 

Name: Robert Damrat

Title: Authorized Signatory

DocuSign Envelope ID: 9CD6D3A8-35B6-4822-9131-AC3334E6283F

EXHIBIT C – SHARE PARKING, JOB NO. 2283.00," DATED 7/27/21

(Following Page)

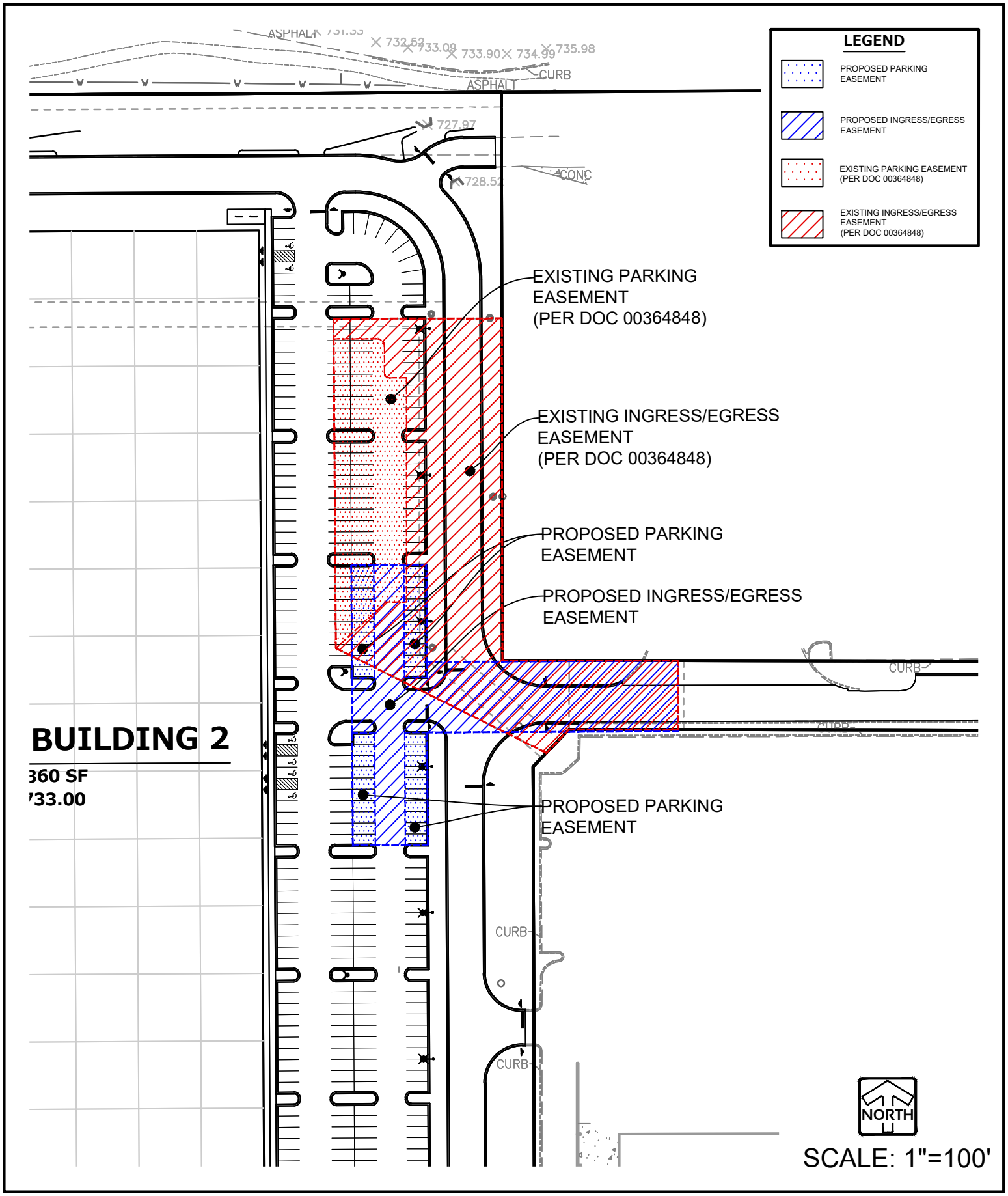
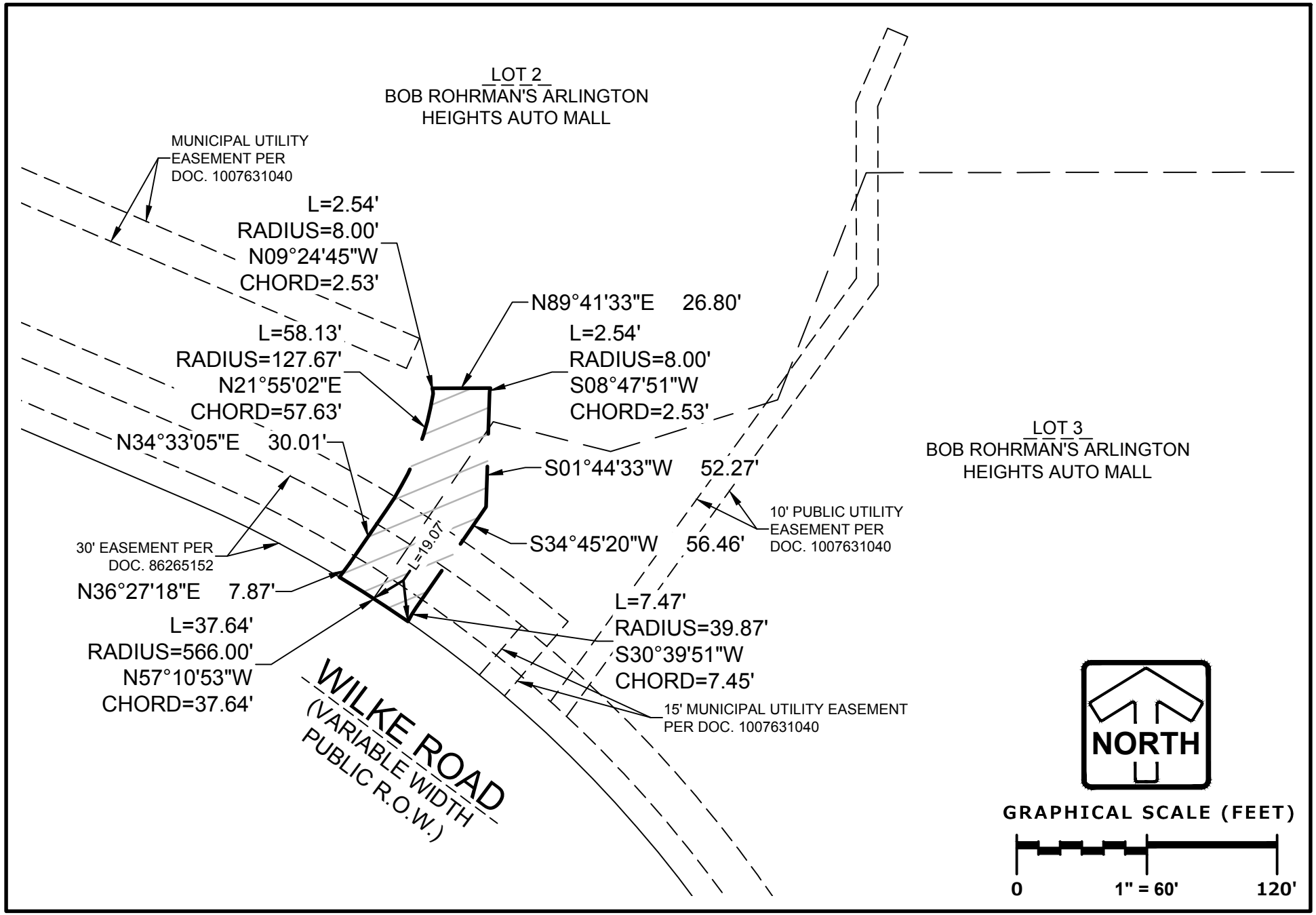


EXHIBIT "C" - SHARE PARKING

JOB NO. 2283.00 7/27/21

PINNACLE ENGINEERING GROUP
1051 E. MAIN STREET | SUITE 217 | EAST DUNDEE, IL 60118
PLAN | DESIGN | DELIVER
WWW.PINNACLE-ENGR.COM



WEST INGRESS & EGRESS EASEMENT EXHIBIT

6/30/2021

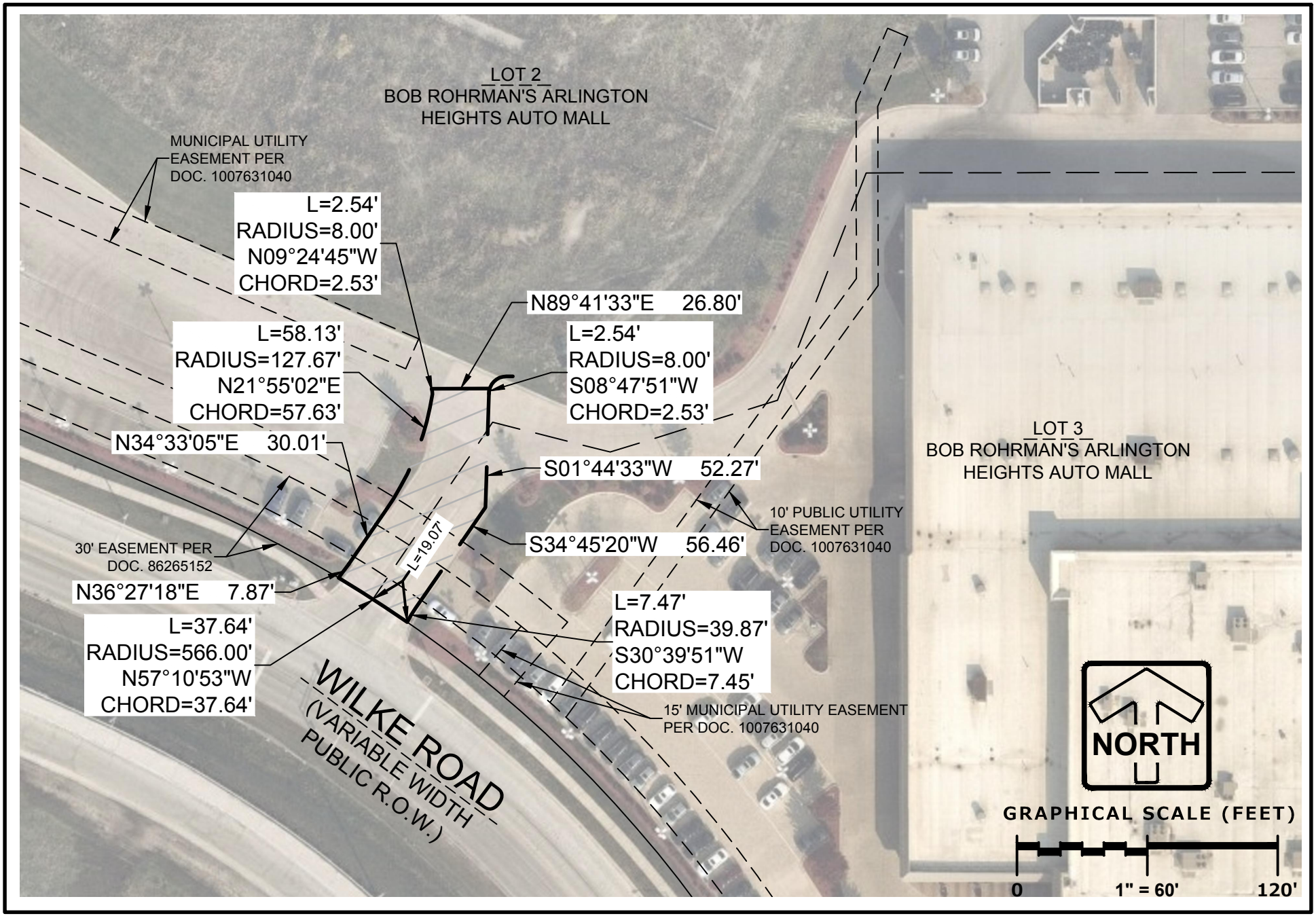
PINNACLE ENGINEERING GROUP

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PLAN | DESIGN | DELIVER

PEG JOB#2283.00



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6/30/2021

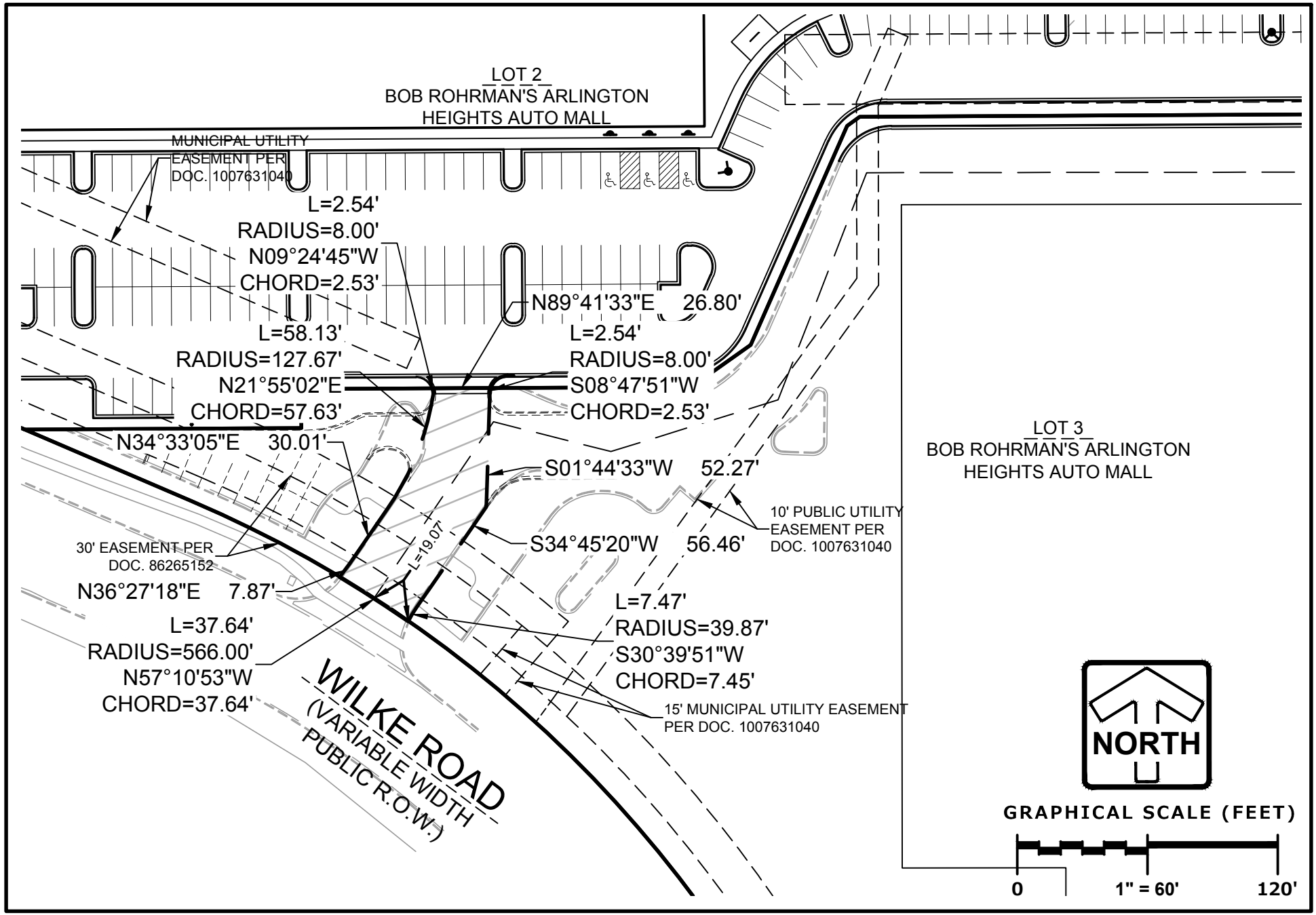
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6/30/2021

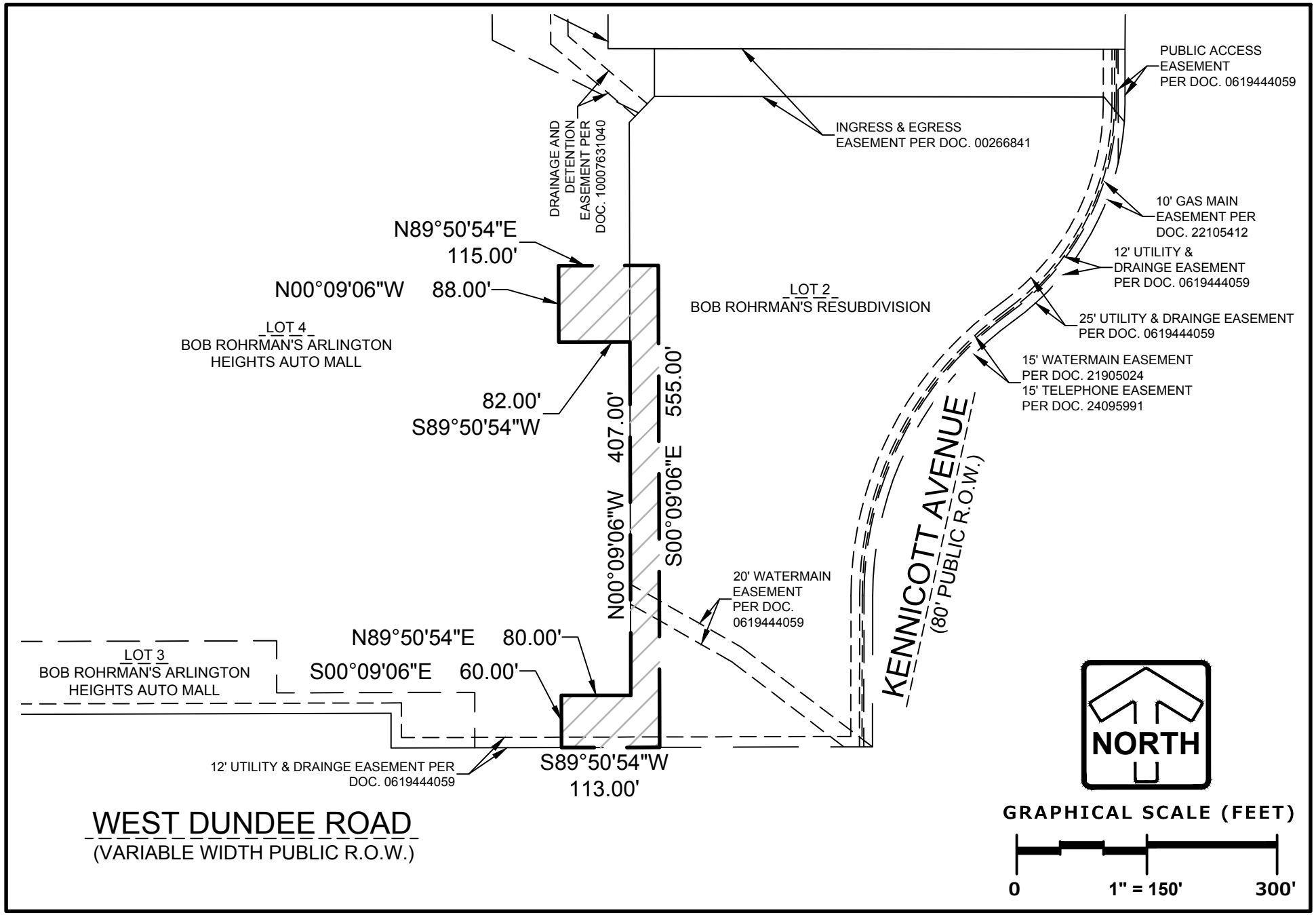
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PLAN | DESIGN | DELIVER

PEG JOB#2283.00



EAST INGRESS & EGRESS EASEMENT EXHIBIT

7/07/2021

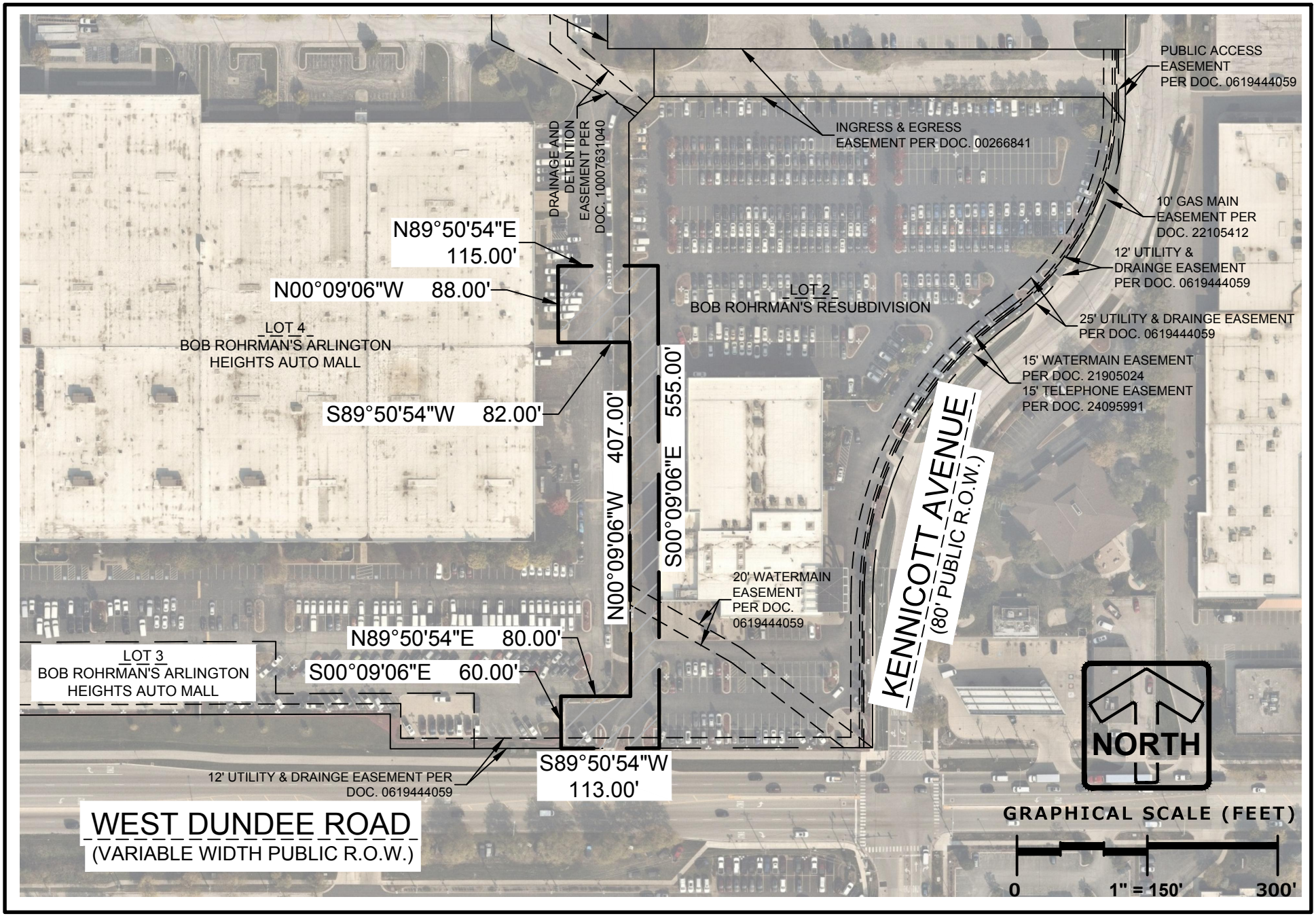
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PLAN | DESIGN | DELIVER

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7/07/2021

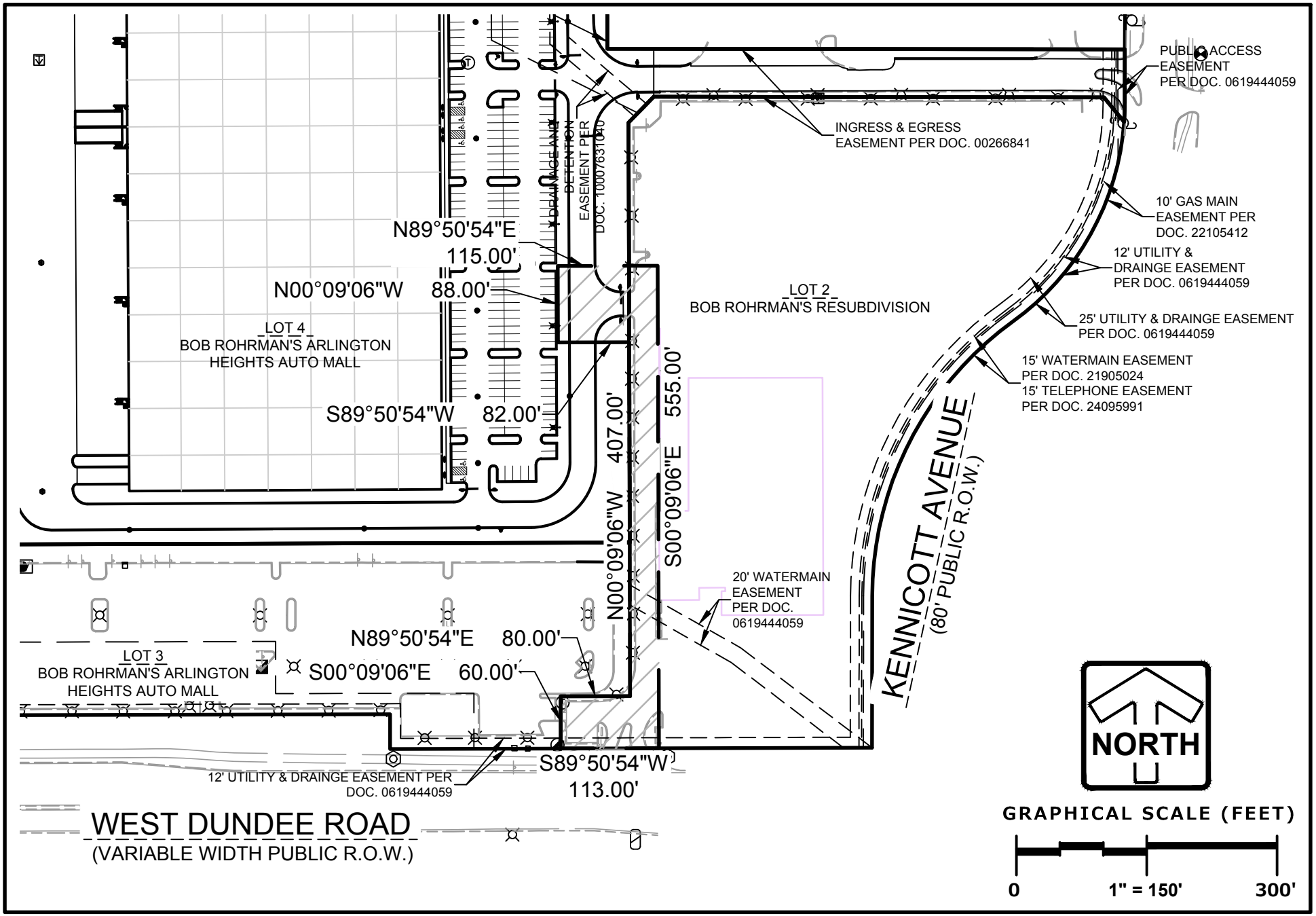
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7/07/2021

PINNACLE ENGINEERING GROUP

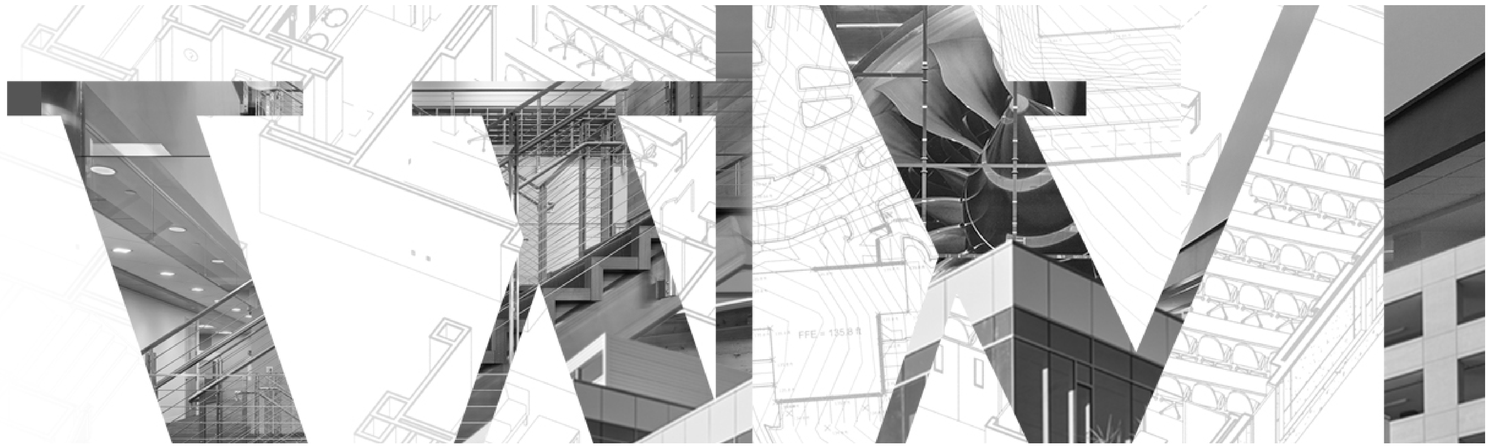
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PLAN | DESIGN | DELIVER

PEG JOB#2283.00

RIDGELINE
PROPERTY GROUP
Integrity | Experience | Performance



1400-1500 DUNDEE ROAD

1400-1500 DUNDEE ROAD
ARLINGTON HEIGHTS, IL

CONCEPTUAL DESIGN
CHI21-0006-00
05.20.2021

WARE MALCOMB

SITE BENCHMARK
NE BOLT ON HYDRANT
ELEV=719.51 NAVD88

WILKE ROAD

LOT 14 03-06-304-015 WRE

LOT 13

03-06-304-008 NO OWNER PROVIDED

03-06-304-009 NO OWNER PROVIDED

55 PARK OF COMMERCE

03-06-304-011 COMMERCE POINT OWNER ASSOCIATION

LOT 12 03-06-304-007 FORTY SEVEN LLC

LOT 11 03-06-304-016 FORTY SEVEN LLC

TOP OF WATER=708.6 ON 01/25/21

N89°41'33"E 1898.93'(M)

12' UTILITY & DRAINAGE EASEMENT PER DOC. #88320560 (EX.F20, I23, J24, K25)

WATER MAIN EASEMENT PER DOC. #26428270 (EX.P30)

631.50'

N89°41'33"E 1247.08'

50' BUILDING LINE PER DOC. #88320560 (EX.G21)

DRAINAGE/DETENTION EASEMENT PER DOC. #1007631040 (EX.AK49)

S89°41'33"W 631.50'

N89°41'33"E 271.10'

S89°41'33"W 268.60'

S00°18'27"E 120.50'

S00°18'27"E 38.00'

20.0'

N00°18'27"W 378.50'

N00°13'16"E 15.00'

S89°46'44"W 64.54'

S89°46'44"W 63.54'

PROPOSED MUNICIPAL UTILITY EASEMENT PER DOC. #

MUNICIPAL UTILITY EASEMENT PER DOC. #1007631040 (EX.AL50)

12' UTILITY & DRAINAGE EASEMENT PER DOC. #88320560 (EX.F20, I23, J24, K25)

N00°13'16"W 260.50'

S00°13'16"E 260.83'

214.80'

117.63'

50' BUILDING LINE PER DOC. #0619444059 (EX.AB41)

N00°13'16"W 89.04'

415.0'

N00°13'16"W 457.93'(W)

N89°46'44"E 18.00'

N89°46'44"E 276.70'

S89°46'44"W 288.70'

PUBLIC UTILITY EASEMENT PER DOC. #1007631040 (EX.AM51)

N89°46'31"E 12.01'

N00°13'16"W 20.92'

S07°13'16"E 30.92'

N89°41'33"E 1247.08'

S89°41'33"W 631.50'

S00°18'27"E 120.50'

S00°18'27"E 38.00'

20.0'

N89°41'33"E 271.10'

S89°41'33"W 268.60'

MATCH LINE "A"

MATCH LINE "B"

CONCRETE WALL

ASPHALT

CONCRETE

BRICK

CURB

FENCE

CONCRETE FOUNDATION

MH RIM=718.02

S00°13'16"E 34.52'

S44°55'42"E 51.38'

MUNICIPAL UTILITY EASEMENT PER DOC. #1007631040 (EX.AL50)

S66°47'06"E 276.77'

S66°51'24"E 283.49'

S66°51'24"E 289.97'

S66°47'06"E 275.63'

S66°49'16"E 155.34'

S66°49'16"E 152.95'

L=31.65', R=315.00', CH=S61°43'50"E, 31.63'

L=30.30', R=20.00', CH=S14°25'17"E, 26.18'

L=98.17', R=290.00', CH=N47°24'41"W, 97.72'

N68°49'16"W 71.66'(M)

S89°41'33"W 127.37'(M)

S00°18'27"E 18.00'(M)

S89°41'33"W 179.78'(M)

S23°08'36"W 33.56'

S54°41'33"W 17.43'(M)

S54°43'25"W 110.20'(M)

S73°51'43"W 263.15'

S73°51'43"W 244.71'

PROPOSED MUNICIPAL UTILITY EASEMENT PER DOC. #

S54°41'33"W 33.56'(M)

N27°19'18"W 53.08'(M)

N00°13'16"W 184.03', R=411.00', CH=N08°11'33"W 183.34', L=184.52'

S35°51'39"E 240.77'

S35°51'39"W 245.36'

PUBLIC UTILITY EASEMENT PER DOC. #1007631040 (EX.AM51)

10.0'

30.0'

S40°28'10"W 45.56'

S49°26'10"W 18.78'

R20

2-STORY PRECAST BUILDING #1500

LOT 2

S89°52'07"W 490.07'(M)

N00°30'41"W 295.64'(M)

N42°11'36"W 21.21'(M)

S16°08'17"E 15.00'

S73°51'43"W 8.13'

S89°55'11"W 15.06'

S00°04'49"E 4.33'

N00°07'06"W 81.16'

S00°07'06"E 82.35'

205.8'

159.4'

305.6'

32.2'

0.3'

193.5'

49.4'

194.0'

287.8'

222.2'

111.1'

52.7'

8.0'

5.0'

1.9'

19.8'

10.2'

6.0'

29.2'

49.3'

75.4'

FF=722.96

FF=722.94

FF=723.02

OVERHEAD WALK

0.39'E

15.0'

30.0'

117.63'

20.00'

30.00'

57.45'

186.26'

185.68'

174.29'

110.04'

33.0'

38.86'

49.47'

10.0'

17.00'

15.0'

16.0'

20.0'

40' 0' 40' 80'
SCALE: 1" = 40'

N

CLIENT: RIDGELINE PROPERTY GROUP
DRAWN BY: APG CHECKED BY: WJV
SCALE: 1"=40' SEC. 6 T. 42 R. 11 E.
BASIS OF BEARING: PER RECORD SUBDIVISION
P.I.N.: 03-06-302-024
JOB NO.: 210055 I.D. ATP
FIELDWORK COMP.: 02/19/21 BK. ___ PG. ___
ALL DISTANCES SHOWN IN FEET AND DECIMAL PARTS THEREOF CORRECTED TO 68° F. REF: 150019

Vanderstappen Land Surveying, Inc.
www.vandersinc.com
1316 N. Madison St.
Woodstock, Illinois 60098
ph. 815-337-8310 fax 815-337-8314
"Always faithful to the property line"

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance. All colors shown are for representative purposes only. Refer to material samples for actual color verification.

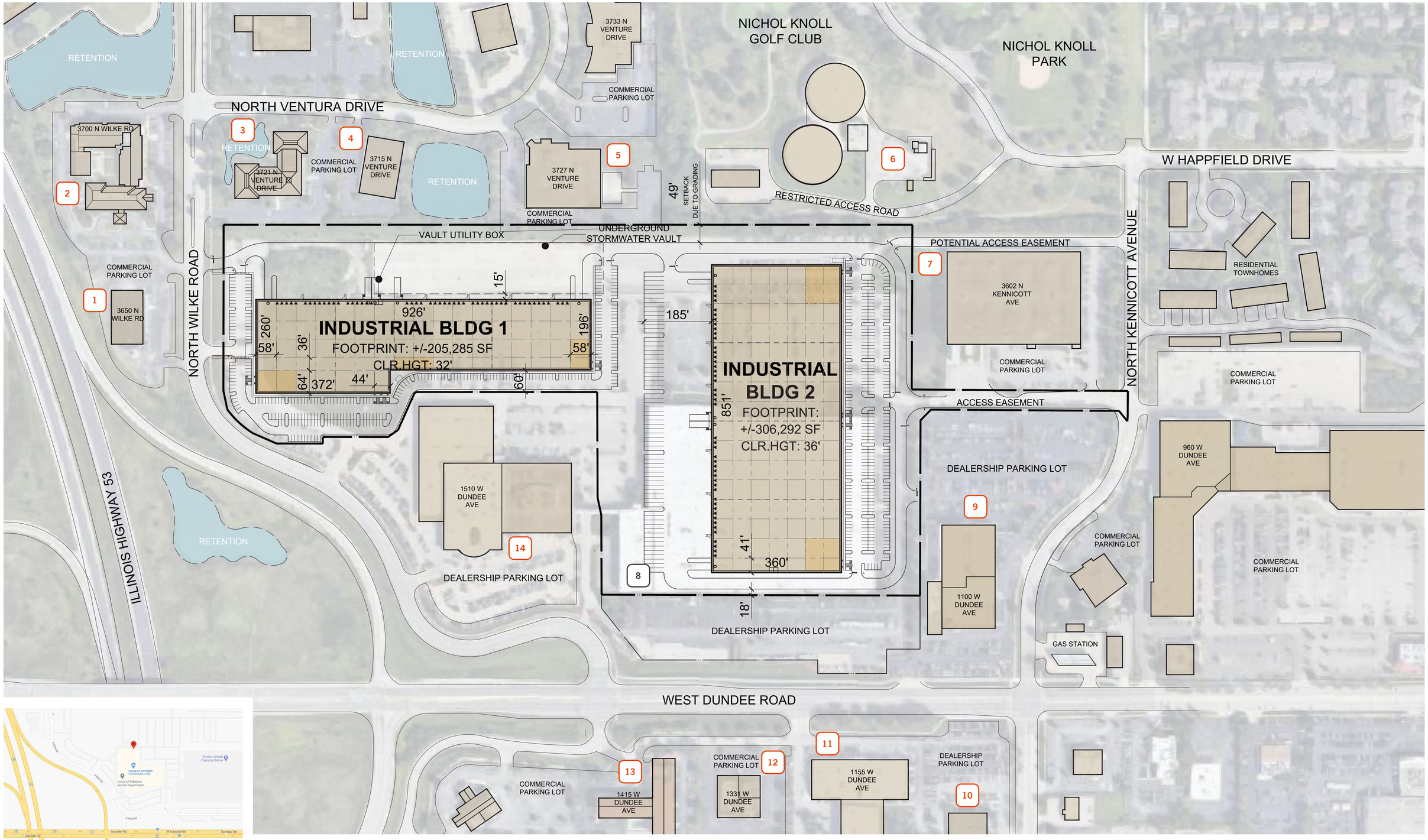
ALTA/NSPS LAND TITLE SURVEY AND TOPOGRAPHIC SURVEY

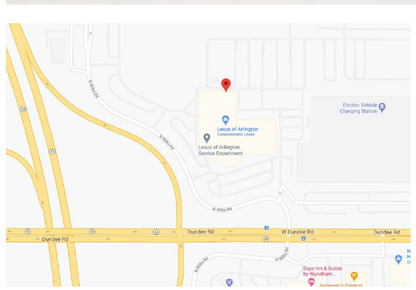
1400-1500 WEST DUNDEE ROAD

ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021





0 50 100 200 500

NORTH

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LOCATION MAP WITH 250' SURROUNDING CONTEXT

1400-1500 WEST DUNDEE ROAD

ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



1



2



4



3



5



6

SUBJECT & SURROUNDING PROPERTIES

1 **NAPLETON OFF LEASE -** 3650 N WILKE ROAD

2 **SONESTA SELECT ARLINGTON HEIGHTS NORTH** - 3700 N WILKE ROAD

3 **WITRON** - 3721 N VENTURE DRIVE

4 **3715 N VENTURE DRIVE**

5 **SVM, LP** - 3727 N VENTURE DRIVE

6 **3700 N KENNICOTT AVE**

7 **ARENS CONTROLS CO LLC** - 3602 N KENNICOTT AVE

8 **1100 W DUNDEE RD** (EXISTING BUILDING TO BE DEMOLISHED)

10 **3436 N KENNICOTT AVE**

11 **NAPLETON'S ARLINGTON HEIGHTS CHRYSLER DODGE JEEP RAM** - 1155 W DUNDEE AVE

12 **JAMESON'S ORIGINAL CHARHOUSE** - 1331 W DUNDEE AVE

13 **DAYS INN & SUITES BY WYNDHAM ARLINGTON HEIGHTS** - 1415 W DUNDEE AVE

14 **LEXUS OF ARLINGTON** - 1510 W DUNDEE AVE

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7


8



9


10



11


12



13



14

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

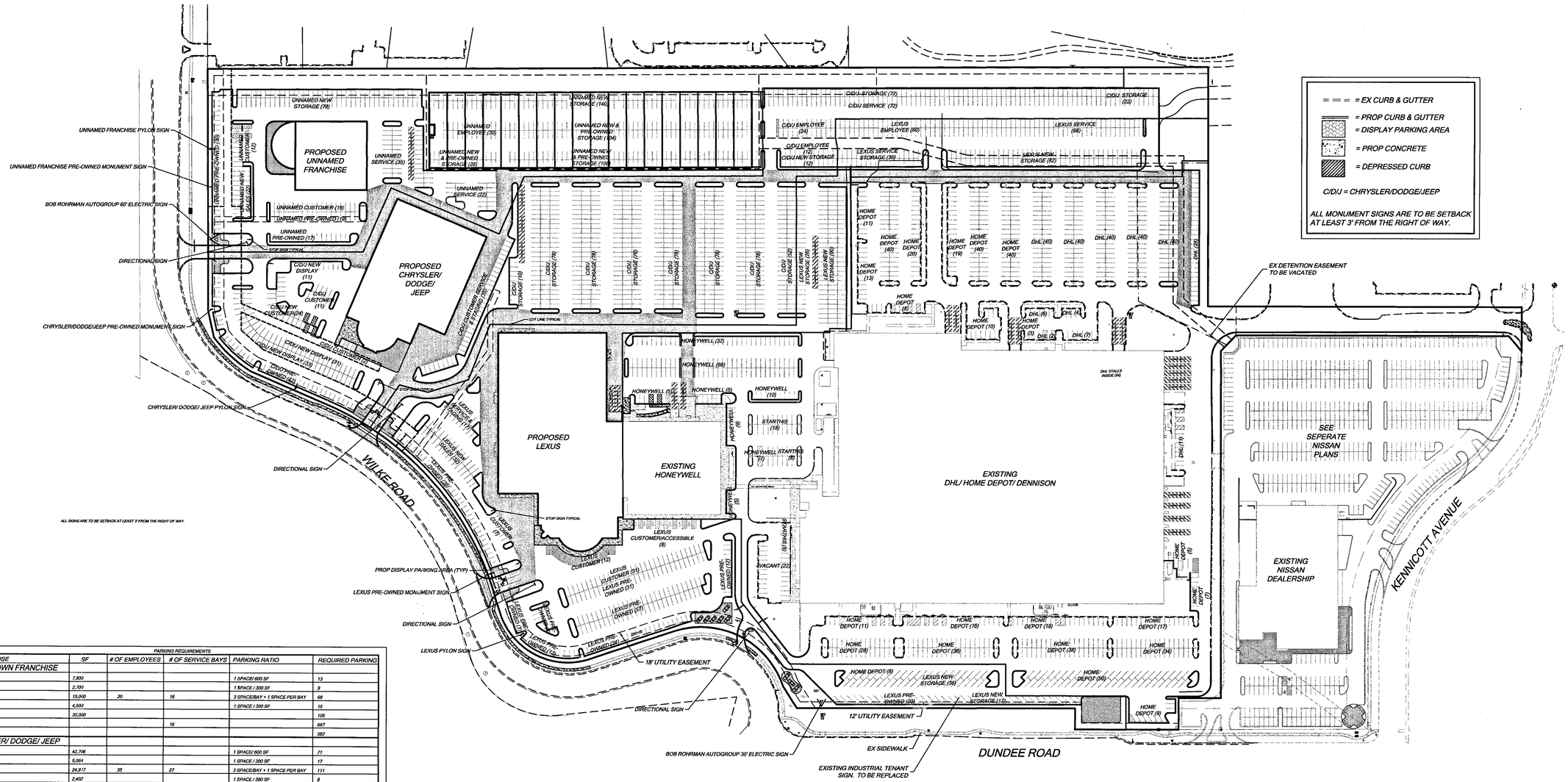
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EXISTING PHOTOS OF SUBJECT & SURROUNDING PROPERTIES

1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



PARKING REQUIREMENTS					
USE	SF	# OF EMPLOYEES	# OF SERVICE BAYS	PARKING RATIO	REQUIRED PARKING
LOT 1 - UNKNOWN FRANCHISE					
SHOWROOM/SALES	7,830			1 SPACE/ 600 SF	13
OFFICES	2,700			1 SPACE / 300 SF	9
SERVICE LIFTS	15,000	20	16	3 SPACE/BAY + 1 SPACE PER BAY	68
PARTS	4,500			1 SPACE / 300 SF	15
TOTAL	30,000				105
TOTAL PROVIDED			16		667
SURPLUS (DEFICIT)					562
LOT 2 - CHRYSLER/ DODGE/ JEEP					
SHOWROOM/SALES	42,706			1 SPACE/ 600 SF	71
OFFICES	5,064			1 SPACE / 300 SF	17
SERVICE LIFTS	24,917	35	27	3 SPACE/BAY + 1 SPACE PER BAY	111
PARTS	2,402			1 SPACE / 300 SF	8
CAFE	468			1 SPACE / 45 SF SEATING	9
TOTAL	75,457				216
TOTAL PROVIDED					934
SURPLUS (DEFICIT)					718
LOT 3 - LEXUS					
SHOWROOM/SALES	10,030			1 SPACE/ 600 SF	17
OFFICES	17,671			1 SPACE / 300 SF	59
SERVICE LIFTS	71,042	49	43	3 SPACE/BAY + 1 SPACE PER BAY	178
PARTS	16,410			1 SPACE / 300 SF	55
SPA/HEALTH CLUB	1,851			1 SPACE / 250 SF	7
CAFE	448			1 SPACE / 45 SF SEATING	10
MULTI-PURPOSE	2,588			30% OCCUPANCY	52
TOTAL					378
TOTAL PROVIDED					735
SURPLUS (DEFICIT)					357
LOT 4 - EXISTING BUILDINGS					
HONEYWELL	20,000			1 SPACE/ 300 SF	67
HOME DEPOT	116,000	120			215
DHL	62,000	120			120
STARTHIS	8,850				30
DENNISON	15,500	2			2
VACANT	144,000			1 SPACE/ 300 SF	480
TOTAL					914
TOTAL PROVIDED					920
SURPLUS (DEFICIT)					6

N
W E
S

SCALE
1" = 100'

ISSUE DATE
7/03/07

BOB ROHRMAN AUTO GROUP

PALATINE, ILLINOIS

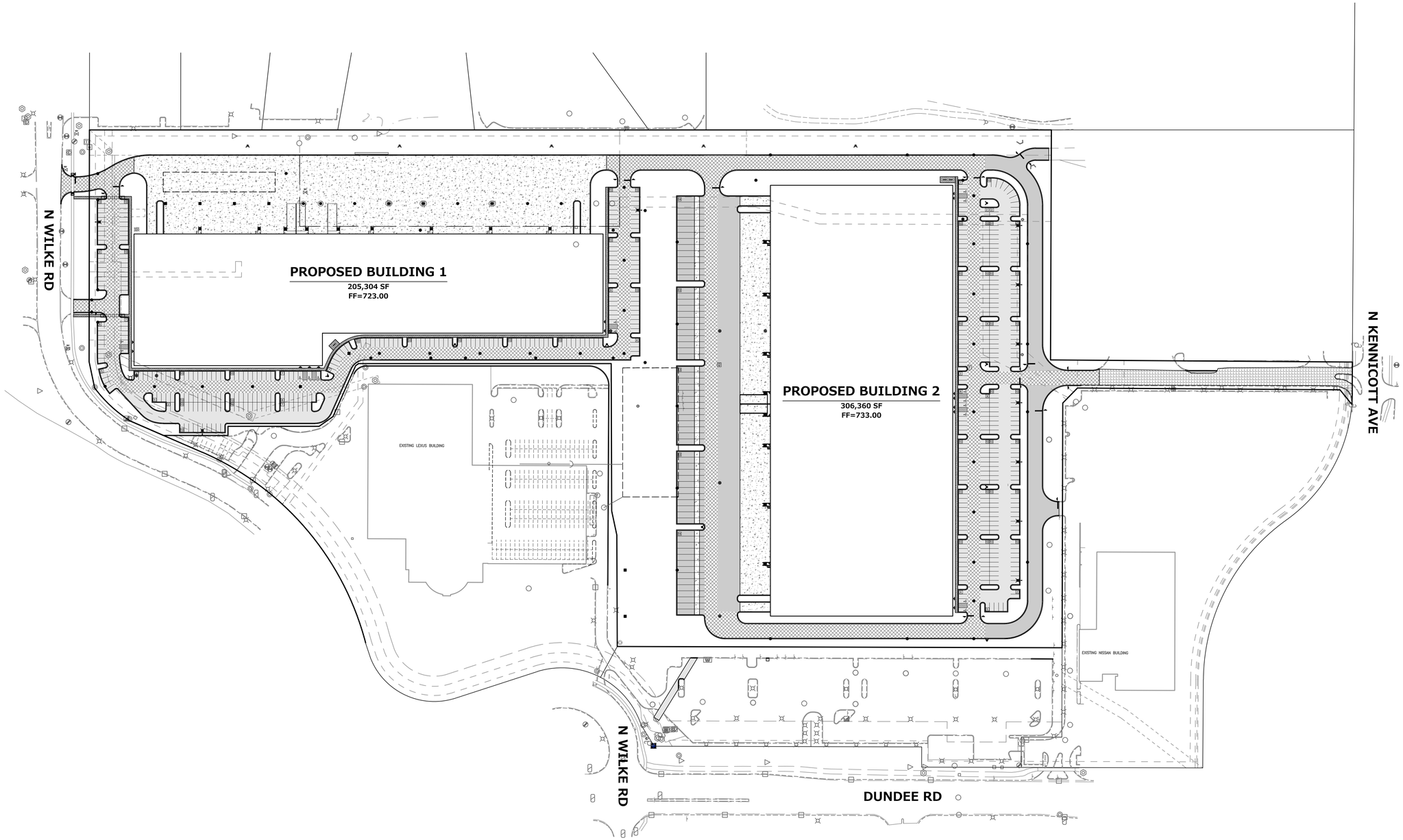
RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

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EXISTING SITE PLAN

1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB



SITE DIMENSIONAL AND PAVING NOTES

1. ALL PROPOSED CURB AND CUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, THE CIVIL PLANS SHALL TAKE PRECEDENCE.
4. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
5. REBAR / TIEBARS SHALL BE USED IN ALL LOCATIONS WHERE CONCRETE ABUTS OTHER CONCRETE FEATURES (ie. SIDEWALK ADJACENT TO FOUNDATION WALL AND SIDEWALK ADJACENT TO CURB & GUTTER). TIEBAR SIZE AND SPACING SHALL BE PER IDOT SPECIFICATIONS.
6. CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
7. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
8. REFER TO CONSTRUCTION DETAILS AND GRADING ENLARGEMENTS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
9. REFER TO PHOTOMETRICS PLAN (BY OTHERS) FOR LIGHT STANDARDS AND SPECIFICATIONS.

LEGEND

CONCRETE PAVEMENT
6.5" PORTLAND CEMENT CONCRETE
6" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

SIDEWALK
5" PORTLAND CEMENT CONCRETE (UNREINFORCED)
4" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B

LIGHT DUTY ASPHALT PAVEMENT (IBR=3.0)
1.5" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
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8" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

HEAVY DUTY ASPHALT PAVEMENT (IBR=3.0)
2" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
3" BIT. BINDER COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
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B-6.12 CURB & GUTTER

REVERSE PITCH B-6.12 CURB & GUTTER

DEPRESSED B-6.12 CURB & GUTTER

BOLLARD

STRIPING/SIGNAGE LEGEND

1. 4" YELLOW STRIPE (ADA STALLS ONLY)
2. 4" WHITE STRIPE (ALL STANDARD PARKING STALLS)
3. WHITE LETTERS / SYMBOLS / PAVEMENT MARKINGS
4. R1-1 STOP SIGN (30" x 30")
5. R7-8 & R7-8P HANDICAP SIGN
6. R7-8 & R7-8P HANDICAP W/ VAN ACCESSIBLE SIGN
7. "TRUCKS ARE PROHIBITED FROM TURNING RIGHT" SIGN
8. "NO TRUCK TRAFFIC, PASSENGER VEHICLES ONLY" SIGN
9. YELLOW LETTERS / SYMBOLS / PAVEMENT MARKINGS
10. "EMERGENCY ACCESS ONLY" SIGN

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 100' 200'

SITE DATA

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DRIVE IN DOORS:	4
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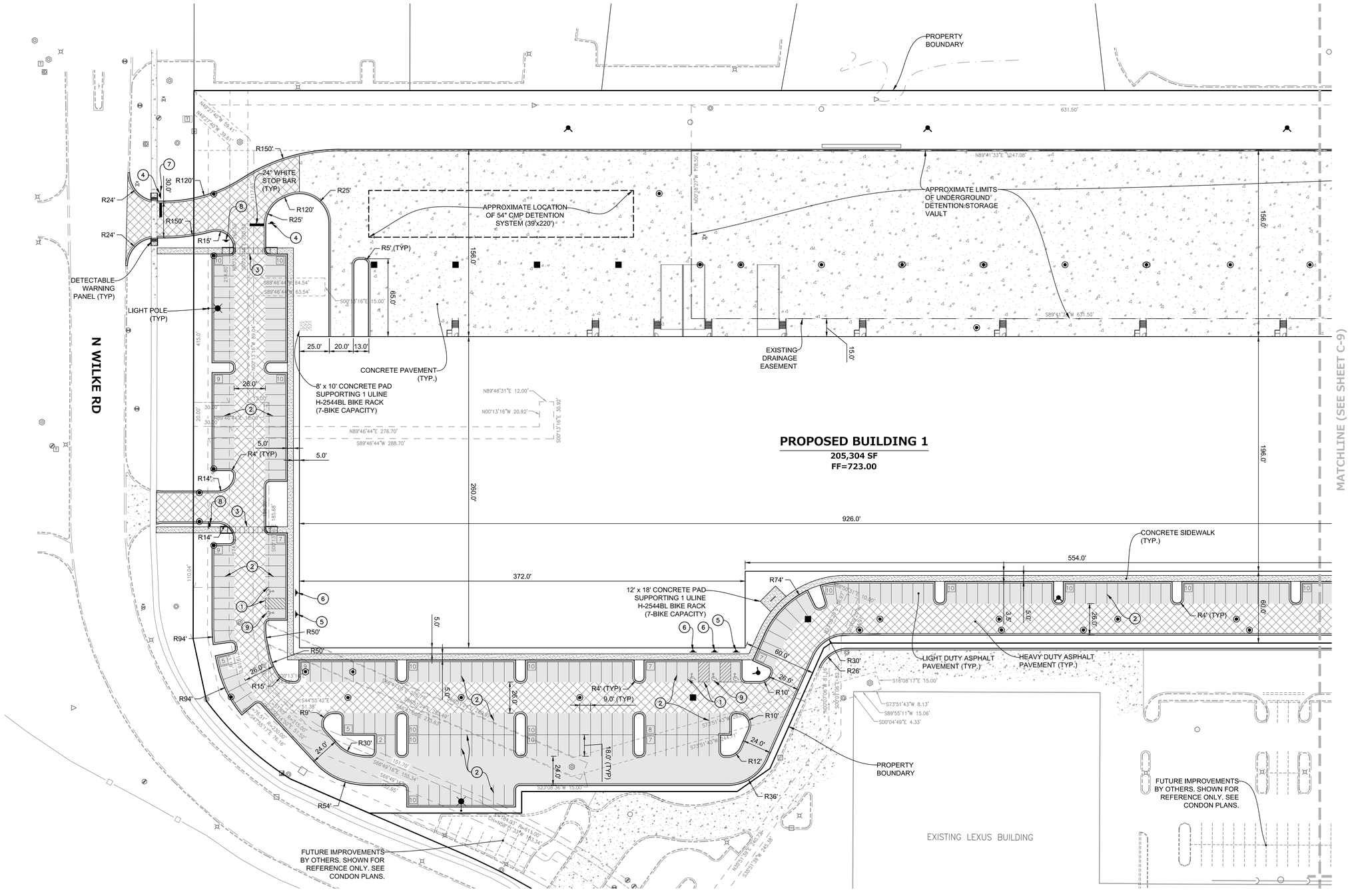
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OVERALL SITE DIMENSIONAL & PAVING PLAN

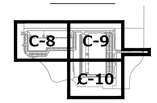
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, IL - CHI21-0006-00

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GRAPHICAL SCALE (FEET)
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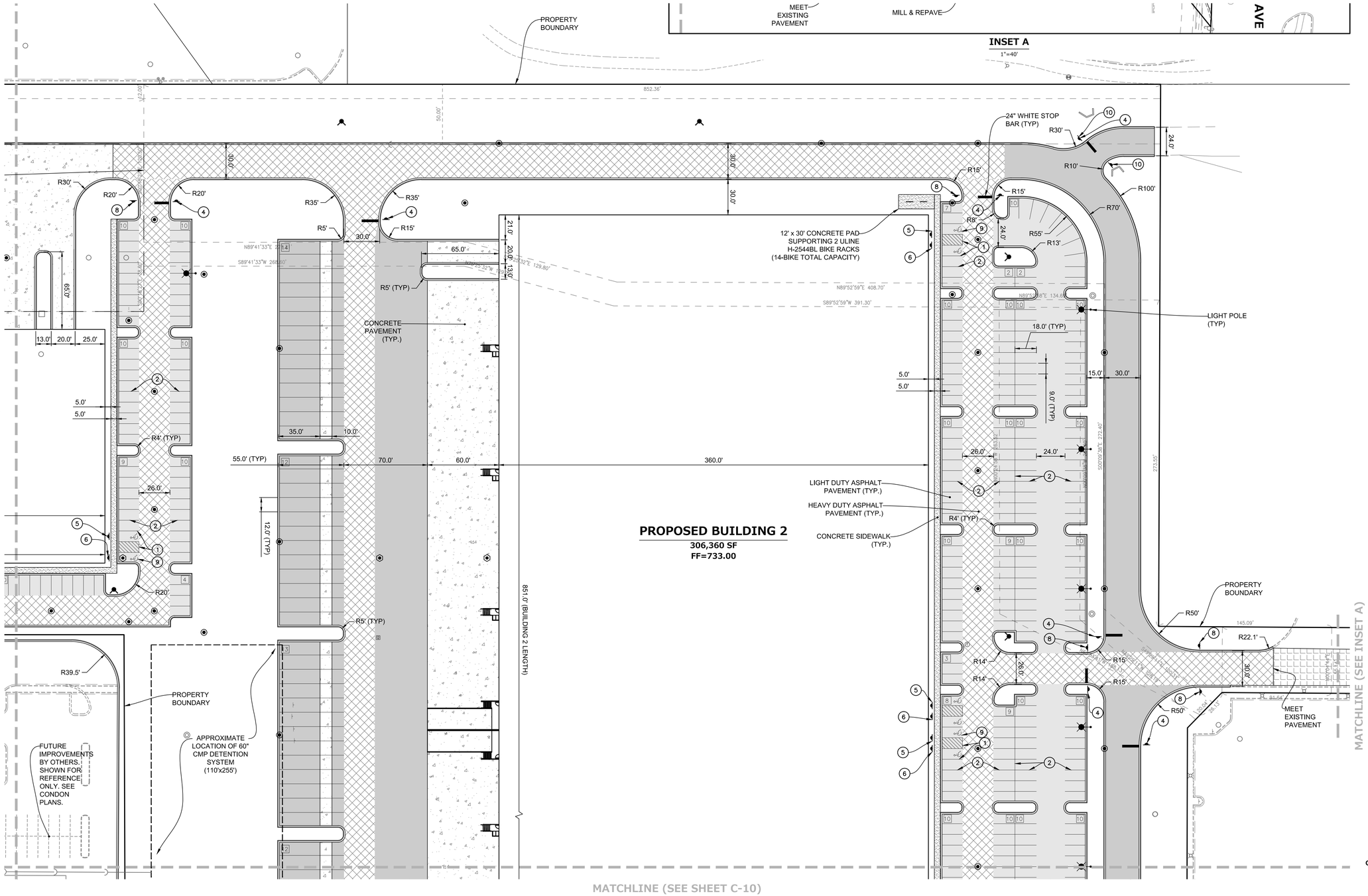
SITE DIMENSIONAL & PAVING PLAN

1400-1500 WEST DUNDEE ROAD

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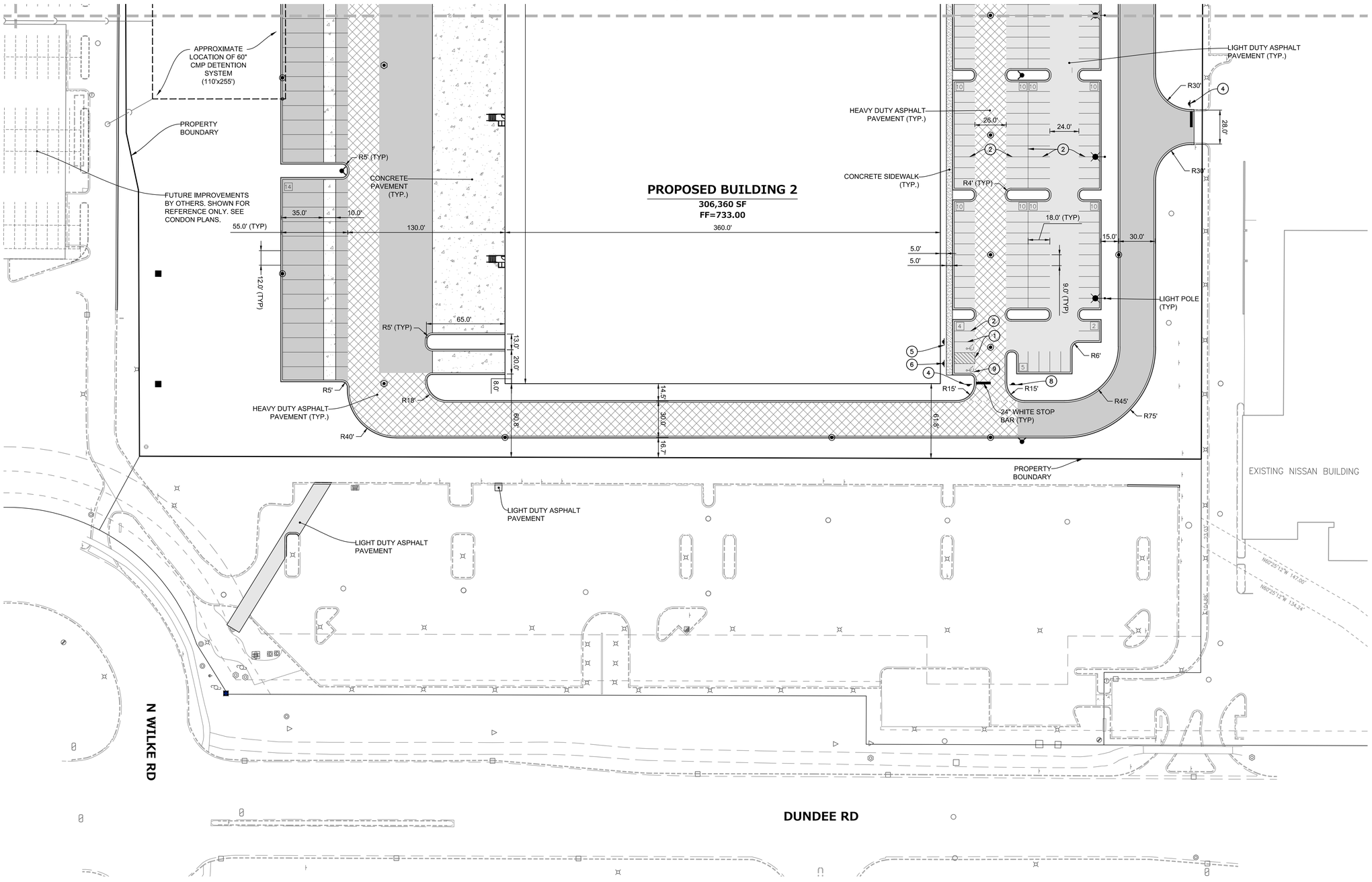
SITE DIMENSIONAL & PAVING PLAN

1400-1500 WEST DUNDEE ROAD

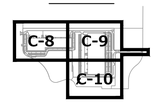
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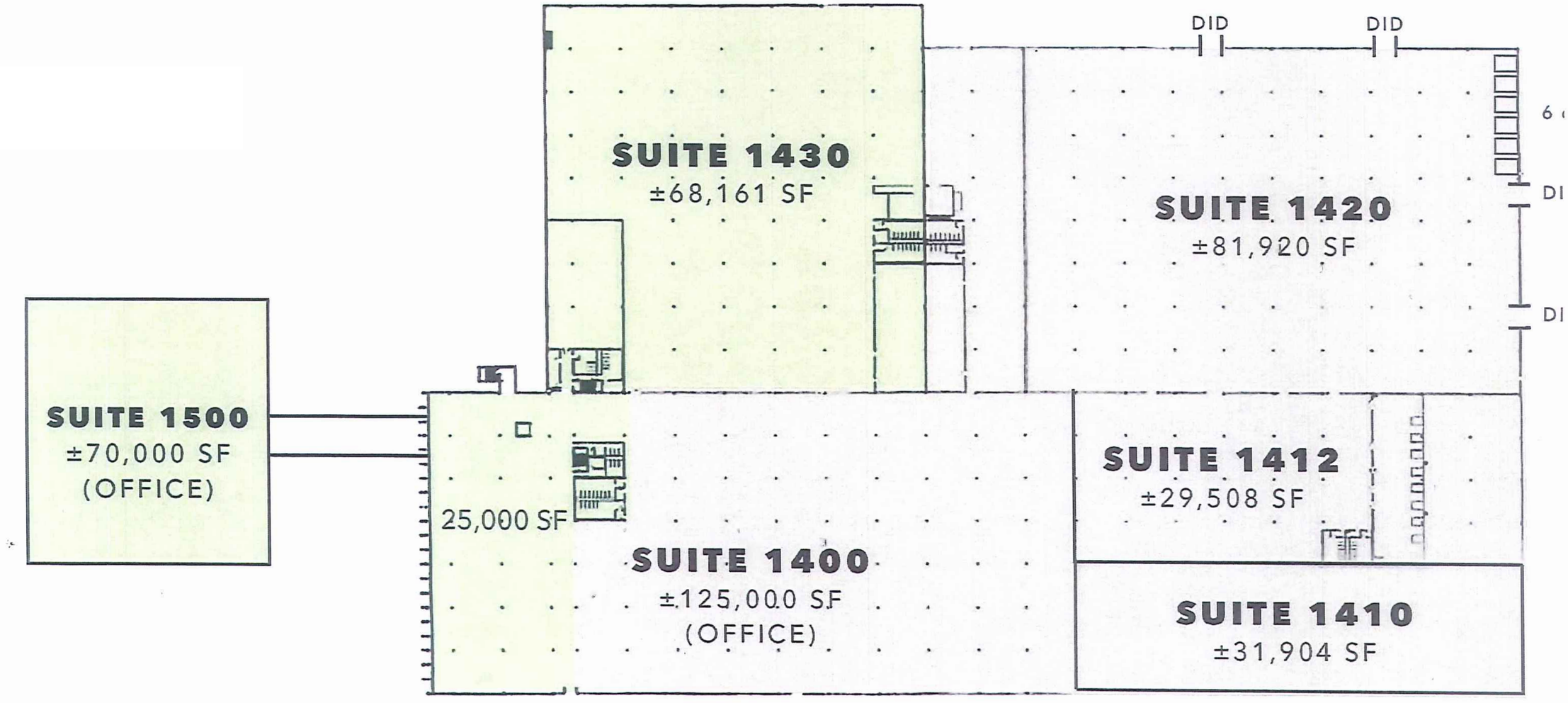
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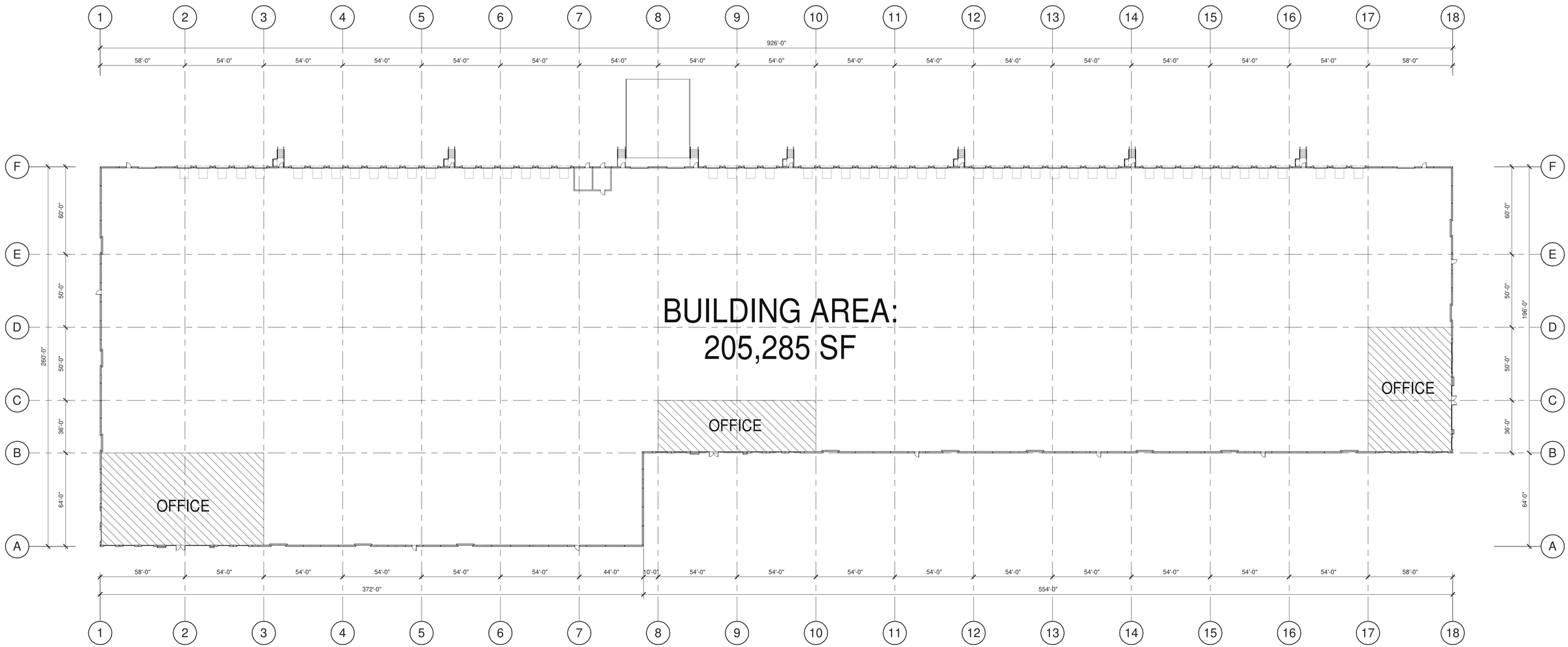
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EXISTING FLOOR PLAN

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WARE MALCOMB

05.20.2021



1/32"=1'-0"

0 8' 16' 32' 64'

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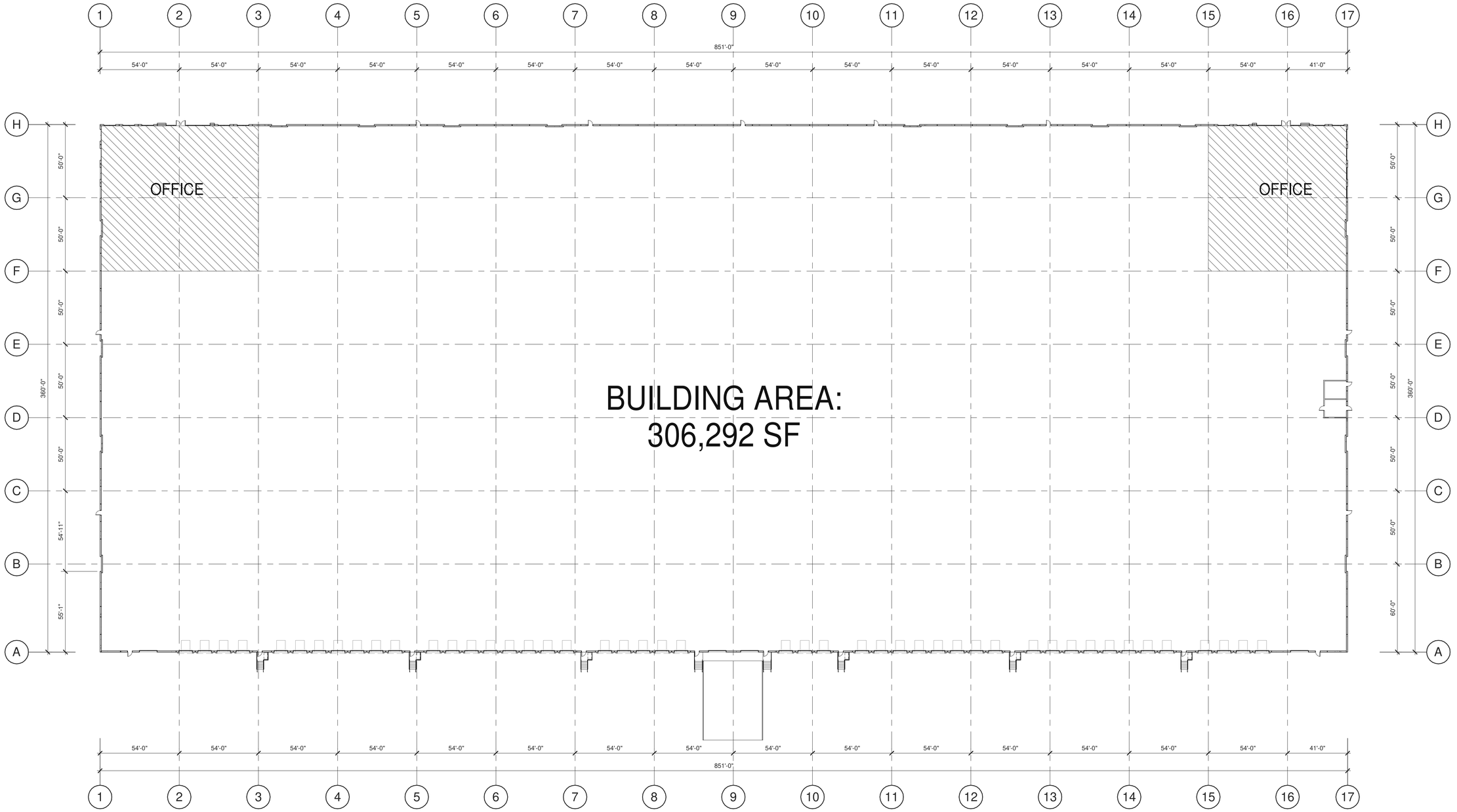
CONCEPTUAL FLOOR PLAN - BUILDING 1

1400-1500 WEST DUNDEE ROAD

ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



1/32"=1'-0"

0 8' 16' 32' 64'

NORTH

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

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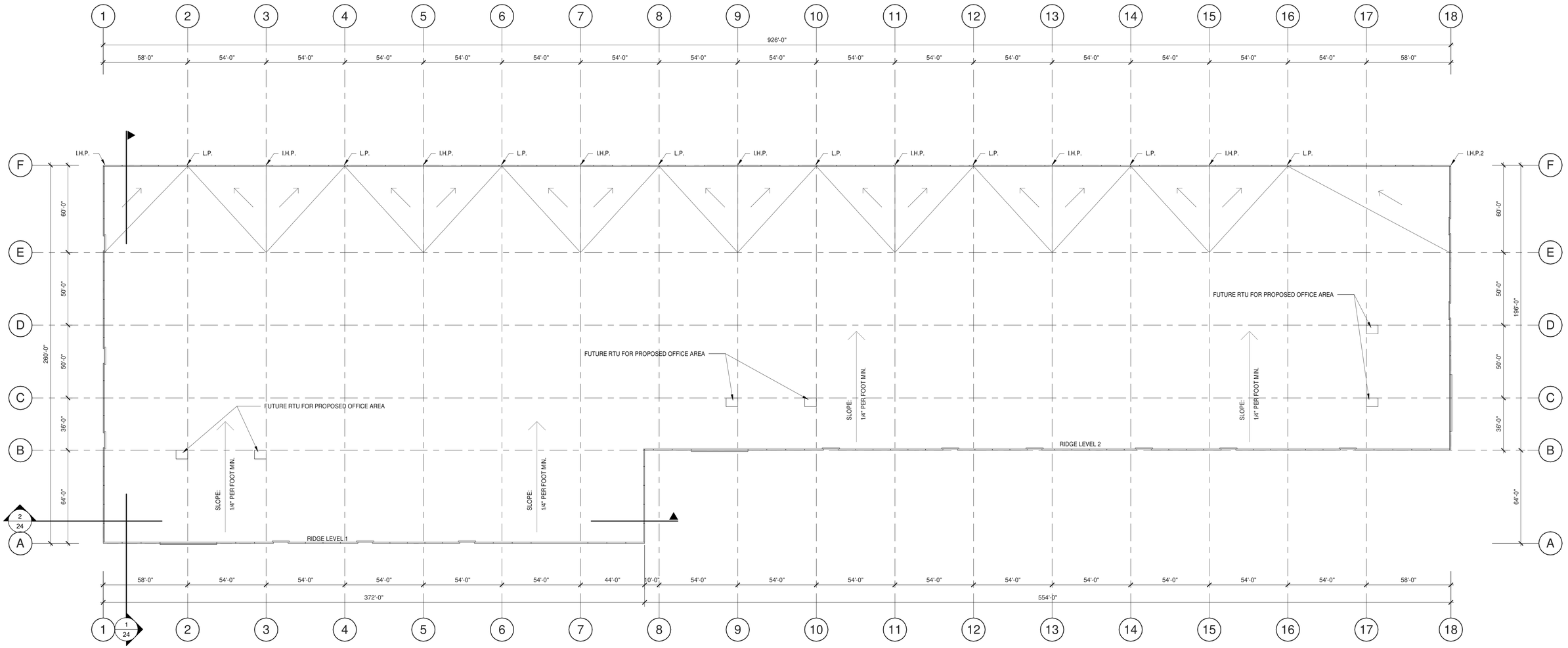
CONCEPTUAL FLOOR PLAN - BUILDING 2

1400-1500 WEST DUNDEE ROAD

ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



ROOF ELEVATION KEY:

RIDGE/HIGH POINT 1: 39'-5 1/2"
RIDGE/HIGH POINT 2: 38'-1 1/2"
INTERMEDIATE HIGH POINT: 34'-6 1/2"
INTERMEDIATE HIGH POINT 2: 35'-0 1/2"
LOW POINT: 34'-0 1/2"

1/32"=1'-0"
0 8' 16' 32' 64'

NORTH

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

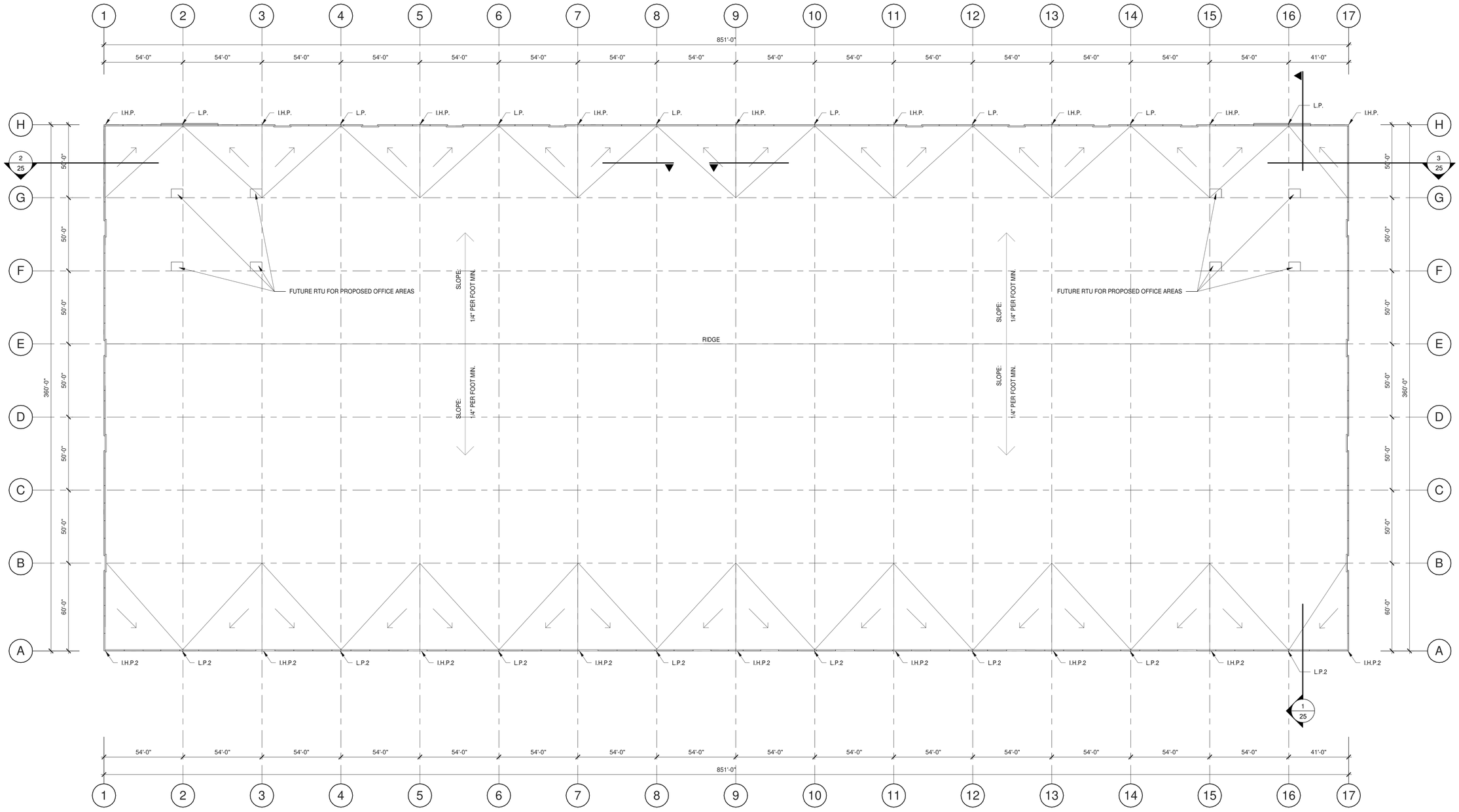
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CONCEPTUAL ROOF PLAN - BUILDING 1

1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



ROOF ELEVATION KEY:

RIDGE/HIGH POINT 1: 42'-5"
INTERMEDIATE HIGH POINT: 39'-9 1/2"
INTERMEDIATE HIGH POINT 2: 38'-6 1/2"
LOW POINT: 39'-3 1/2"
LOW POINT 2: 38'-0 1/2"

1/32"=1'-0"
0 8' 16' 32' 64'

NORTH

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

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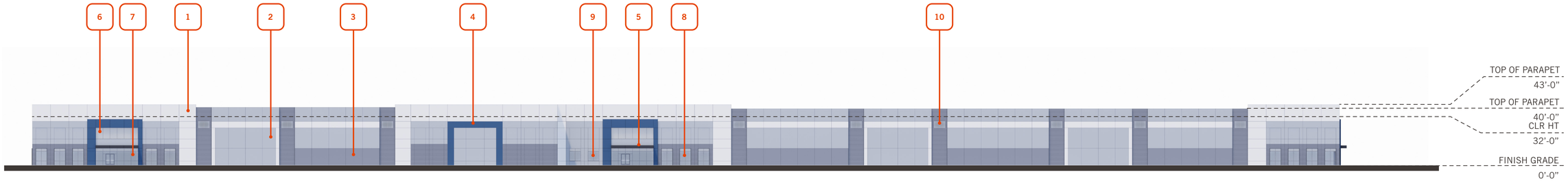
CONCEPTUAL ROOF PLAN - BUILDING 2

1400-1500 WEST DUNDEE ROAD

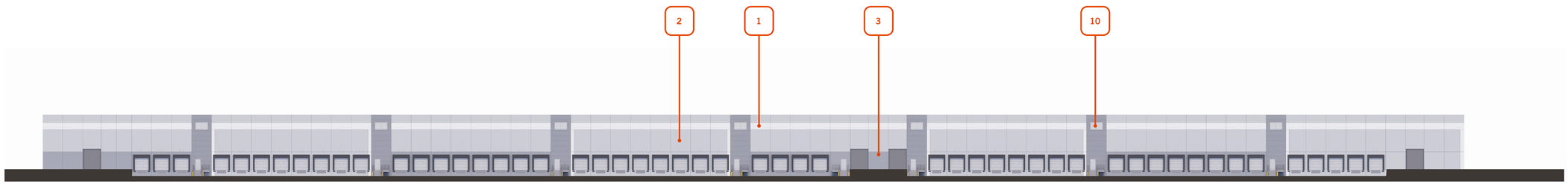
ARLINGTON HEIGHTS, IL - CHI21-0006-00

WARE MALCOMB

05.20.2021



SOUTH EXTERIOR ELEVATION



NORTH EXTERIOR ELEVATION

EAST EXTERIOR ELEVATION

WEST EXTERIOR ELEVATION

1/32"=1'-0"

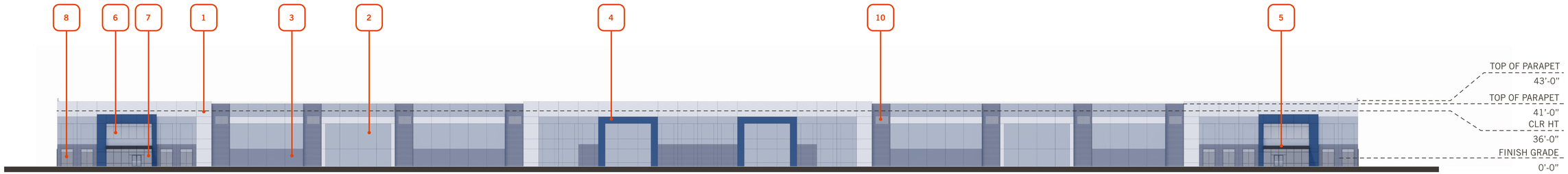
0 8' 16' 32' 64'

KEYNOTES

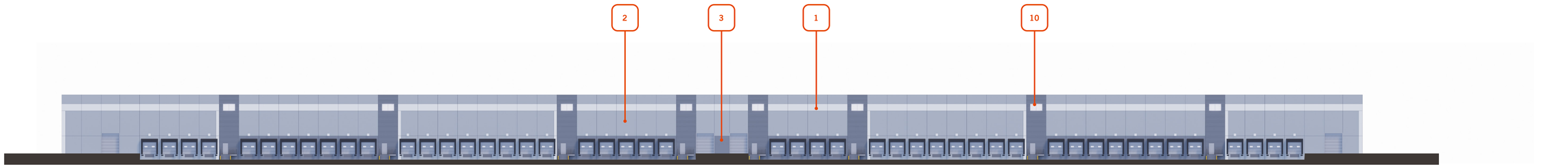
1. **PAINTED PRECAST PANEL W/ REVEALS**
   SW 7757 HIGH REFLECTIVE WHITE
2. **PAINTED PRECAST PANEL W/ REVEALS**
   SW 9558 CASTLEGATE
3. **PAINTED PRECAST PANEL W/ REVEALS**
   SW 9564 BEFORE THE STORM
4. **PAINTED PRECAST LAP PANEL W/ REVEALS**
   SW 6510 LOYAL BLUE
5. **ACM CANOPY**
   ALUCABOND, TBL BLACK
6. **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 30'-0" X 12'-0"
7. **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 30'-0" X 8'-0"
8. **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 8'-0" X 12'-0"
9. **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 8'-0" X 9'-0"
10. **CLERESTORY WINDOW**
    8'-0" X 4'-6"

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

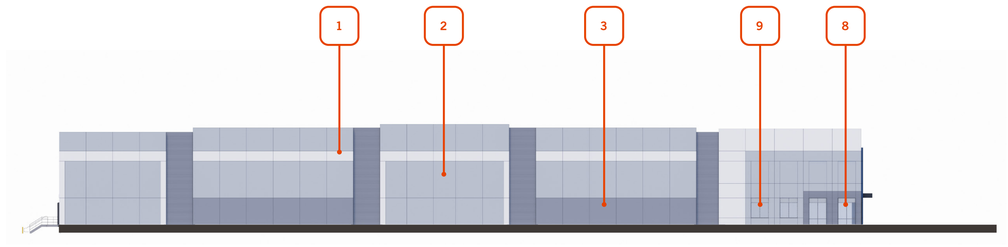
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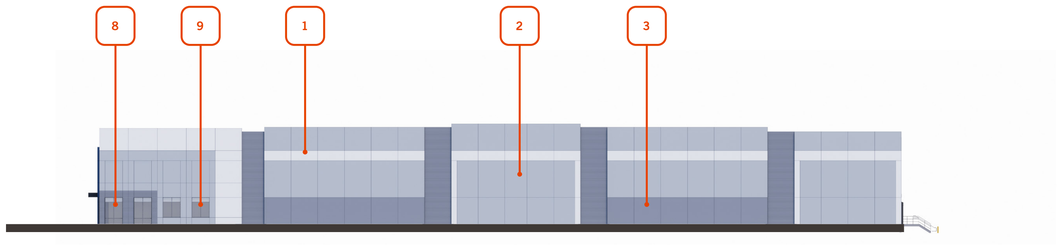
EAST EXTERIOR ELEVATION



WEST EXTERIOR ELEVATION



SOUTH EXTERIOR ELEVATION



NORTH EXTERIOR ELEVATION

1/32"=1'-0"

0 8' 16' 32' 64'

KEYNOTES

1 **PAINTED PRECAST PANEL W/ REVEALS**
SW 7757 HIGH REFLECTIVE WHITE

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SW 9558 CASTLEGATE

3 **PAINTED PRECAST PANEL W/ REVEALS**
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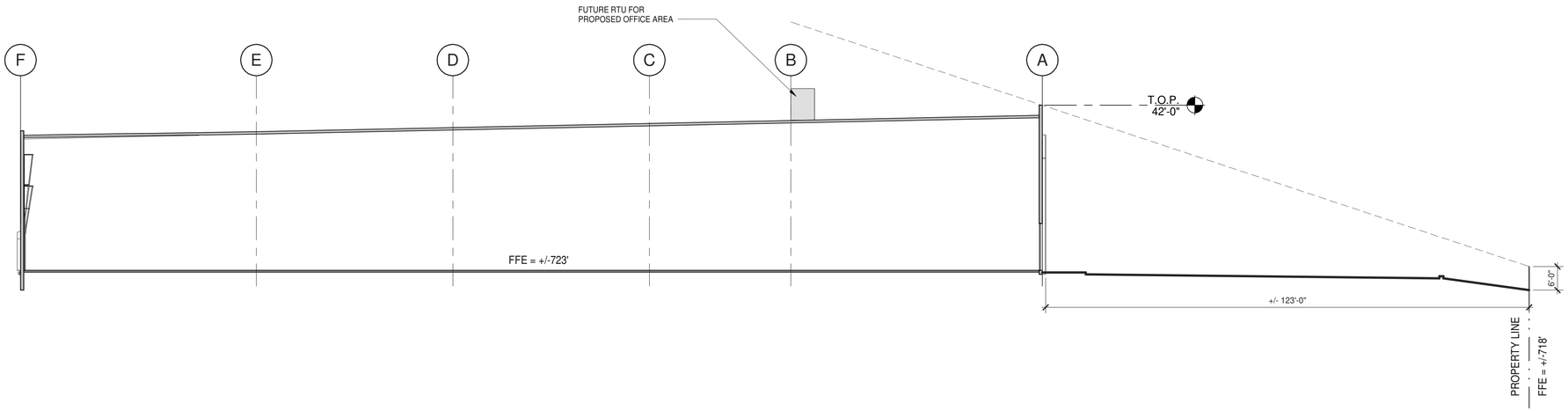
8 **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 8'-0" X 12'-0"

9 **HIGH PERFORMANCE STOREFRONT GLAZING SYSTEM,** 8'-0" X 9'-0"

10 **CLERESTORY WINDOW**
8'-0" X 4'-6"

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

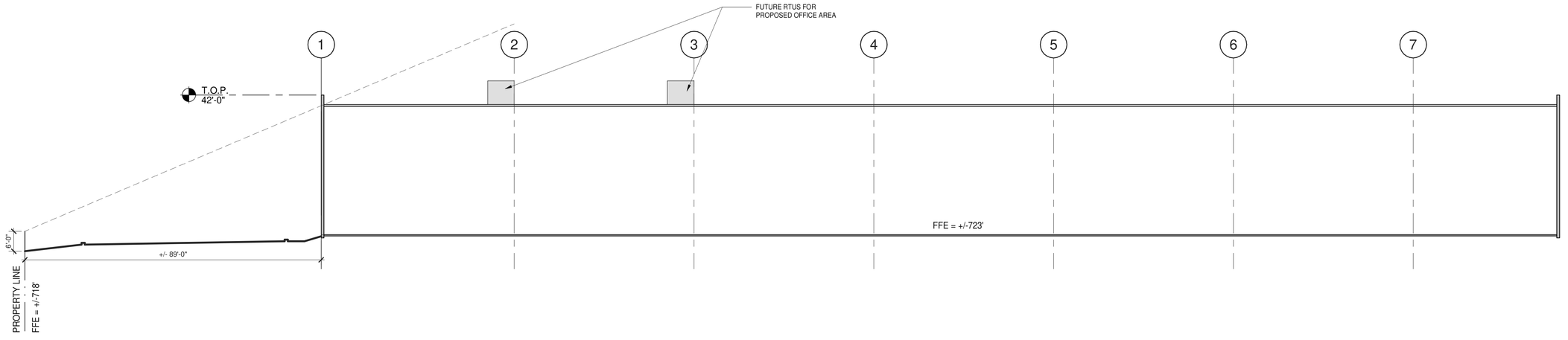
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SECTION 1

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

1



SECTION 2

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

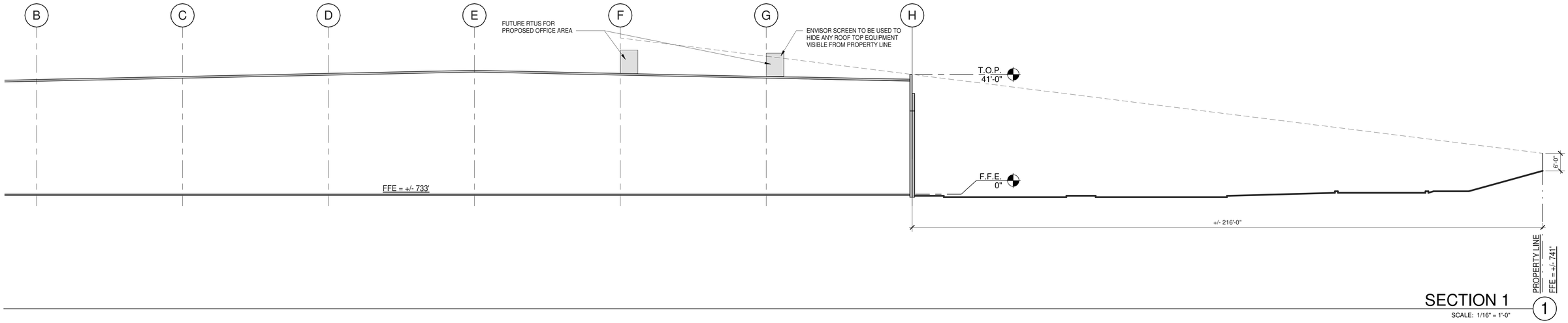
2

1/16"=1'-0"

0 8' 16' 32'

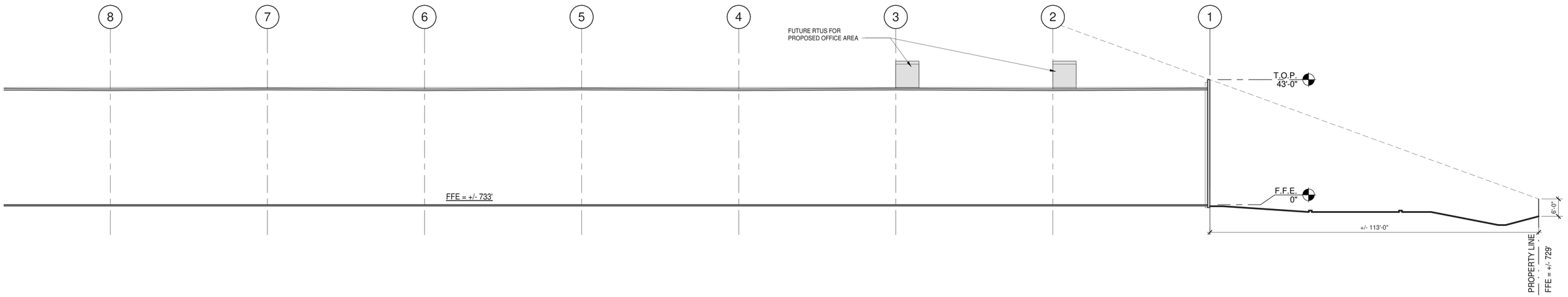
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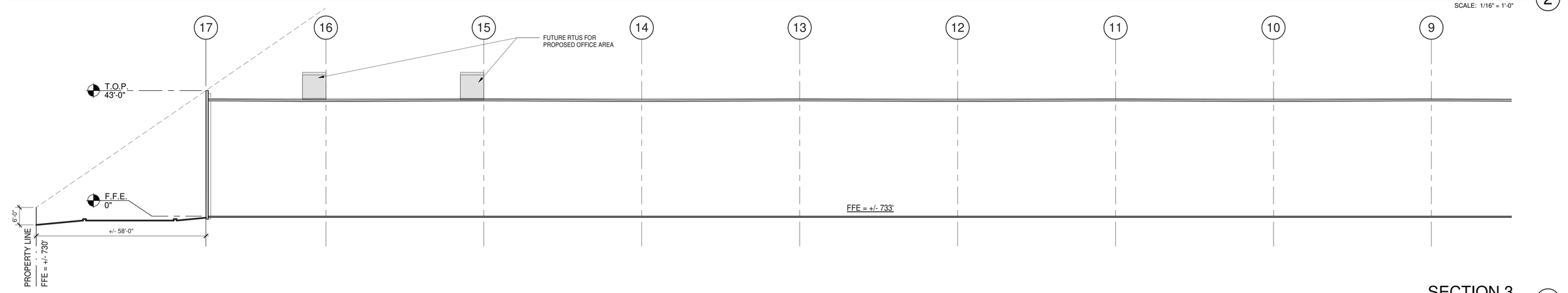
SECTION 1

SCALE: 1/16" = 1'-0" (1)



SECTION 2

SCALE: 1/16" = 1'-0" (2)



SECTION 3

SCALE: 1/16" = 1'-0" (3)

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

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Integrity | Experience | Performance

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DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ 8/9/2021 9:48 AM – Z:\Projects\2020\2283.00-IL\312 – ENGINEERING\FINAL SHEETS\C-1 COVER SHEET.dwg

PRELIMINARY ENGINEERING IMPROVEMENT PLANS
FOR
NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

PLANS PREPARED
FOR

RIDGELINE PROPERTY GROUP

2015 SPRING ROAD | SUITE 235
OAKBROOK, ILLINOIS 60523
(916) 224-6948

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE		
STORM MANHOLE		
CATCH BASIN		
INLET		
PRECAST FLARED END SECTION		
CONCRETE HEADWALL		
VALVE VAULT		
VALVE BOX		
FIRE HYDRANT		
BUFFALO BOX		
CLEANOUT		
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN	W	W
UTILITY CROSSING		
GRANULAR TRENCH BACKFILL		
LIGHTING		
ELECTRICAL CABLE	E	E
ELECTRICAL TRANSFORMER OR PEDESTAL		
POWER POLE		
POWER POLE WITH LIGHT		
GUY WIRE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
DIVERSION SWALE		
OVERFLOW RELIEF ROUTING		
TREE WITH TRUNK SIZE	6" 6"	
SOIL BORING	B-1	B-1
TOPSOIL PROBE	P-1	P-1
FENCE LINE, TEMPORARY SILT	SF	SF
FENCE LINE, WIRE		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		
PROPERTY LINE		

ABBREVIATIONS

BL	BASE LINE	PC	POINT OF CURVATURE
C	LONG CHORD OF CURVE	PT	POINT OF TANGENCY
C & G	CURB AND GUTTER	PVI	POINT OF VERTICAL INTERSECTION
CB	CATCH BASIN	R	RADIUS
CL	CENTERLINE	ROW	RIGHT-OF-WAY
D	DEGREE OF CURVE	SAN	SANITARY SEWER
EP	EDGE OF PAVEMENT	ST	STORM SEWER
FF	FINISHED FLOOR	T	TANGENCY OF CURVE
FG	FINISHED GRADE	TB	TOP OF BANK
FL	FLOW LINE	TF	TOP OF FOUNDATION
FP	FLOODPLAIN	TP	TOP OF PIPE
FR	FRAME	TS	TOP OF SIDEWALK
FW	FLOODWAY	TW	TOP OF WALL
HWL	HIGH WATER LEVEL	BW	BOTTOM OF WALL
INV	INVERT	TC	TOP OF CURB
L	LENGTH OF CURVE	TDC	TOP OF DEPRESSED CURB
MH	MANHOLE	WM	WATER MAIN
NWL	NORMAL WATER LEVEL	△	INTERSECTION ANGLE

CONTACTS

RIDGELINE PROPERTY GROUP

BEN HARRIS, VP OF DEVELOPMENT
RIDGELINE PROPERTY GROUP
2015 SPRING ROAD | SUITE 235
OAKBROOK, ILLINOIS 60523
(916) 224-6948

PINNACLE ENGINEERING GROUP, LLC

BRIAN JOHNSON, P.E., CPESC
1051 EAST MAIN STREET | SUITE 217
EAST DUNDEE, ILLINOIS 60118
(847) 551-5301

WARE MALCOMB

CAMERON TREFRY, PRINCIPAL
500 W. MADISON ST | SUITE 1000
CHICAGO, ILLINOIS 60661
(312) 837-4600

VILLAGE OF ARLINGTON HEIGHTS - COMMUNITY DEVELOPMENT

SAM HUBBARD, DEVELOPMENT PLANNER
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60005
(847) 368-5223

VILLAGE OF ARLINGTON HEIGHTS - PUBLIC WORKS

SCOTT SHIRLEY, DIRECTOR
222 N. RIDGE AVENUE
ARLINGTON HEIGHTS, ILLINOIS 60005
(847) 368-5800

UTILITY CONTACTS

ELECTRIC
COMED (800) 334-7661

NATURAL GAS
NICOR (888) 642-6748

PHONE
COMCAST (800) 934-6489

CABLE/TELEVISION
COMCAST (800) 934-6489

WATER
ARLINGTON HEIGHTS WATER BILLING DEPT. (847) 635-0777

BENCHMARKS

SOURCE BENCHMARK:

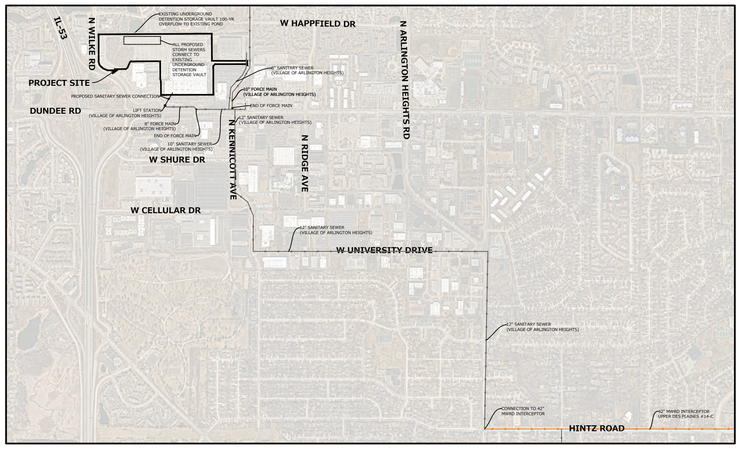
NGS VERTICAL CONTROL
PID DM3897
FLANGE-ENCASED ROD STAMED LD020
SW CORNER WILKE RD & CHICAGO AVE
ELEVATION=734.95 NAVD88

SITE BENCHMARK:

BM 1 SOUTH BOLT ON FIRE HYDRANT 1ST FIRE HYDRANT NORTH OF THE LARGER EXISTING BUILDING ON SITE. SOUTH OF THE EXISTING BUILDING NORTH OF SITE
ELEVATION = 733.22

BM 2 WEST SIDE LIGHT POLE BASE, 1ST LIGHT POLE SOUTHWEST OF NORTHWEST PARKING LOT. EAST OF S. HICKS RD.
ELEVATION = 730.34

EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY VANDERSTAPPEN LAND SURVEYING, INC. ON 02/19/21. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.



LOCATION & MWRD ROUTING MAP
SCALE: 1" = 1,200'

GENERAL NOTES

1. THE VILLAGE OF ARLINGTON HEIGHTS BUILDING DEPARTMENT SHALL BE NOTIFIED 48 HOURS PRIOR TO COMMENCEMENT OF WORK AND 24 HOURS PRIOR TO EACH INSPECTION AT (847) 368-5223.
2. ALL UTILITY COMPANIES, INCLUDING THE VILLAGE OF ARLINGTON HEIGHTS, SHALL BE CONTACTED AND THEIR FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK IN ANY EASEMENT, RIGHT-OF-WAY, OR SUSPECTED UTILITY LOCATION. REPAIR OF ANY DAMAGE TO EXISTING FACILITIES SHALL BE RESPONSIBILITY OF THE CONTRACTOR. UTILITY LOCATIONS SHOWN HEREIN ARE FOR GRAPHIC ILLUSTRATION ONLY AND ARE NOT TO BE RELIED UPON.
3. PRIOR TO COMMENCEMENT OF ANY OFFSITE CONSTRUCTION, THE CONTRACTOR SHALL SECURE WRITTEN AUTHORIZATION THAT ALL OFFSITE EASEMENTS HAVE BEEN SECURED, AND THAT PERMISSION HAS BEEN GRANTED TO ENTER ONTO PRIVATE PROPERTY.
4. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS (LATEST EDITION):
   a. VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE
   b. VILLAGE OF ARLINGTON HEIGHTS SUBDIVISION REGULATIONS
   c. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
   d. "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
   e. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" BY ILLINOIS DEPARTMENT OF TRANSPORTATION.
   f. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" BY ILLINOIS SOCIETY OF PROFESSIONAL ENGINEERS, ET AL.
   g. OTHER STANDARDS OR SPECIFICATIONS SPECIFICALLY REFERRED TO IN AN INDIVIDUAL PROVISION OF THESE STANDARDS AND SPECIFICATIONS.
   h. "ILLINOIS URBAN MANUAL" AS PREPARED BY THE U.S. DEPT. OF AGRICULTURE & IL ASSOCIATION OF SOIL AND WATER CONSERVATION DISTRICTS.
   i. THE CONTRACT DOCUMENTS, GENERAL CONDITIONS, SPECIAL PROVISIONS AND SUPPLEMENTAL CONDITIONS OF THE PROJECT AS PREPARED BY PINNACLE ENGINEERING GROUP, LLC.
   j. ALL DOCUMENTS CITED IN THE ABOVE STANDARDS AND SPECIFICATIONS RELEVANT TO THE SUBJECT UNDER CONSIDERATION. IF A CONFLICT ARISES BETWEEN ANY PROVISION(S) OF THE REFERENCE ITEMS ABOVE AND ANY PROVISION(S) OF THESE STANDARDS AND SPECIFICATIONS, THEN THE MORE RESTRICTIVE PROVISION(S) SHALL APPLY.
   k. UPON COMPLETION OF THE PROJECT, THE DEVELOPER SHALL PROVIDE FINAL "RECORD DRAWINGS" (1 MYLAR SEPIA REPRODUCIBLE, SIGNED AND SEALED BY THE ENGINEER) OF ALL UTILITIES WHICH INCLUDE THE LOCATIONS AND ELEVATIONS OF ALL MAINS, SERVICE LINES, STRUCTURES, PAVED AREAS, SITE GRADING, STREET LIGHTS AND CABLES, CURBS, AND MONUMENTS. FINAL RECORD DRAWINGS MUST ALSO INCLUDE A STATE PLANE COORDINATE SYSTEM TIE-IN. IN ADDITION TO THE DRAWINGS, AN ELECTRONIC FILE (IN DWG OR DGN FORMAT) OF THE RECORD DRAWINGS MUST BE SUBMITTED ON CD-ROM.

INDEX OF SHEETS

C-1	COVER SHEET
C-2	PROJECT SPECIFICATIONS
C-3	OVERALL EXISTING CONDITIONS & DEMOLITION PLAN
C-4 - C-6	EXISTING CONDITIONS & DEMOLITION PLAN
C-7	OVERALL SITE DIMENSIONAL & PAVING PLAN
C-8 - C-10	SITE DIMENSIONAL AND PAVING PLAN
C-11	OVERALL GRADING PLAN
C-12 - C-14	GRADING PLAN
C-15	OVERALL UTILITY PLAN
C-16 - C-18	UTILITY PLAN
C-19	OVERALL SITE STABILIZATION PLAN
C-20 - C-22	SITE STABILIZATION PLAN
C-23 - C-28	CONSTRUCTION STANDARDS

ATTACHMENTS

L-1 - L-11	PRELIMINARY LANDSCAPE PLANS

DRAINAGE CERTIFICATE

I, BRIAN JOHNSON, HEREBY CERTIFY THAT ADEQUATE STORM WATER STORAGE AND DRAINAGE CAPACITY HAS BEEN PROVIDED FOR THIS DEVELOPMENT, SUCH THAT SURFACE WATER FROM THE DEVELOPMENT WILL NOT BE DIVERTED ONTO AND CAUSE DAMAGE TO THE ADJACENT PROPERTY FOR STORMS UP TO AND INCLUDING THE ONE HUNDRED (100) YEAR EVENT, AND THAT THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE STATE, COUNTY, AND VILLAGE ORDINANCES.

DATED THIS 7TH DAY OF JULY, 2021.

ENGINEER

ISSUED FOR PERMIT

BRIAN D. JOHNSON 062-061674 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

EXPIRATION DATE: NOVEMBER 30, 2021

811 Know what's below. Call before you dig.
Formerly JULIE 1-800-892-0123

PINNACLE ENGINEERING GROUP, LLC
ENGINEER'S LIMITATION

PINNACLE ENGINEERING GROUP, LLC AND THEIR CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED PRIOR TO BID SO THAT THEY MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FURTHERMORE, PINNACLE ENGINEERING GROUP, LLC IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY OR THE MEANS AND METHODS OF CONSTRUCTION.

PINNACLE ENGINEERING GROUP
PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
ENGINEERING | NATURAL RESOURCES | SURVEYING
IL Design Firm 184.006289-0010
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21
2	VILLAGE COMMENTS	7/7/21
3	VILLAGE COMMENTS	8/6/21

COVER SHEET

PEG JOB No. 2283.00-1L
PEG PM BDJ
START DATE 04/09/21
SCALE

SHEET C-1 OF C-28

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COVER SHEET

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DESIGNED: KFB DRAFTED: WSL

8/4/2021 8:49 AM - Z:\Projects\2020\2283.00-1L\312 - ENGINEERING\FINAL\SHEETS\C-2 PROJECT SPECS.dwg

REVIEWED: BDJ

GENERAL NOTES

1. THE STANDARD SPECIFICATIONS LISTED ON THE COVER SHEET, THESE CONSTRUCTION PLANS, THE SPECIAL PROVISIONS, GENERAL CONDITIONS AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT DOCUMENTS. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE TO BE CONSIDERED A PART OF THE CONTRACT.

2. NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE INDIVIDUAL SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THEY MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE INDIVIDUAL SUBCONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE INDIVIDUAL SUBCONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILURE TO SECURE SUCH INSTRUCTION, THE INDIVIDUAL SUBCONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE.
IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

3. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED AGAINST ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE BY THE INDIVIDUAL SUBCONTRACTOR AND HIS SURETY FOR A PERIOD OF 24 MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE WORK BY THE VILLAGE, OTHER APPLICABLE GOVERNMENTAL AGENCIES, AND THE OWNER.

4. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER OR HIS REPRESENTATIVE. FINAL INSPECTION SHALL BE MADE AFTER ALL OF THE INDIVIDUAL SUBCONTRACTORS' WORK HAS BEEN APPROVED AND ACCEPTED, AND IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

5. UPON AWARD OF THE CONTRACT AND WHEN REQUIRED BY THE OWNER, THE INDIVIDUAL SUBCONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE PENAL SUM OF 100 PERCENT OF THE CONTRACT GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE APPROVED BY THE OWNER.

6. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ACTIVITIES AND PAYING STREET OPENING FEES AS REQUIRED INCLUDING THE USE AND ACCESS OF EXISTING STREETS.THE INDIVIDUAL SUBCONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE MUNICIPALITY.

7. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR APPURTENANCES THAT MAY BE AFFECTED DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, INDIVIDUAL CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

8. THE INDIVIDUAL SUBCONTRACTOR SHALL REVIEW AND DETERMINE ALL IMPROVEMENTS AND SHALL VERIFY ALL QUANTITIES AS PROVIDED BY THE ENGINEER OR OWNER FOR BIDDING PURPOSES. THE INDIVIDUAL SUBCONTRACTOR SHALL NOTIFY DISCREPANCIES TO THE ENGINEER. THE CONTRACT PRICE SUBMITTED BY THE INDIVIDUAL SUBCONTRACTOR SHALL BE CONSIDERED AS A LUMP SUM FOR THE COMPLETE PROJECT UNLESS THERE IS A PLAN REVISION AND/OR WRITTEN CHANGE TO THE SCOPE OF WORK.

9. WHENEVER THE PERFORMANCE OF WORK IS INDICATED ON THE PLANS, AND NO ITEM IS INCLUDED IN THE CONTRACT FOR PAYMENT, THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY BY THE RESPONSIBLE PARTY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

11. THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS,TRAFFIC CONTROL DEVICES,AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE I.D.O.T. STANDARD SPECIFICATIONS. ADEQUATE LIGHTING SHALL BE MAINTAINED AT NIGHT AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT, OR AS DESIGNATED BY THE ENGINEER OR VILLAGE. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE I.D.O.T. "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

12. ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED FULL DEPTH. PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER AS DIRECTED BY THE ENGINEER. SAWING SHALL BE INCLUDED IN THE COST FOR REMOVAL OF EACH ITEM AND REPLACEMENT WILL BE PAID UNDER THE RESPECTIVE ITEMS IN THE CONTRACT, UNLESS OTHERWISE INDICATED.

13. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE INDIVIDUAL SUBCONTRACTOR AT HIS OWN EXPENSE AT LOCATIONS DESIGNATED BY THE OWNER. IF ONSITE DISPOSAL IS NOT FEASIBLE, THE INDIVIDUAL SUBCONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFFSITE DUMP SITE AT HIS OWN EXPENSE.

14. WHERE OVERHANGING BRANCHES INTERFERE WITH OPERATIONS OF CONSTRUCTION, SAID BRANCHES SHALL BE TRIMMED AND SEALED IN ACCORDANCE WITH ARTICLE 253.09 OF THE I.D.O.T. STANDARD SPECIFICATIONS, AND THE COST OF SAME SHALL BE INCIDENTAL TO THE CONTRACT. TREES SHALL BE REMOVED ONLY AFTER RECEIVING APPROVAL OF THE OWNER. THE OWNER SHALL DESIGNATE WHICH TREES ARE TO BE REMOVED.

15. ALL EXISTING TRAFFIC SIGNS, STREET SIGNS, ETC., WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED FOR REMOVAL OR DISPOSAL, SHALL BE REMOVED AND RESET BY THE INDIVIDUAL SUBCONTRACTOR IN ACCORDANCE WITH I.D.O.T. STANDARD SPECIFICATIONS AT LOCATIONS AS DESIGNATED BY THE ENGINEER. IF A SIGN NEEDS TO BE MOVED, NOTIFY THE PUBLIC WORKS DEPARTMENT AT (847) 368-5800. THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. DAMAGE TO THESE ITEMS SHALL BE REPAIRED BY THE INDIVIDUAL SUBCONTRACTOR AT HIS OWN EXPENSE. ALL SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE OWNER AS APPROPRIATE. ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST.

16. NOTIFY THE ENGINEER OF ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS. NO FIELD TILE SHALL BE DIRECTLY OR INDIRECTLY CONNECTED TO THE PROPOSED STORM SEWER OR MWRDGC FACILITIES. A RECORD OF THE LOCATION OF ALL FIELD TILE OR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE FURNISHED BY THE CONTRACTOR AND THEIR LINING TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

17. DURING CONSTRUCTION OPERATIONS THE INDIVIDUAL SUBCONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AT THE CONCLUSION OF EACH DAY. DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER ACCEPTABLE METHOD. THE INDIVIDUAL SUBCONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CAUSED AS A RESULT THEREOF.

18. IT SHALL BE THE RESPONSIBILITY OF THE INDIVIDUAL SUBCONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

19. THE INDIVIDUAL SUBCONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS.

20. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE INDIVIDUAL SUBCONTRACTOR. THE INDIVIDUAL SUBCONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

21. ALL INDIVIDUAL SUBCONTRACTORS AND THEIR SUBCONTRACTORS OR ANY TIER SHALL INDEMNIFY THE OWNER, ENGINEER, AND ARCHITECT FROM ALL LIABILITY RESULTING FROM ANY NEGLIGENT ACT OR OMISSION WITH THEIR CONSTRUCTION, INSTALLATION, AND TESTING OF WORK ON THIS PROJECT AND SHALL NAME THEM AS ADDITIONAL INSURED ON THEIR COMMERCIAL GENERAL LIABILITY POLICIES FOR CLAIMS ARISING OUT OF THE WORK ON THIS PROJECT. A PROPER CERTIFICATE OF INSURANCE SHALL BE ISSUED PRIOR TO THE START OF CONSTRUCTION.

22. ELECTRIC, TELEPHONE, NATURAL GAS, AND OTHER UTILITY COMPANIES HAVE UNDERGROUND AND/OR OVERHEAD SERVICE FACILITIES IN THE VICINITY OF THIS WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE CONTRACTOR SHALL CALL 811 FOR UTILITY LOCATIONS.

23. THE INDIVIDUAL SUBCONTRACTOR SHALL HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS TO THE AGENT OF THE INDIVIDUAL SUBCONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK.

24. THE INDIVIDUAL SUBCONTRACTOR SHALL KEEP A SET OF "APPROVED" CONSTRUCTION PLANS ON THE JOB SITE, AND SHALL MAINTAIN (AS INDICATED HEREIN AND ELSEWHERE WITHIN THESE CONSTRUCTION NOTES, SPECIFICATIONS, AND PLANS) A LEGIBLE RECORD ON SAID PLANS OF AND FIELD TILE ENCOUNTERED, ANY MODIFICATIONS TO ALIGNMENT AND/OR TO PLANS AND SPECIFICATIONS OF PROPOSED IMPROVEMENTS, ETC. UPON COMPLETION OF THE INDIVIDUAL SUBCONTRACTORS' WORK, SAID PLANS AND INFORMATION SHALL BE PROVIDED TO ENGINEER. FINAL CONTRACT PAYMENT SHALL NOT COME DUE UNTIL THIS INFORMATION IS RECEIVED BY THE ENGINEER.

EARTHWORK

1. WORK UNDER THIS SECTION SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
   A. CLEARING AND REMOVAL OF ALL UNDESIRABLE TREES AND OTHER VEGETATIVE GROWTH WITHIN THE CONSTRUCTION AREA. TREE REMOVAL SHALL BE AS DESIGNATED BY THE OWNER AND SHALL BE KEPT TO A MINIMUM. WHERE FEASIBLE, AND WHEN PERMITTED BY OWNER, TREES AND BRUSH REMOVED MAY BE BURIED ONSITE IN FUTURE YARD AND OPEN SPACE AREAS. IF ADEQUATE AND APPROPRIATE SPACE IS NOT AVAILABLE FOR ONSITE BURIAL, THE TREES AND BRUSH SHALL BE DISPOSED OF OFFSITE.
   B. STRIPPING OF TOPSOIL FROM ALL STREET, DRIVEWAY, PARKING AREA, RIGHT-OF-WAY, BUILDING PAD, AND OTHER DESIGNATED STRUCTURAL AREAS.
   C. STOCKPILING OF TOPSOIL AT LOCATIONS AS DIRECTED BY THE OWNER. TOPSOIL STOCKPILED FOR FUTURE USE SHALL BE REALTIVELY FREE FROM LARGE ROOTS, STICKS, WEEDS, BRUSH, STONES LARGER THAN ONE INCH DIAMETER, OR OTHER LITTER AND WASTE PRODUCTS INCLUDING EXTRANEOUS MATERIALS NOT CONDUCIVE TO PLANT GROWTH. TOPSOIL SHALL BE STOCKPILED IN SEQUANCE TO ELIMINATE ANY REHANDLING OR DOUBLE MOVEMENTS BY THE CONTRACTOR. FAILURE TO PROPERLY SEQUENCE TOPSOILING OPERATIONS SHALL NOT CONSTITUTE A CLAIM FOR ADDITIONAL COMPENSATION. NO MATERIAL SHALL BE STOCKPILED IN FRONT YARDS, OVERLAND DRAINAGE SWALES (FLOOD ROUTING AREAS), PROPOSED UTILITY LOCATIONS, UTILITY EASEMENTS, OR IN THE RIGHT-OF-WAY.
   D. REMOVING UNSUITABLE MATERIALS AS SPECIFIED FROM ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
   E. DEMOLITION AND REMOVAL OF EXISTING PAVEMENTS INCLUDING OFFSITE DISPOSAL OF SAME, AT A DUMP SITE AS SELECTED BY THE CONTRACTOR. ONSITE DISPOSAL MAY BE ALLOWED IF APPROVED BY THE OWNER.
   F. CLAY CUT AND CLAY FILL WITH COMPACTION WITHIN ROADWAY, DRIVEWAY/PARKING, BUILDING PAD, AND OTHER DESIGNATED AREAS.
   G. EXCAVATION AND GRADING OF THE OPEN SPACE AND/OR YARD AREAS PER PLAN INCLUDING DESIGNATED DETENTION BASIN GRADING, CONSTRUCTION OF BERMS, ETC.
   H. PLACEMENT AND COMPACTION OF CLAY TO THE DESIGN SUBGRADE ELEVATIONS AS REQUIRED BY THE STANDARDS AND DETAILS ON THE CONSTRUCTION PLANS. THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE ELEVATIONS AND THAT PAVEMENT AND/OR TOPSOIL REPLACEMENT THICKNESS MUST BE SUBTRACTED TO DETERMINE SUBGRADE ELEVATIONS.
   I. PLACEMENT AND COMPACTION OF NON-STRUCTURAL FILLS.
   J. IF REQUIRED, REMOVAL FROM SITE AND DISPOSAL OF ANY EXCESS OR UNSUITABLE MATERIAL UPON COMPLETION OF MASS GRADING.
   K. MOVEMENT AND COMPACTION OF SPOIL MATERIAL FROM THE CONSTRUCTION OF UNDERGROUND UTILITIES.
   L. BACKFILLING OF CURBS AND/OR PAVEMENT AND SIDEWALK AFTER INSTALLATION OF SAME IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
   M. FINAL GRADING AND TRIMMING OF THE LINES, GRADES, AND CROSS SECTIONS SHOWN IN THESE PLANS AND TOPSOIL PLACEMENT TO DESIGN FINISHED GRADE ELEVATIONS AT LOCATIONS DESIGNATED IN THE CONTRACT DOCUMENTS.
   N. SOIL EROSION CONTROL MEASURES AS REQUIRED BY THE SOIL EROSION CONTROL SPECIFICATIONS INCLUDED WITHIN THE CONTRACT DOCUMENTS.

2. THE QUANTITIES GIVEN IN THE ENGINEER'S SUMMARY FOR EARTHWORK ARE INTENDED AS A GUIDE FOR THE CONTRACTOR IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ESTIMATE ALL EARTHWORK QUANTITIES AND APPRISE THEMSELVES OF ALL SITE CONDITIONS. THE CONTRACT PRICE SUBMITTED BY THE CONTRACTOR SHALL BE CONSIDERED AS A LUMP SUM FOR THE COMPLETE PROJECT. NO CLAIMS FOR EXTRA WORK WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER.

3. PRIOR TO ONSET OF MASS GRADING OPERATIONS, THE EARTHWORK CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE SOIL EROSION CONTROL SPECIFICATIONS. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF FILTER FENCING, ETC. TO PROTECT ADJACENT PROPERTY SHALL OCCUR BEFORE MASS GRADING BEGINS, AND IN ACCORDANCE WITH THE SOIL EROSION CONTROL CONSTRUCTION SCHEDULE.

4. PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, A TREE PROTECTION FENCE SHALL BE ERECTED AROUND ANY TREE DESIGNATED ON THE PLANS TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE, THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL FALL WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.

5. THE GRADING OPERATIONS ARE TO BE CLOSELY MONITORED AND INSPECTED, PARTICULARLY DURING THE REMOVAL OF UNSUITABLE MATERIAL AND THE CONSTRUCTION OF EMBANKMENTS OR BUILDING PADS, BY THE SOILS ENGINEER OR HIS REPRESENTATIVE. ALL TESTING, INSPECTION AND SUPERVISION OF SOIL QUALITY, MOISTURE CONTENT, COMPACTION, MODIFICATION AND OTHER SOILS RELATED OPERATIONS SHALL BE ENTIRELY THE RESPONSIBILITY OF THE SOILS ENGINEER.

6. A QUALIFIED SOILS ENGINEER SHALL REGULARLY INSPECT THE EXCAVATION OF ANY OPEN WATER AREAS TO INSURE THAT THEY WILL BE CAPABLE OF MAINTAINING DESIGNATED NORMAL WATER LEVELS. GRAVEL OR SAND SEAMS OR OTHER CONDITIONS WHICH MAY BE ENCOUNTERED, AND WHICH MIGHT TEND TO DE-WATER THESE AREAS, SHALL BE REMEDIED AS DIRECTED BY THE SOILS ENGINEER (FOR EXAMPLE, CLAY BLANKET, BENTONITE, ETC.).

7. THE GRADING AND CONSTRUCTION OF THE SITE IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORMWATER. ALL AREAS ADJACENT TO THESE IMPROVEMENTS SHALL BE GRADED TO ALLOW POSITIVE DRAINAGE.

8. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE. TOPSOIL OF THE THICKNESS SHOWN IN THE TYPICAL SECTIONS ON THE CONSTRUCTION PLANS IS TO BE PLACED BEFORE FINISHED GRADE ELEVATIONS ARE ACHIEVED.

9. THE SELECTED STRUCTURAL FILL MATERIAL SHALL BE PLACED IN LEVEL UNIFORM LAYERS SO THAT THE COMPACTED THICKNESS IS APPROXIMATELY SIX INCHES; IF COMPACTION EQUIPMENT DEMONSTRATES THE ABILITY TO COMPACT GREATER THICKNESSES, THEN A GREATER THICKNESS MAY BE ALLOWED WITH APPROVAL FROM SOILS ENGINEER. EACH LAYER SHALL BE THOROUGHLY MIXED DURING SPREADING TO INSURE UNIFORMITY.

10. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, PARKING AREAS, AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF NINETY PERCENT (90%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D-1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER.

11. EMBANKMENT MATERIAL (RANDOM FILL) WITHIN NON-STRUCTURAL FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF EIGHTY FIVE PERCENT (85%) OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D-1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER.

12. THE SURFACE VEGETATION, TOPSOIL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHOULD BE STRIPPED FROM ALL AREAS TO RECEIVE CLAY FILL. IF THE UNDERLYING SUBGRADE SOILS RUT DEEPER THAN ONE INCH UNDER THE CONSTRUCTION EQUIPMENT OR IF THE MOISTURE CONTENT EXCEEDS THAT NEEDED FOR PROPER COMPACTION, THE SOIL SHALL BE SCARIFIED, DRIED AND RECOMPACTED TO THE REQUIRED SPECIFICATIONS (SEE SECTIONS 205 AND 301 OF THE I.D.O.T. SPECIFICATIONS).

13. ALL PAVEMENT SUBGRADE SHALL HAVE A MINIMUM IBR OF 3.0 AS DETERMINED BY THE SOILS ENGINEER. THE PROPOSED PAVEMENT DESIGN HAS BEEN BASED ON A MINIMUM IBR OF 3.0; THEREFORE, AREAS OF PAVEMENT SUBGRADE WHICH DO NOT PROVIDE A MINIMUM IBR OF 3.0, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH, AS DETERMINED BY THE SOILS ENGINEER AND THE ENGINEER.

14. PRIOR TO UTILITY CONSTRUCTION, PROPOSED PAVEMENT AREAS, BUILDING PADS, DRIVEWAYS AND SIDEWALKS, AND YARD/OPEN SPACE AREAS SHALL BE ROUGH EXCAVATED OR FILLED TO PLUS OR MINUS ONE FOOT OF DESIGN SUBGRADE ELEVATIONS BY THE CONTRACTOR.

15. COMPLETED GRADING FOR PROPOSED BUILDING PADS, AS WELL AS PROPOSED SUBGRADE AREAS FOR PAVEMENT, DRIVEWAYS AND SIDEWALKS, AND YARD/OPEN SPACE AREAS SHALL BE WITHIN A TOLERANCE OF PLUS OR MINUS 0.1 FOOT OF DESIGN SUBGRADE ELEVATIONS.

16. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE CONTRACTOR AND ANY UNSTABLE AREAS ENCOUNTERED SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE SOILS ENGINEER.

17. UPON COMPLETION OF THE SURFACE IMPROVEMENTS, AND EXCEPT WHERE OTHERWISE NOTED, THE EXCAVATION CONTRACTOR SHALL RESPREAD A MINIMUM OF 6 INCHES OF TOPSOIL ON ALL DESIGNATED OPEN SPACE, PARKWAY, LANDSCAPE, AND OTHER NON-STRUCTURAL AREAS PER PLAN. SAID DESIGNATED AREAS TO BE RESPREAD BY THE EXCAVATION CONTRACTOR SHALL BE AS INDICATED WITHIN THE CONTRACT DOCUMENTS. TOPSOIL SHALL BE RESPREAD ON THE REMAINING AREAS BY THE LANDSCAPE CONTRACTOR.

18. RIPRAP MATERIAL TO BE PROVIDED IN CONJUNCTION WITH THE EARTHWORK IMPROVEMENTS SHALL CONFORM TO SECTION 281 OF THE I.D.O.T. SPECIFICATIONS.

19. SOIL BORING REPORTS, AVAILABLE AT THE OFFICE OF THE ENGINEER AND THE OWNER, ARE SOLELY FOR THE INFORMATION AND GUIDANCE OF THE CONTRACTORS. THE OWNER AND ENGINEER MAKE NO REPRESENTATION OR WARRANTY REGARDING THE INFORMATION CONTAINED IN THE BORING LOGS. THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AND SHALL PLAN HIS WORK ACCORDINGLY. ARRANGEMENTS TO ENTER THE PROPERTY DURING THE BIDDING PHASE MAY BE MADE UPON REQUEST OF THE OWNER. THERE WILL BE NO ADDITIONAL PAYMENT FOR EXPENSES INCURRED BY THE CONTRACTOR RESULTING FROM ADVERSE SOIL OR GROUND WATER CONDITIONS.

20. IF SHOWN ON THE PLANS, OPEN AREAS TO BE SEEDED SHALL BE SEEDED IN ACCORDANCE WITH THE SOIL EROSION CONTROL SPECIFICATIONS AND FINAL LANDSCAPE PLAN.

21. IT SHALL BE THE RESPONSIBILITY OF THE EXCAVATION CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM THEIR CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

22. SOILS ENGINEER SHALL BE ON SITE DURING ALL EARTHWORK OPERATIONS, PAVING, AND CONCRETE PREPARATION AND POUR.

UNDERGROUND UTILITIES

1. WORK UNDER THIS SECTION SHALL INCLUDE TRENCHING, AUGERING AND INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION, AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS, FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

2. ALL SEWER AND WATER MAIN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION, THE MWRD SEWER PERMIT ORDINANCE AND THE STANDARD SPECIFICATIONS AND CONSTRUCTION DETAILS AND ORDINANCES OF THE MUNICIPALITY.

3. ROUGH GRADING TO WITHIN ONE FOOT OF FINISHED SUBGRADE SHALL BE COMPLETED BY THE EARTHWORK CONTRACTOR PRIOR TO COMMENCEMENT OF UNDERGROUND UTILITY INSTALLATION.

4. ALL UTILITY TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PROPOSED OR EXISTING PAVEMENT, EXISTING DRIVEWAYS AND SIDEWALKS, PROPOSED DRIVEWAYS AND SIDEWALKS WHERE DESIGNATED BY THE OWNER AND AT A 1:1 SLOPE ON EITHER SIDE OF SAME, AND/OR WHEREVER ELSE SHOWN ON THE CONSTRUCTION PLAN SHALL BE BACKFILLED WITH SELECT GRANULAR IN ACCORDANCE WITH THE CONSTRUCTION STANDARDS.

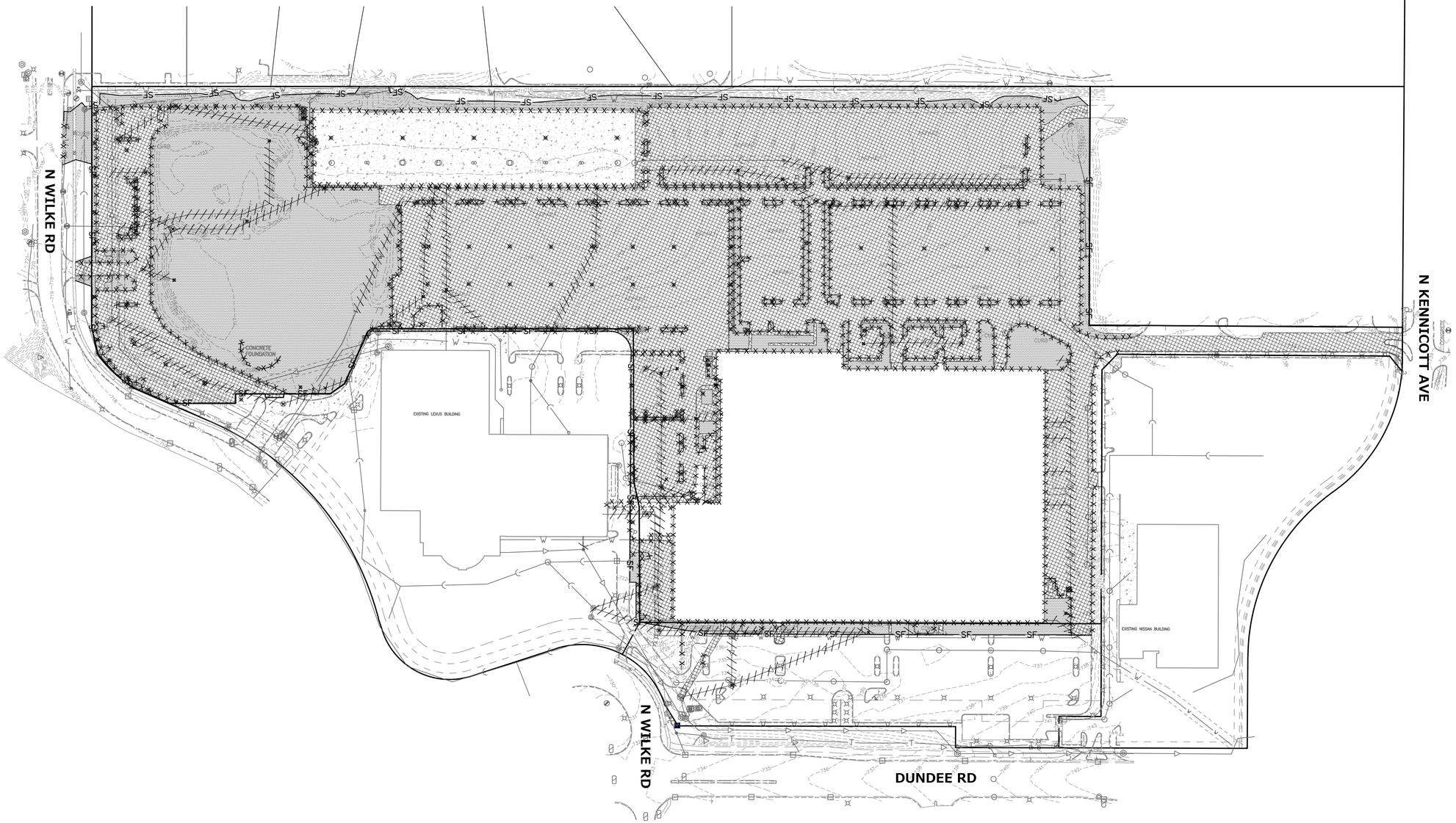
5. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
   A. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.
   B. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
   C. WITH A PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND-SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

6. ALL FLOOR DRAINS AND FLOOR DRAIN SUMP PUMPS SHALL DISCHARGE INTO THE SANITARY SEWER. ALL DOWNSPOUTS, FOOTING DRAINS AND SUBSURFACE STORMWATERS SHALL DISCHARGE INTO THE STORM SEWER OR ONTO THE GROUND BUT NOT INTO THE SANITARY SEWER.

7. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS UNLESS SPECIFIED OTHERWISE ON THE PLANS:
   A. POLYVINYL CHLORIDE PLASTIC GRAVITY SEWER PIPE (PVC) CONFORMING TO ASTM DESIGNATION D-3034 FOR SANITARY SEWERS OF 15 INCH DIAMETER OR LESS, AND CONFORMING TO ASTM DESIGNATION F-679 FOR PIPE OF 18 INCH to 21 INCH DIAMETER, WITH AN SDR OF 26, WITH PUSH-ON RUBBER GASKET JOINTS CONFORMING TO ASTM DESIGNATION D-3212. THE GASKET SHALL COMPLY WITH ASTM F-477.
   B. POLYVINYL CHLORIDE PROFILE WALL SEWER PIPE WITH SMOOTH INTERIOR AND AWWA C900 FOR SIZES 4 INCH TO 12 INCH DIAMETER OR AWWA C905 FOR SIZES 14 INCH TO 48 INCH DIAMETER. PVC PIPE JOINTS SHALL BE FLEXIBLE ELASTOMERIC SEALS PER ASTM D-3139 AND F-477.

8. ALL SANITARY SEWER MANHOLES SHALL HAVE ECCENTRIC CONES. CONE OPENINGS SHALL BE CENTERED SMALL TO THE MANHOLE WALL. ALL STRUCTURE SECTIONS AND ADJUSTING RINGS SHALL BE SECURELY SEALED TO EACH OTHER OR TO THE CONE SECTION OR TOP BARREL SECTION OF

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DEMOLITION NOTES

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DEMOLITION LEGEND

- FULL DEPTH PAVEMENT REMOVAL
- TREE / BRUSH / VEGETATION REMOVAL
- PIPE / UTILITY REMOVAL
- SITE FEATURE TO BE REMOVED
- SF — SILT FENCE

NOTE:
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NOTE:
EXISTING INFORMATION SHOWN TO BE DEMOLISHED AND/OR REMOVED IS BASED ON KNOWN INFORMATION, CONTRACTOR SHALL CONTACT ENGINEER WITH ADDITIONAL INFORMATION IF DISCOVERED.

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 100' 200'

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PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
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1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

OVERALL EXISTING CONDITIONS & DEMOLITION PLAN

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=100'

SHEET C-3 OF C-28

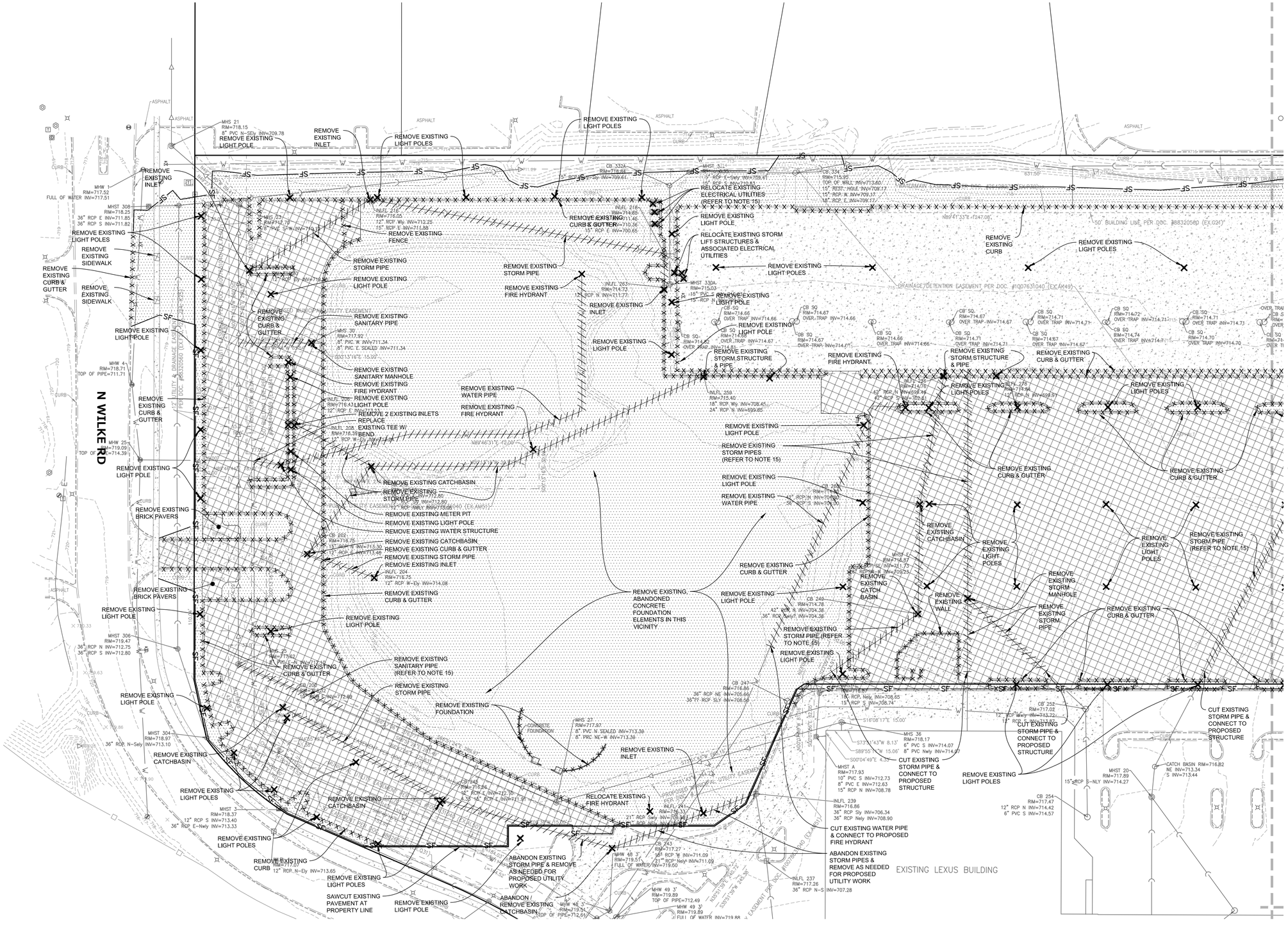
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OVERALL EXISTING CONDITIONS & DEMOLITION PLAN

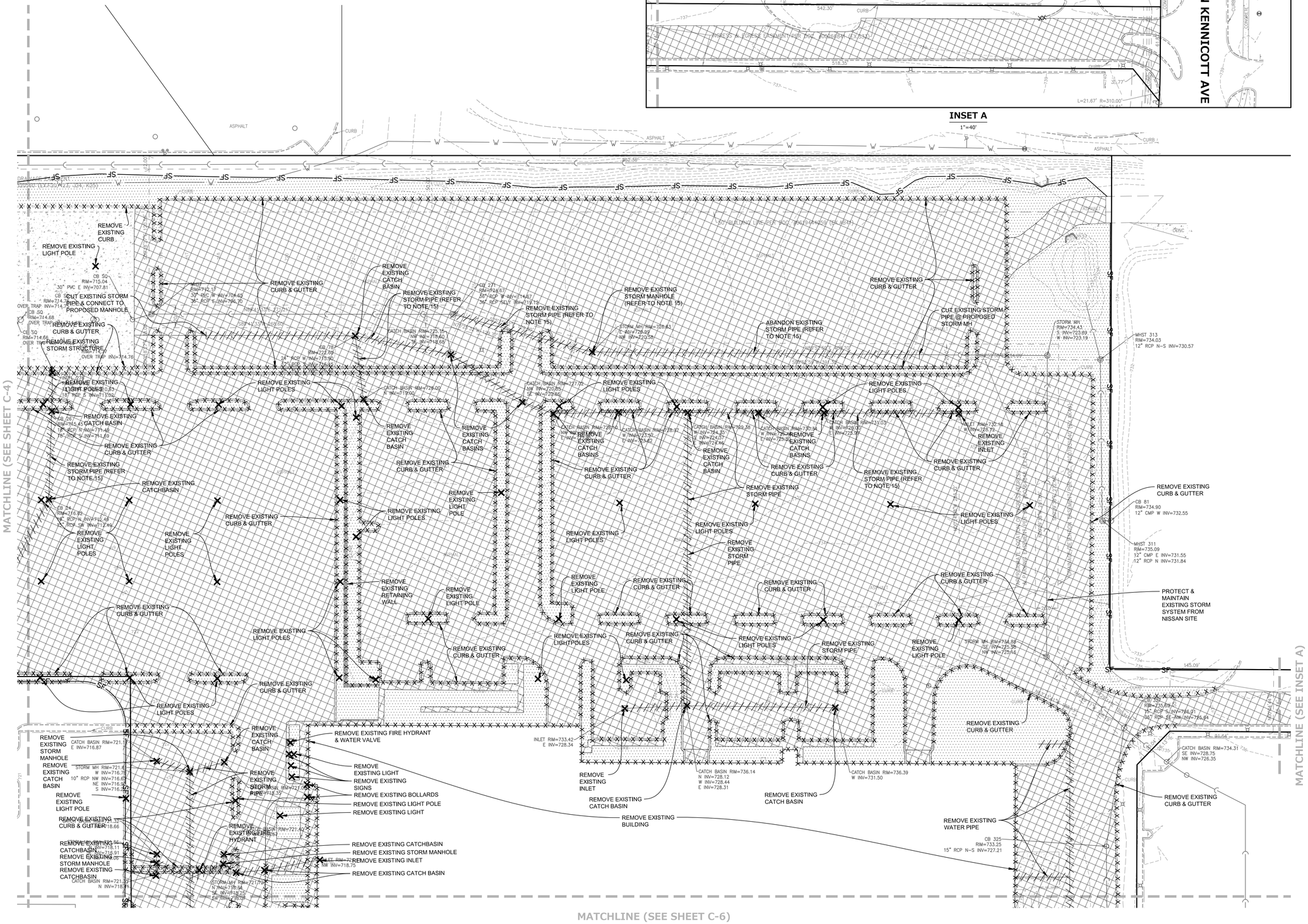
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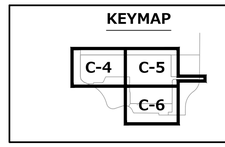

N WILKE RD
MATCHLINE (SEE SHEET C-5)
EXISTING LEXUS BUILDING
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING INLET
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING SIDEWALK
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING SANITARY PIPE
REMOVE EXISTING SANITARY MANHOLE
REMOVE EXISTING FIRE HYDRANT
REMOVE EXISTING LIGHT POLE
REMOVE 2 EXISTING INLETS
REPLACE EXISTING TEE W/ BEND
REMOVE EXISTING CATCHBASIN
REMOVE EXISTING STORM PIPE
REMOVE EXISTING INLET
REMOVE EXISTING METER PIT
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING WATER STRUCTURE
REMOVE EXISTING CATCHBASIN
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING STORM PIPE
REMOVE EXISTING INLET
REMOVE EXISTING BRICK PAVERS
REMOVE EXISTING FENCE
REMOVE EXISTING STORM PIPE
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING STORM PIPE
REMOVE EXISTING FIRE HYDRANT
REMOVE EXISTING INLET
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING STORM STRUCTURE & PIPE
REMOVE EXISTING WATER PIPE
REMOVE EXISTING FIRE HYDRANT
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING STORM PIPES (REFER TO NOTE 15)
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING WATER PIPE
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING, ABANDONED CONCRETE FOUNDATION ELEMENTS IN THIS VICINITY
REMOVE EXISTING STORM PIPE (REFER TO NOTE 15)
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING SANITARY PIPE (REFER TO NOTE 15)
REMOVE EXISTING STORM PIPE
REMOVE EXISTING FOUNDATION
REMOVE EXISTING INLET
RELOCATE EXISTING FIRE HYDRANT
REMOVE EXISTING CATCHBASIN
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING CURB
REMOVE EXISTING LIGHT POLES
SAWCUT EXISTING PAVEMENT AT PROPERTY LINE
REMOVE EXISTING LIGHT POLE
ABANDON / REMOVE EXISTING CATCHBASIN
ABANDON EXISTING STORM PIPE & REMOVE AS NEEDED FOR PROPOSED UTILITY WORK
RELOCATE EXISTING ELECTRICAL UTILITIES (REFER TO NOTE 15)
RELOCATE EXISTING STORM LIFT STRUCTURES & ASSOCIATED ELECTRICAL UTILITIES
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING LIGHT POLE
REMOVE EXISTING STORM STRUCTURE & PIPE
REMOVE EXISTING FIRE HYDRANT
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING CATCHBASIN
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING WALL
REMOVE EXISTING STORM MANHOLE
REMOVE EXISTING STORM PIPE
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING STORM PIPE (REFER TO NOTE 15)
CUT EXISTING STORM PIPE & CONNECT TO PROPOSED STRUCTURE
CUT EXISTING STORM PIPE & CONNECT TO PROPOSED STRUCTURE
CUT EXISTING WATER PIPE & CONNECT TO PROPOSED FIRE HYDRANT
ABANDON EXISTING STORM PIPES & REMOVE AS NEEDED FOR PROPOSED UTILITY WORK
CUT EXISTING STORM PIPE & CONNECT TO PROPOSED STRUCTURE
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING CURB & GUTTER
REMOVE EXISTING CATCHBASIN
REMOVE EXISTING LIGHT POLES
REMOVE EXISTING STORM PIPE (REFER TO NOTE 15)
DRAINAGE/DETENTION EASEMENT PER DOC. #1007631040 (EX.AM49)
50' BUILDING LINE PER DOC. #8832058O (EX.021)
MHST 308 RIM=718.25 36" RCP E INV=711.85 36" RCP S INV=711.82
MHW 1 RIM=717.52 FULL OF WATER INV=717.51
MHW 4 RIM=718.71 TOP OF PIPE=711.71
MHW 25 RIM=719.09 TOP OF PIPE=714.39
MHST 306 RIM=719.47 36" RCP N INV=712.75 36" RCP S INV=712.80
MHST 304 RIM=718.97 36" RCP N–Sely INV=713.10
MHST 3 RIM=718.37 12" RCP S INV=713.40 36" RCP E–Nwly INV=713.33
MHST 330A RIM=715.03 15" RCP S INV=711.77 15" RCP N INV=711.77
MHST 3 RIM=715.92 42" RCP E–SWly INV=709.91 15" RCP S INV=710.17 15" RCP W INV=709.17 18" RCP E INV=709.17
MHST 5 RIM=716.87 42" RCP SE INV=711.73 42" RCP NW INV=709.23
MHST A RIM=717.93 10" PVC S INV=712.73 8" PVC E INV=712.63 15" RCP N INV=708.78
MHST 36 RIM=718.17 6" PVC S INV=714.07 8" PVC Nwly INV=714.07
MHST 20 RIM=717.89 15"RCP S–NLY INV=714.27
MHS 21 RIM=718.15 8" PVC N–SEly INV=709.78
MHS 23 RIM=717.13 8" PVC S–N INV=710.73
MHS 30 RIM=717.92 8" PVC W INV=711.34 8" PVC E SEALED INV=711.34
MHS 27 RIM=717.97 8" PVC N SEALED INV=713.36 8" PVC NE–W INV=713.36
CB 332A RIM=718.64 15" RCP E INV=709.64
CB 334 RIM=715.35 TOP OF WALL INV=713.60 15" RCP W INV=709.17 15" RCP E INV=709.17 18" RCP E INV=709.17
INLFL 216 RIM=716.05 12" RCP W INV=712.25 15" RCP E INV=711.88
INLFL 216 RIM=714.65 12" RCP N INV=711.46 15" RCP E INV=700.65
INLFL 283 RIM=714.73 12" RCP N INV=711.77
INLFL 208 RIM=716.43 12" RCP E INV=712.93
INLFL 208 RIM=716.39 12" RCP W–Ely INV=712.89
INLFL 206 RIM=716.43 12" RCP E INV=713.23
CB 202 RIM=716.75 12" RCP N INV=713.30 12" RCP E INV=713.46
INLFL 204 RIM=716.75 12" RCP W–Ely INV=714.08
CB 202 RIM=716.52 12" RCP E INV=712.88
CB 245 RIM=716.26 12" RCP E INV=712.10 8.35 "42" RCP E INV=711.91
INLFL 259 RIM=715.40 18" RCP W INV=708.45 24" RCP N INV=699.85
INLFL 239 RIM=716.86 36" RCP Sly INV=706.34 36" RCP Nely INV=708.90
INLFL 241 RIM=716.33 21" RCP Sely INV=708.83 21" RCP Nely INV=708.83
INLFL 278 RIM=714.94 12" RCP N INV=699.87
CB 243 RIM=717.27 18" RCP N INV=711.09 21" RCP Nely INV=711.09
MHW 48 3' RIM=719.51 FULL OF WATER INV=719.50
MHW 49 3' RIM=719.89 TOP OF PIPE=712.49
MHW 49 3' RIM=719.89 FULL OF WATER INV=719.88
MHW 48 3' RIM=719.74 TOP OF PIPE=712.61
INLFL 237 RIM=717.26 36" RCP N–S INV=707.28
CB 247 RIM=716.86 36" RCP NE INV=708.66 36"?? RCP SLY INV=708.50
CB 248 RIM=714.78 42" RCP N INV=704.38 36" RCP Sely? INV=704.38
CB 249 RIM=714.76 42" RCP N INV=704.60 36" RCP S INV=704.30
CB SQ RIM=714.66 OVER TRAP INV=714.66
CB SQ RIM=714.67 OVER TRAP INV=714.66
CB SQ RIM=714.62 OVER TRAP INV=714.67
CB SQ RIM=714.81 OVER TRAP INV=714.67
CB SQ RIM=714.67 OVER TRAP INV=714.67
CB SQ RIM=714.66 OVER TRAP INV=714.66
CB SQ RIM=714.67 OVER TRAP INV=714.67
CB SQ RIM=714.71 OVER TRAP INV=714.71
CB SQ RIM=714.71 OVER TRAP INV=714.71
CB SQ RIM=714.67 OVER TRAP INV=714.67
CB SQ RIM=714.72 OVER TRAP INV=714.71
CB SQ RIM=714.74 OVER TRAP INV=714.7
CB SQ RIM=714.71 OVER TRAP INV=714.73
CB SQ RIM=714.70 OVER TRAP INV=714.70
CB SQ RIM=71 OVER TR
CB 252 RIM=717.02 12" RCP Nwly INV=713.72 12" RCP S INV=713.67
CB 254 RIM=717.47 12" RCP N INV=714.42 6" PVC S INV=714.57
CATCH BASIN RIM=716.82 NE INV=713.34 S INV=713.44
S16°08'17"E 15.00'
S73°51'43"W 8.13'
S89°55'00"W 15.06'
S00°04'49"E 4.37'
N89°41'33"E 1247.08'
S00°04'49"E 1247.08'
S00°04'49"E 1247.08'
S89°55'11"W 1247.08'
N89°46'31"E 48.00'
CONCRETE FOUNDATION
EASEMENT PER DOC. #1007631040 (EX.AM49)
WATERMAIN EASEMENT PER DOC. #0641880
UTILITY EASEMENT
SF
W
JS
S1
S2
S3
S4
S5
S6
S7
S8
S9
S10
S11
S12
S13
S14
S15
S16
S17
S18
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S40

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KEYMAP



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NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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REVISIONS

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PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-5 OF C-28

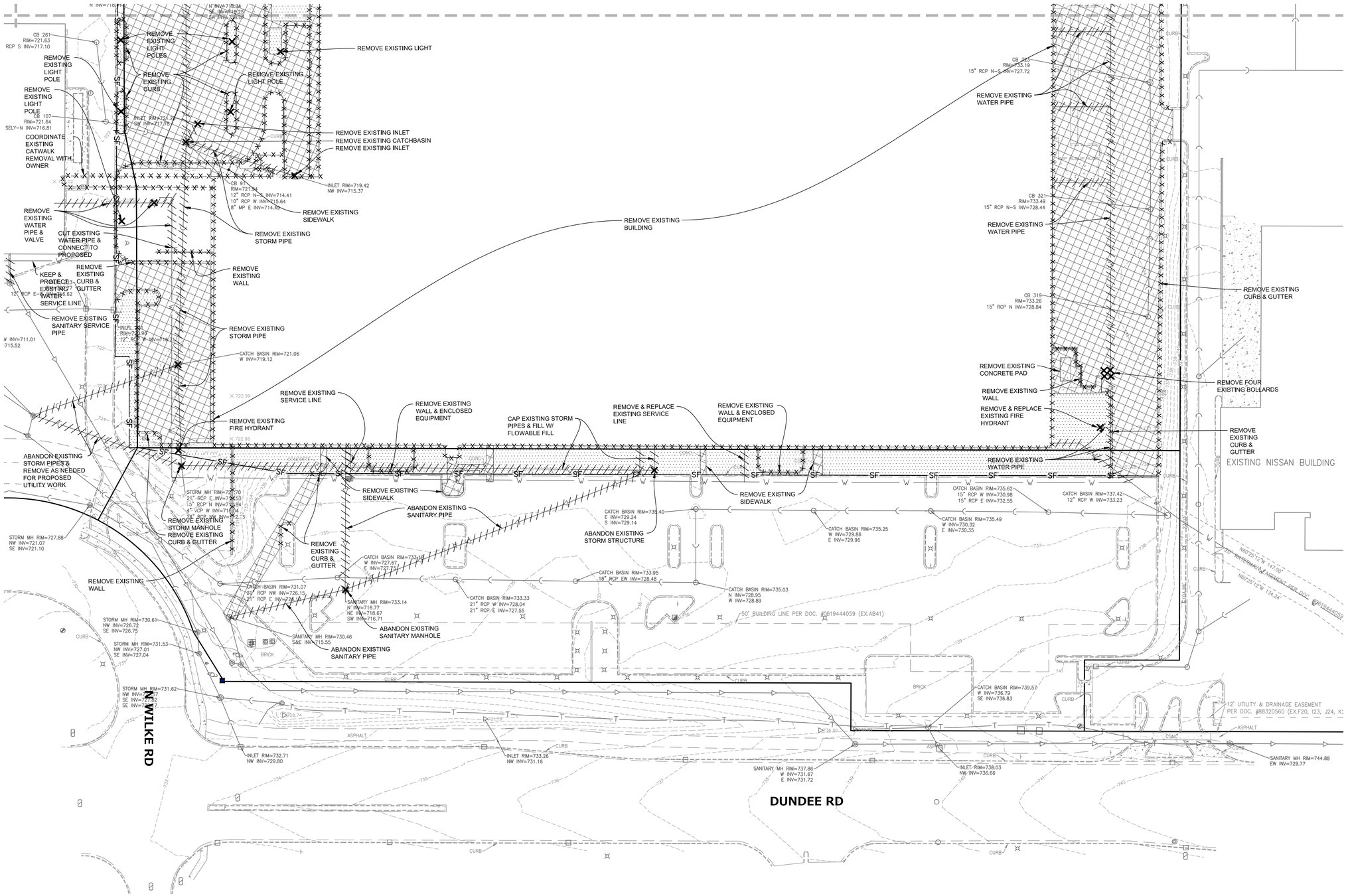
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EXISTING CONDITIONS & DEMOLITION PLAN

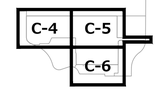
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C:\FINAL SHEETS\C-3 DEMOLITION PLAN.dwg 9/9/2021 10:10 AM - Z:\Projects\2020\2283.00-IL\312 - ENGINEERING\FINAL SHEETS\C-3 DEMOLITION PLAN.dwg
DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ

MATCHLINE (SEE SHEET C-5)



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9. PRIOR TO DEMOLITION OCCURRING, ALL SPECIFIED EROSION CONTROL PRACTICES SHALL BE INSTALLED.
10. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE FEATURES INDICATED TO REMAIN, THE CONTRACTOR SHALL PROVIDE NEW MATERIALS IN ACCORDANCE WITH THE PLAN DOCUMENTS.
11. CONTRACTOR SHALL SAW-CUT (FULL DEPTH) ALL EXISTING HARD SURFACES WHERE A PORTION OF THE HARD SURFACE SHALL REMAIN AND OTHER BE REMOVED. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IT'S REMOVAL AND REPAIR.
12. CONTRACTOR SHALL MAINTAIN AND KEEP CLEAN ALL EXISTING ROADS, SIDEWALKS, WALKING PATHS, AND SITE ACCESS TO ENSURE THE SAFETY OF THE SURROUNDS PUBLIC AND BUSINESSES.
13. ALL POTABLE WATER WELLS ARE TO BE SEALED IN ACCORDANCE TO COOK COUNTY HEALTH DEPARTMENT REGULATIONS. COPIES OF THE WELL SEALING RECORDS SHALL BE SUBMITTED TO THE VILLAGE AFTER ACCEPTANCE BY THE HEALTH DEPARTMENT.
14. ANY ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
15. PIPES AND/OR INFRASTRUCTURE TO BE REMOVED/RELOCATED SHALL HAVE FLOWS MAINTAINED UNTIL PROPOSED RELOCATED UTILITY INFRASTRUCTURE HAS THE PROPOSED REROUTE PIPE INSTALLED, TESTED, & PUT IN USE.
16. COORDINATE ALL WATER MAIN SHUTDOWNS WITH VILLAGE STAFF AT LEAST FORTY-EIGHT HOURS (48-HRS) IN ADVANCE.

DEMOLITION LEGEND

- FULL DEPTH PAVEMENT REMOVAL
- TREE / BRUSH / VEGETATION REMOVAL
- PIPE / UTILITY REMOVAL
- SITE FEATURE TO BE REMOVED
- SF — SILT FENCE

NOTE:
EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY VANDERSTAPPEN LAND SURVEYING, LTD., INC. ON 02/19/21. CONTRACTOR SHALL FIELD CHECK EXISTING HORIZONTAL AND VERTICAL SITE FEATURES AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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REVISIONS

EXISTING CONDITIONS & DEMOLITION PLAN

PEG JOB No. 2283.00-IL
PEG PM: BDJ
START DATE: 04/09/21
SCALE: 1"=40'

SHEET C-6 OF C-28

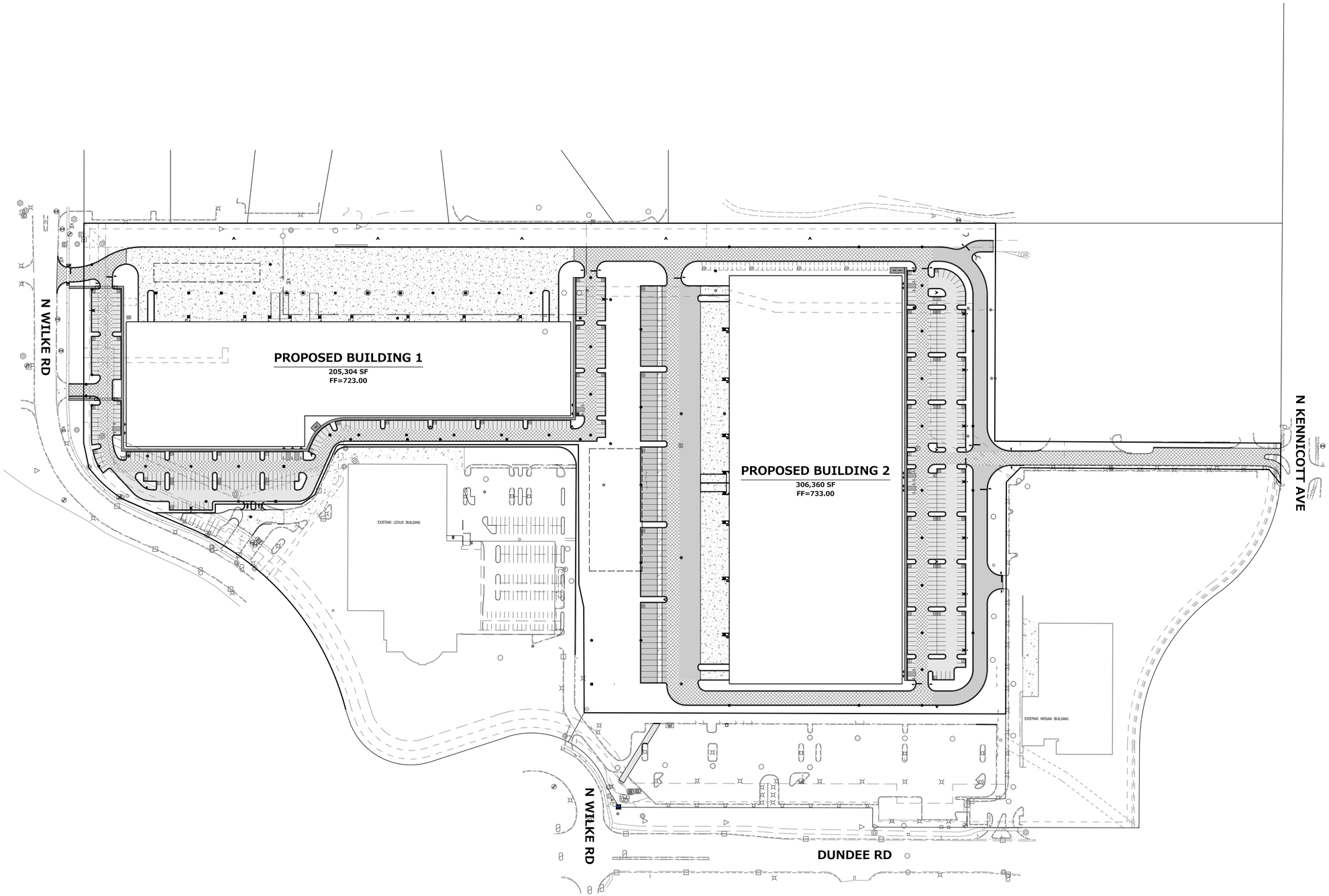
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EXISTING CONDITIONS & DEMOLITION PLAN

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8/9/2021 10:28 AM - Z:\Projects\2020\2283.00-IL\312 - ENGINEERING\FINAL\SHEETS\C-4 SITE DIMENSIONAL AND PAVING PLAN.dwg
DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ



SITE DIMENSIONAL AND PAVING NOTES

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LEGEND

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6.5" PORTLAND CEMENT CONCRETE
6" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

SIDEWALK
5" PORTLAND CEMENT CONCRETE (UNREINFORCED)
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TRAILER PARKING:	65

NORTH

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PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=100'

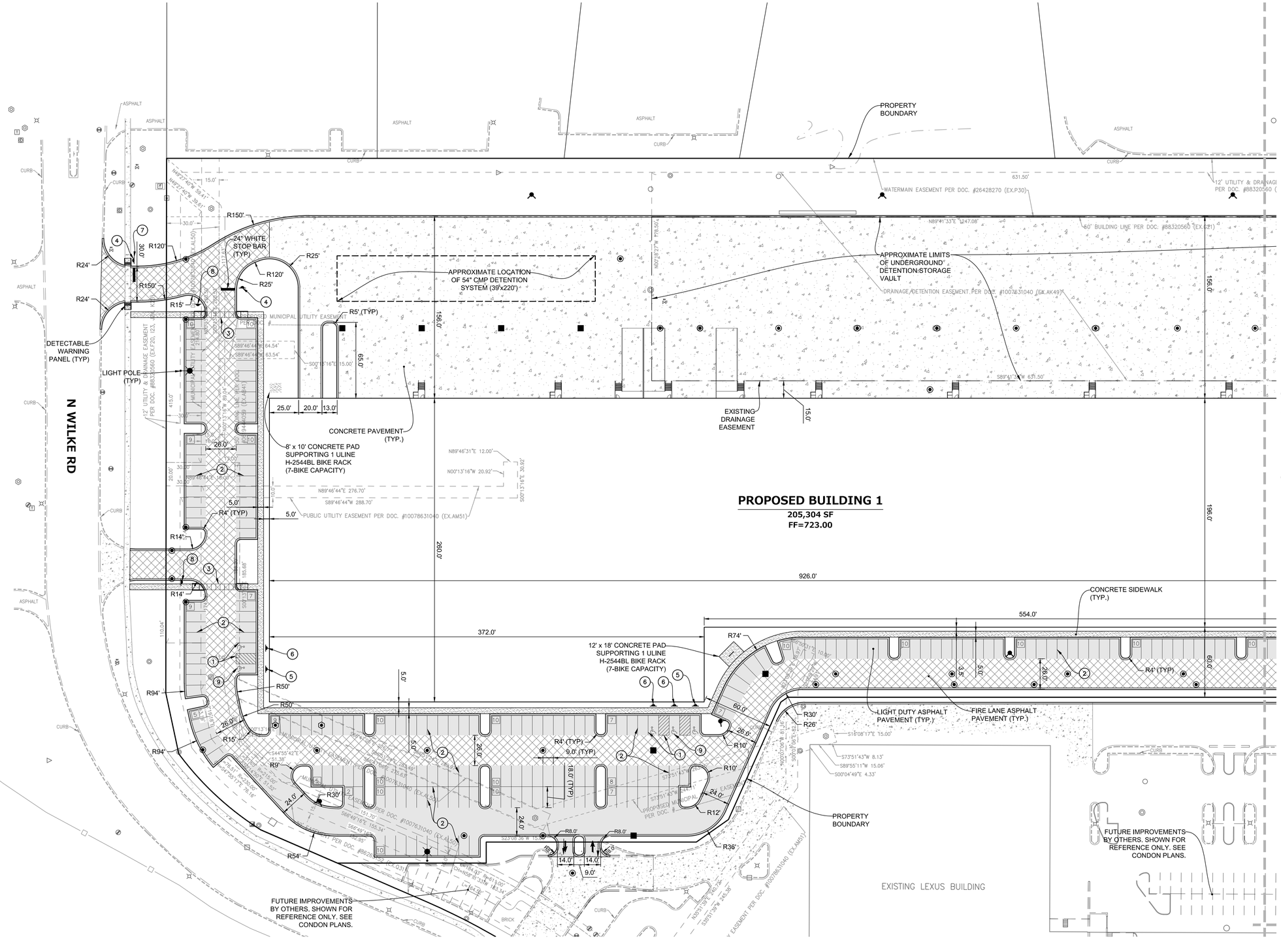
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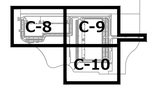
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KEYMAP



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REVISIONS

SITE DIMENSIONAL & PAVING PLAN

PEG JOB No. 2283.00-1L
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

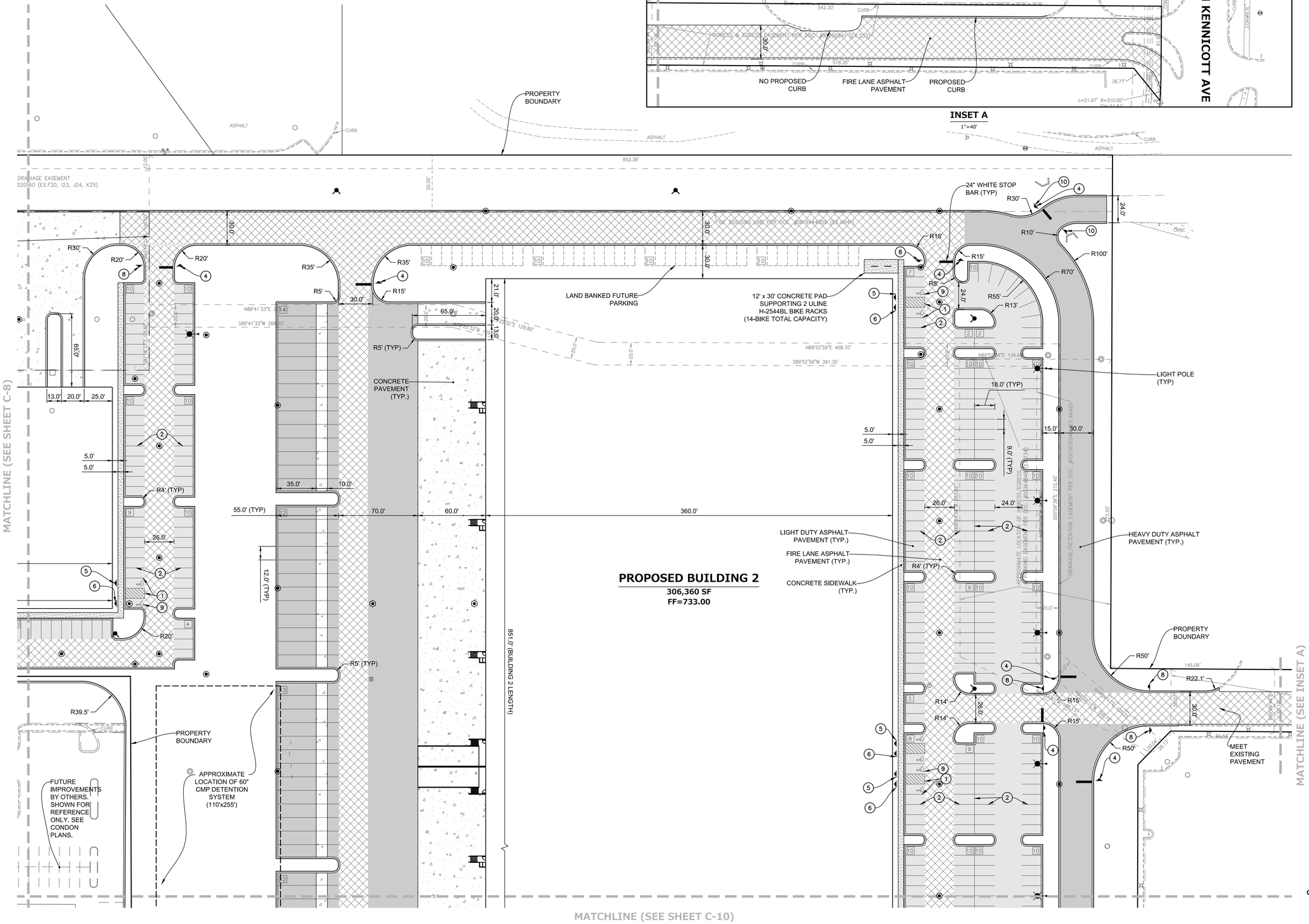
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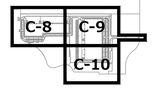
SITE DIMENSIONAL & PAVING PLAN

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SHEET C-9 OF C-28

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SITE DIMENSIONAL & PAVING PLAN

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MATCHLINE (SEE SHEET C-9)

APPROXIMATE LOCATION OF 60" CMP DETENTION SYSTEM (110'x255')

PROPERTY BOUNDARY

FUTURE IMPROVEMENTS BY OTHERS. SHOWN FOR REFERENCE ONLY. SEE CONDON PLANS.

CONCRETE PAVEMENT (TYP.)

R5' (TYP)

PROPOSED BUILDING 2
306,360 SF
FF=733.00

35.0' | 10.0' | 130.0' | 55.0' (TYP) | 360.0' | 12.0' (TYP)

65.0' | 13.0' | 20.0' | 8.0'

R5' | R18' | R40'

14.5' | 30.0' | 16.7'

60.8' | 61.8'

FIRE LANE ASPHALT PAVEMENT (TYP.)

CONCRETE SIDEWALK (TYP.)

R4' (TYP)

26.0' | 24.0' | 28.0'

18.0' (TYP) | 15.0' | 30.0' | 5.0' | 5.0' | 9.0' (TYP)

R30' | R30'

LIGHT DUTY ASPHALT PAVEMENT (TYP.)

HEAVY DUTY ASPHALT PAVEMENT (TYP.)

LIGHT POLE (TYP)

R6' | R15' | R15' | R45' | R75'

24" WHITE STOP BAR (TYP)

PROPERTY BOUNDARY

EXISTING NISSAN BUILDING

LIGHT DUTY ASPHALT PAVEMENT

LIGHT DUTY ASPHALT PAVEMENT

SANITARY MH RIM=730.46
S&E INV=715.55

50' BUILDING LINE PER DOC. #0619444059 (EX.AB41)

N89°25'12"W 147.00'

20' WATERMAIN EASEMENT PER DOC. #0619444059

N89°25'12"W 134.24'

12' UTILITY & DRAINAGE EASEMENT PER DOC. #88320560 (EX.F20, J23, J24, K2

BRICK

CONC

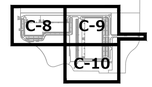
ASPHALT

CURB

N WILKE RD

DUNDEE RD

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2. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED.
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4. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
5. REBAR / TIEBARS SHALL BE USED IN ALL LOCATIONS WHERE CONCRETE ABUTS OTHER CONCRETE FEATURES (ie. SIDEWALK ADJACENT TO FOUNDATION WALL AND SIDEWALK ADJACENT TO CURB & GUTTER). TIEBAR SIZE AND SPACING SHALL BE PER IDOT SPECIFICATIONS.
6. CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
7. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
8. REFER TO CONSTRUCTION DETAILS AND GRADING ENLARGEMENTS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
9. REFER TO PHOTOMETRICS PLAN (BY OTHERS) FOR LIGHT STANDARDS AND SPECIFICATIONS.

LEGEND

CONCRETE PAVEMENT
6.5" PORTLAND CEMENT CONCRETE
6" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

SIDEWALK
5" PORTLAND CEMENT CONCRETE (UNREINFORCED)
4" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B

LIGHT DUTY ASPHALT PAVEMENT (IBR=3.0, SN=2.05)
1.5" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
1.5" BIT. BINDER COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
8" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

HEAVY DUTY ASPHALT PAVEMENT (IBR=3.0, SN=2.99)
2" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
3" BIT. BINDER COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
10" TYPE B GRANULAR BASE COURSE (IDOT CA-6)

FIRE LANE ASPHALT PAVEMENT (PER VILLAGE) (SN=3.67)
2" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
2.25" BIT. BINDER COURSE, N-50
5" BIT. BINDER COURSE, N-50
4" CA-6 STONE SUBBASE

B-6.12 CURB & GUTTER
REVERSE PITCH B-6.12 CURB & GUTTER
DEPRESSED B-6.12 CURB & GUTTER
BOLLARD
10 PARKING STALL COUNT (NOT TO BE PAINTED)
LAND BANKED FUTURE PARKING

STRIPING/SIGNAGE LEGEND

1. 4" YELLOW STRIPE (ADA STALLS ONLY)
2. 4" WHITE STRIPE (ALL STANDARD PARKING STALLS)
3. WHITE LETTERS / SYMBOLS / PAVEMENT MARKINGS
4. R1-1 STOP SIGN (30" x 30")
5. R7-8 & R7-8P HANDICAP SIGN
6. R7-8 & R7-8P HANDICAP W/ VAN ACCESSIBLE SIGN
7. "TRUCKS ARE PROHIBITED FROM TURNING RIGHT" SIGN
8. "NO TRUCK TRAFFIC, PASSENGER VEHICLES ONLY" SIGN
9. YELLOW LETTERS / SYMBOLS / PAVEMENT MARKINGS
10. "EMERGENCY ACCESS ONLY" SIGN

SITE DATA

LOT AREA:	1,462,614 SF (33.58 ACRES)
BUILDING 1	
BUILDING AREA:	205,304 SF
PARKING PROVIDED:	288 STALLS (INCLUDING 7 ADA)
DOCK POSITIONS:	45
DRIVE IN DOORS:	5
BUILDING 2	
BUILDING AREA:	306,360 SF
PARKING PROVIDED:	311 STALLS (INCLUDING 8 ADA)
FUTURE LAND BANKED PARKING PROVIDED:	40 STALLS
DOCK POSITIONS:	47
DRIVE IN DOORS:	4
TRAILER PARKING:	65

NORTH

GRAPHICAL SCALE (FEET)
0 | 1" = 40' | 80'

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REVISIONS

SITE DIMENSIONAL & PAVING PLAN

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-10 OF C-28

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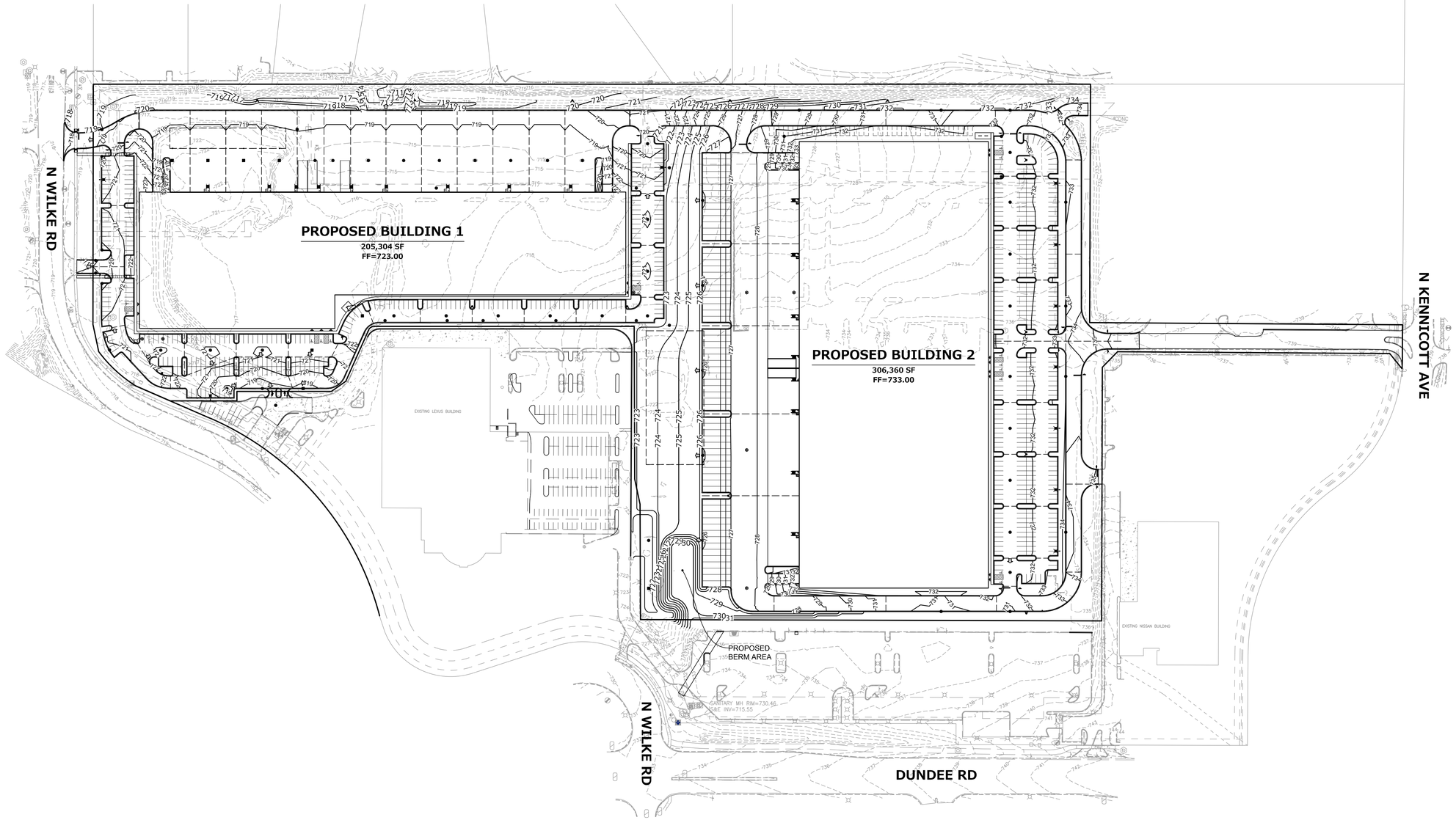
SITE DIMENSIONAL & PAVING PLAN

DRAFTED: MSL | DESIGNED: JKB | REVIEWED: BDJ | 8/9/2021 10:11 AM – Z:\Projects\2020\2283.00-IL\12 – ENGINEERING\FINAL\SHEETS\C-4 SITE DIMENSIONAL AND PAVING PLAN.dwg

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GRADING NOTES

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LEGEND

EXISTING	PROPOSED	
○	◉	STORM DRAINAGE STRUCTURE
▷	▶	PRECAST FLARED END SECTION
749	749	CONTOUR
× (750.00)	× 750.00	SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
		TYPICAL SLOPE

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   FL = FLOW LINE
   R = STRUCTURE RIM GRADE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

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OVERALL GRADING PLAN

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OVERALL GRADING PLAN

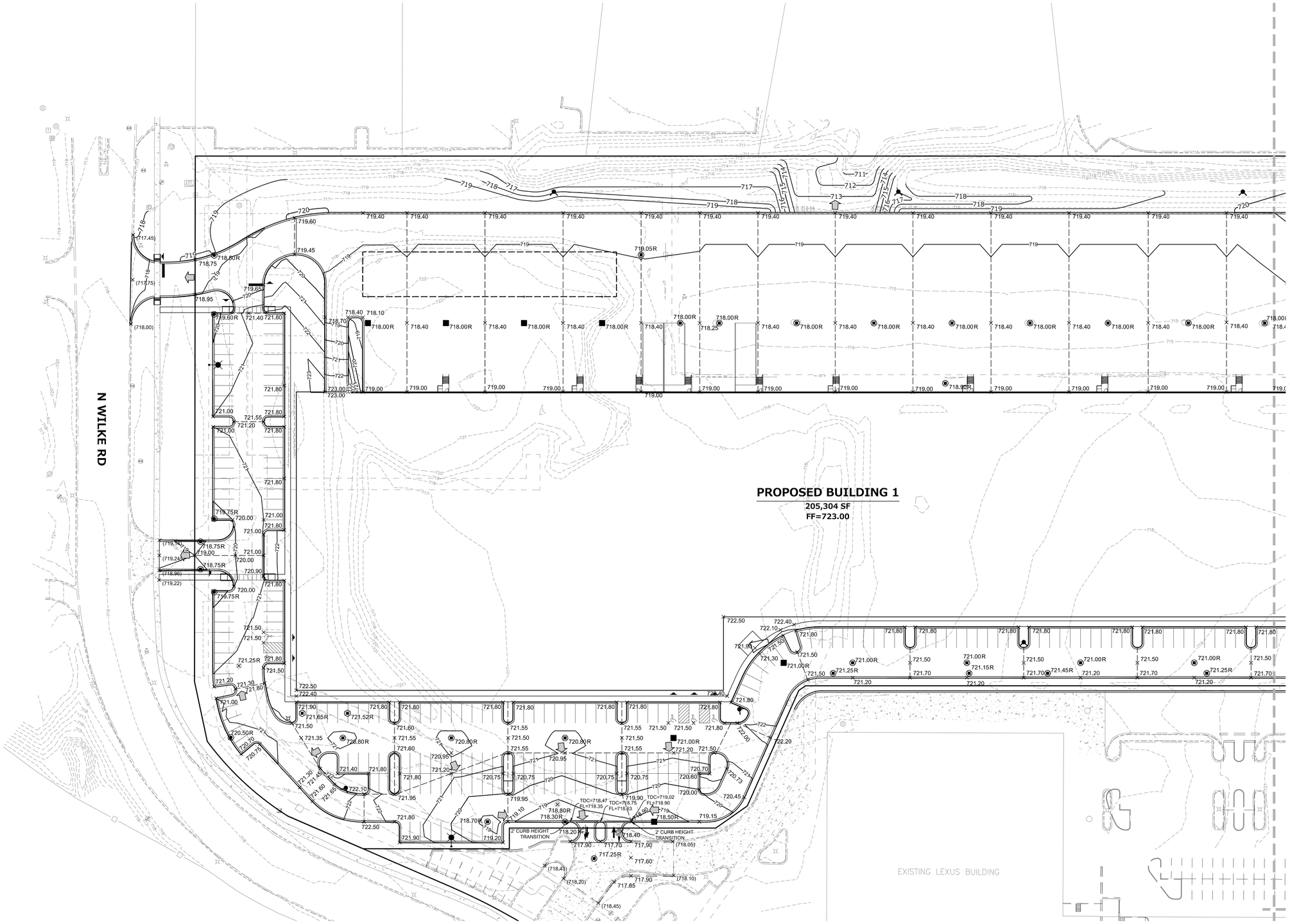
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PEG PM BDJ
START DATE 04/09/21
SCALE 1"=100'

SHEET C-11 OF C-28

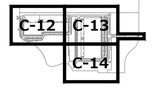
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KEYMAP



GRADING NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
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LEGEND

EXISTING	PROPOSED	
○	◉	STORM DRAINAGE STRUCTURE
▷	▶	PRECAST FLARED END SECTION
749	749	CONTOUR
×(750.00)	×750.00	SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
		TYPICAL SLOPE

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NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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REVISIONS

GRADING PLAN

PEG JOB No. 2283.00-LL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-12 OF C-28

GRADING PLAN

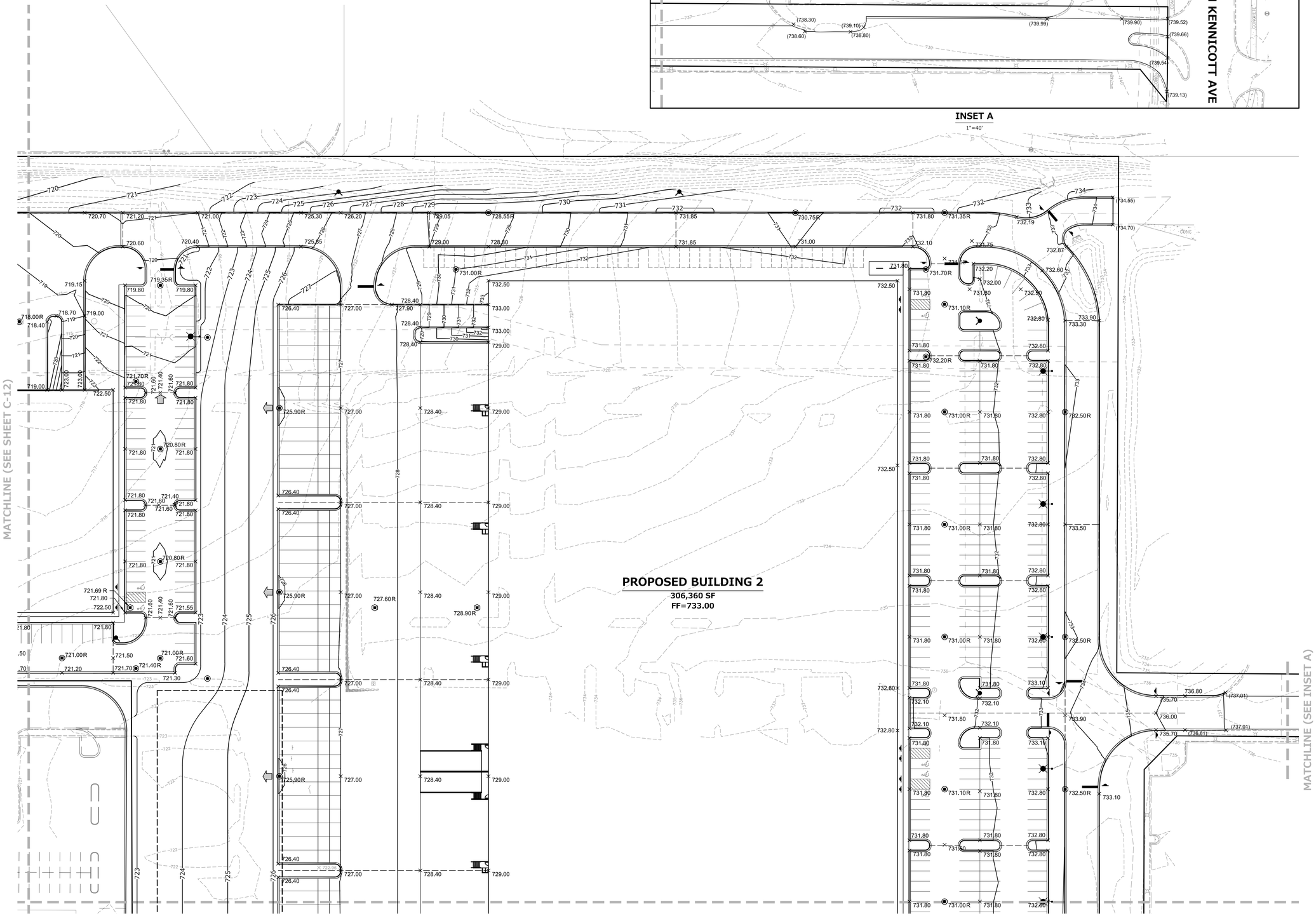
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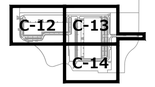
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KEYMAP



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LEGEND

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○	◉	STORM DRAINAGE STRUCTURE
▷	▶	PRECAST FLARED END SECTION
749	749	CONTOUR
× (750.00)	× 750.00	SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
		SURVEYED TREE
		OVERFLOW RELIEF ROUTING
		SOIL BORING
		PROPOSED RIDGELINE
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NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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GRADING PLAN

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-13 OF C-28

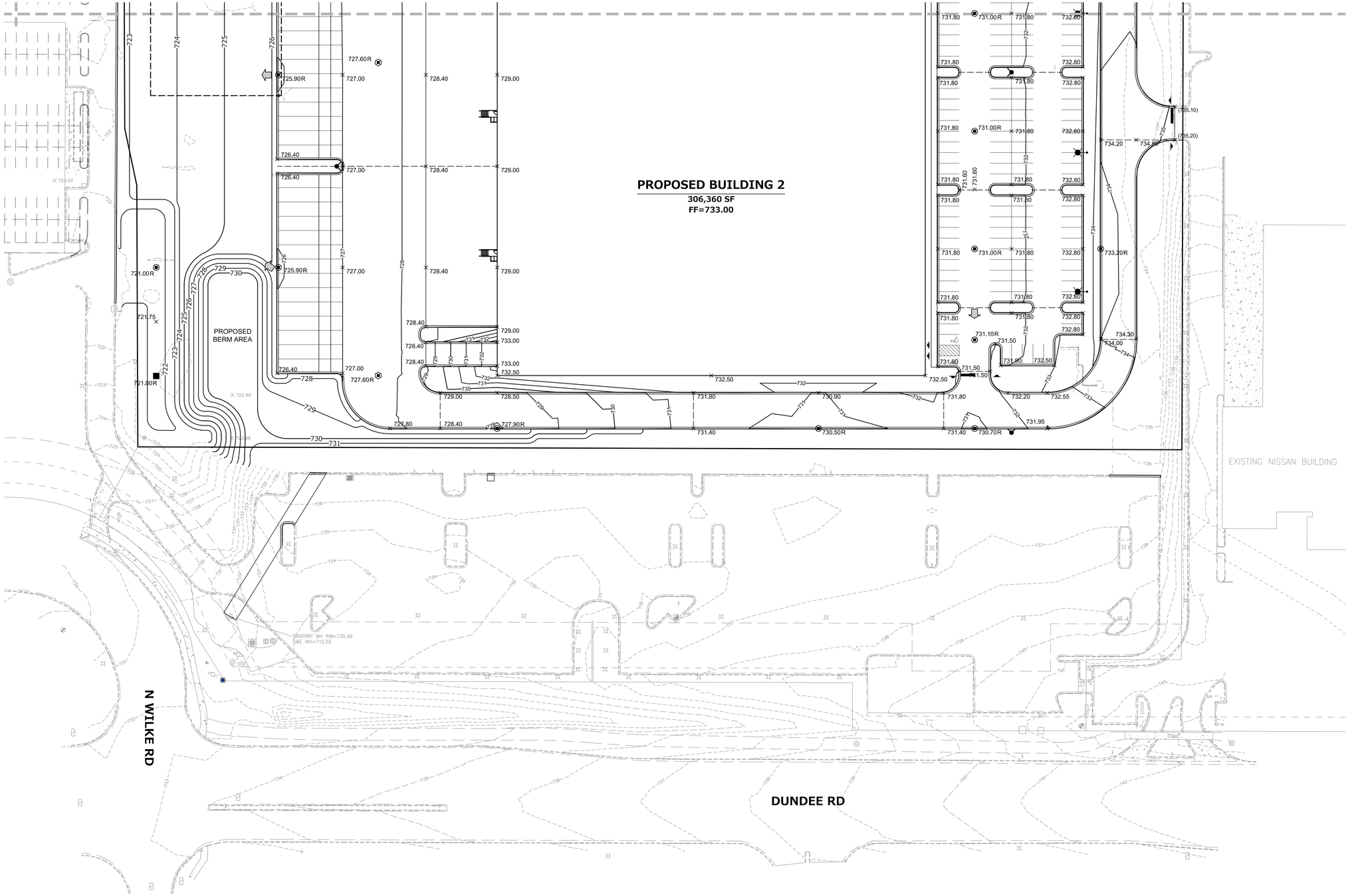
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GRADING PLAN

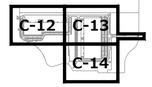
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MATCHLINE (SEE SHEET C-13)



KEYMAP



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LEGEND

EXISTING	PROPOSED	
○	◉	STORM DRAINAGE STRUCTURE
▷	▶	PRECAST FLARED END SECTION
749	749	CONTOUR
× (750.00)	×750.00	SPOT ELEVATION
		DIRECTION OF SURFACE FLOW
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GRADING PLAN

PEG JOB No 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-14 OF C-28

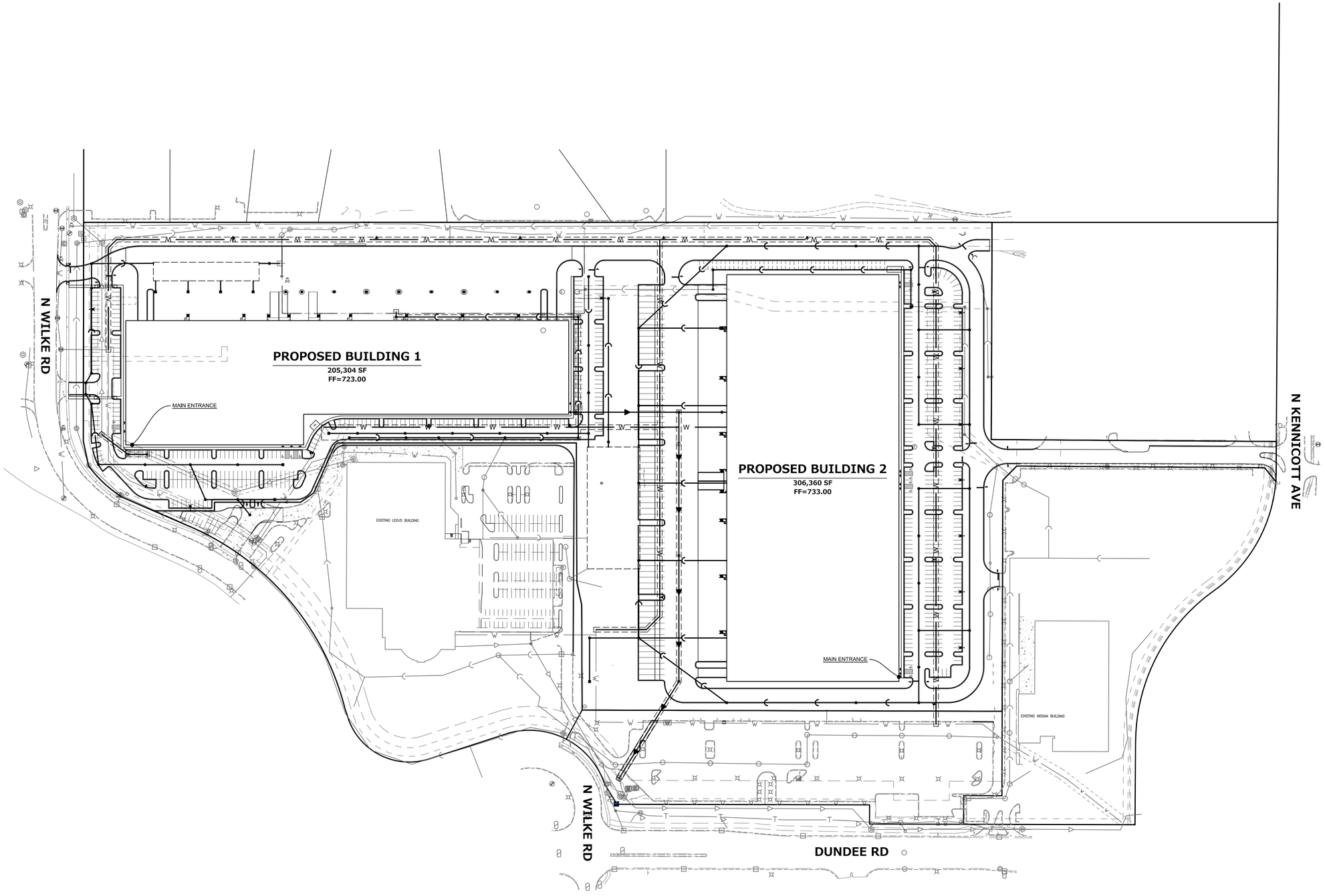
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GRADING PLAN

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DRAFTED: WSL DESIGNED: JKB REVIEWED: BDJ



UTILITY NOTES

1. CONTRACTOR SHALL CONTACT 811 PRIOR TO CONSTRUCTION AND NOTIFY ENGINEERING OF ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR UTILITY CONSTRUCTION.
3. ALL EXISTING INFORMATION AND EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR LOCATION OF EXISTING UTILITIES.
4. ALL UTILITIES SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
5. ALL MANHOLES AND VALVE VAULTS SHALL HAVE THE "VILLAGE OF ARLINGTON HEIGHTS" AND "WATER," "STORM SEWER," OR "SANITARY SEWER" CAST INTO THE LID. ANY LIDS OR GRATES SHALL HAVE THE WORDS "DRAINS TO RIVER, DUMP NO WASTE" PERMANENTLY INSCRIBED.
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11. CONTRACTOR SHALL LOCATE ALL EXISTING SEWER AND WATERMAIN LOCATION, SIZE, ELEVATION, AND CONDITION AT POINTS OF CONNECTION AND WHERE PROPOSED UTILITIES SHALL CROSS OR POTENTIALLY COME IN CONFLICT WITH EXISTING LINES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEERING OF ANY DISCREPANCIES OR CONFLICTS.
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15. COORDINATE ALL WATER MAIN SHUTDOWNS WITH VILLAGE STAFF AT LEAST FORTY-EIGHT HOURS (48-HRS) IN ADVANCE.

LEGEND

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◎	◉	STORM MANHOLE
○	●	CATCH BASIN/RISER
□	■	INLET
▷	▶	PRECAST FLARED END SECTION
◝	◝	CONCRETE HEADWALL
⊗	⊗	VALVE VAULT
⊞	◪	VALVE BOX
⚲	⚲	FIRE HYDRANT
○	•	BUFFALO BOX
◎	◉	CLEANOUT
		SANITARY SEWER
		FORCEMAIN
		STORM SEWER
W	W	WATERMAIN
		STREET LIGHT
		STREET SIGN
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QUARTERLY

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NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

OVERALL UTILITY PLAN

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REVISIONS

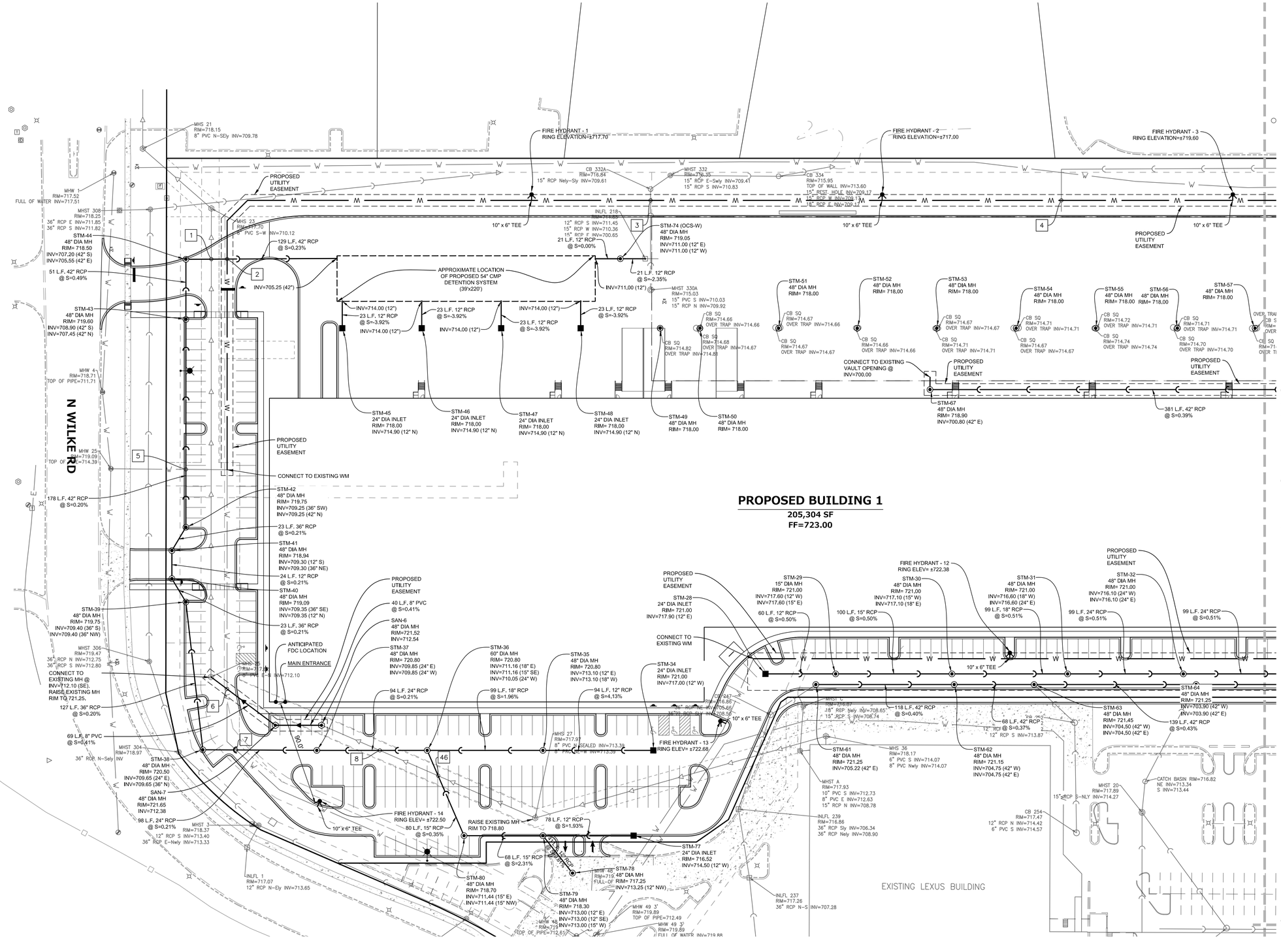
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PEG PM	BDJ
START DATE	04/09/21
SCALE	1"=100'

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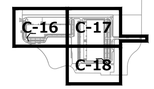
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PROPOSED BUILDING 1

205,304 SF
FF=723.00

KEYMAP



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◎	◉	CLEANOUT
◁	◀	SANITARY SEWER
◁	◀	FORCEMAIN
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REVISIONS

UTILITY PLAN

PEG JOB No. 2283.00-1L
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET
C-16
OF
C-28

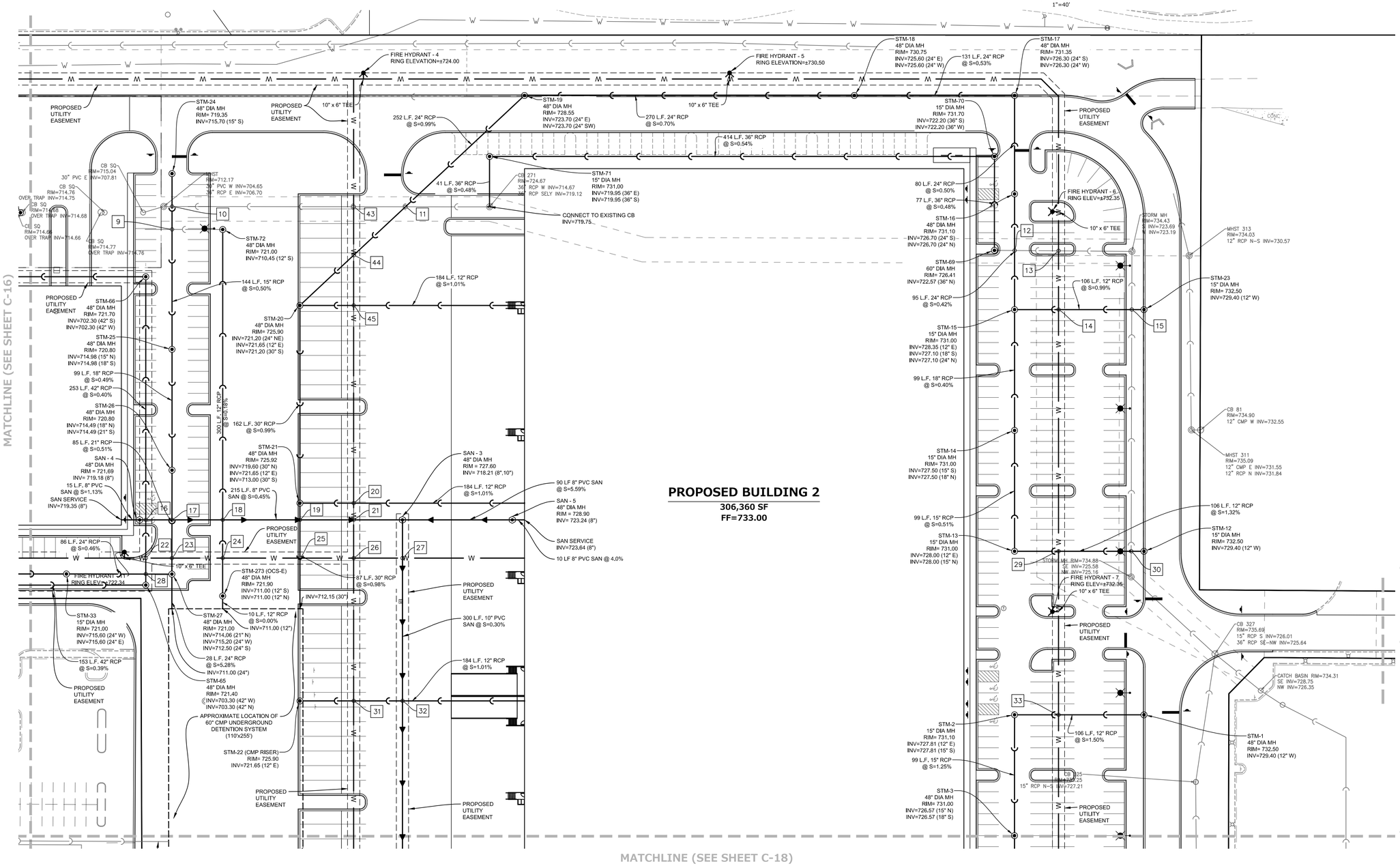
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UTILITY PLAN

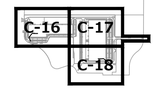
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KEYMAP



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⊞	◪	VALVE BOX
⊱	⊱	FIRE HYDRANT
○	●	BUFFALO BOX
◎	◉	CLEANOUT
◁—	◁—	SANITARY SEWER
◁—	◁—	FORCEMAIN
◁—	◁—	STORM SEWER
W	W	WATERMAIN
☼	☼	STREET LIGHT
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DETENTION SYSTEM MAINTENANCE

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REVISIONS

UTILITY PLAN

PEG JOB No 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-17 OF C-28

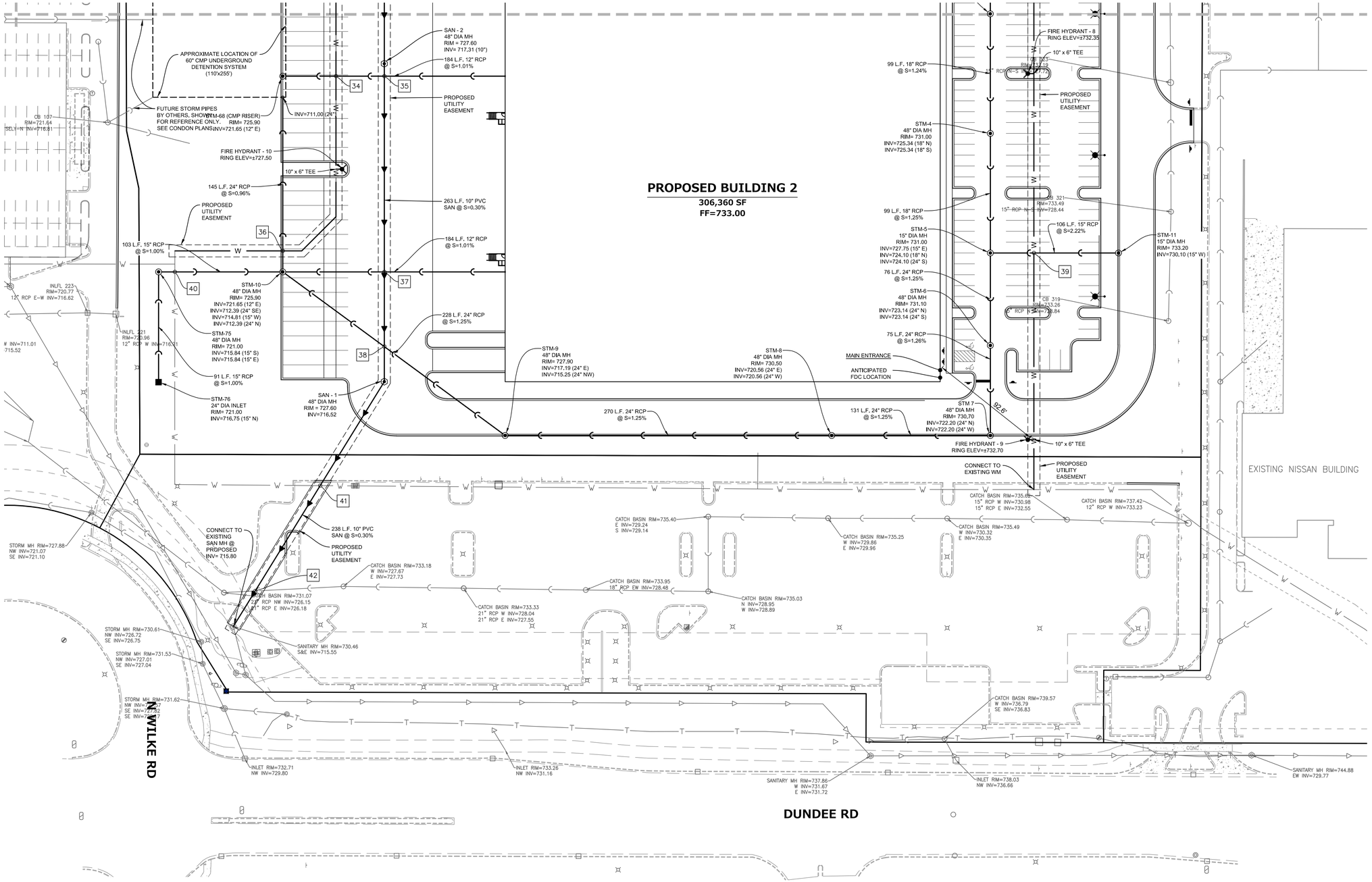
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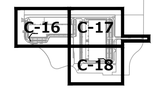
UTILITY PLAN

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PEG JOB No. 2283.00-IL
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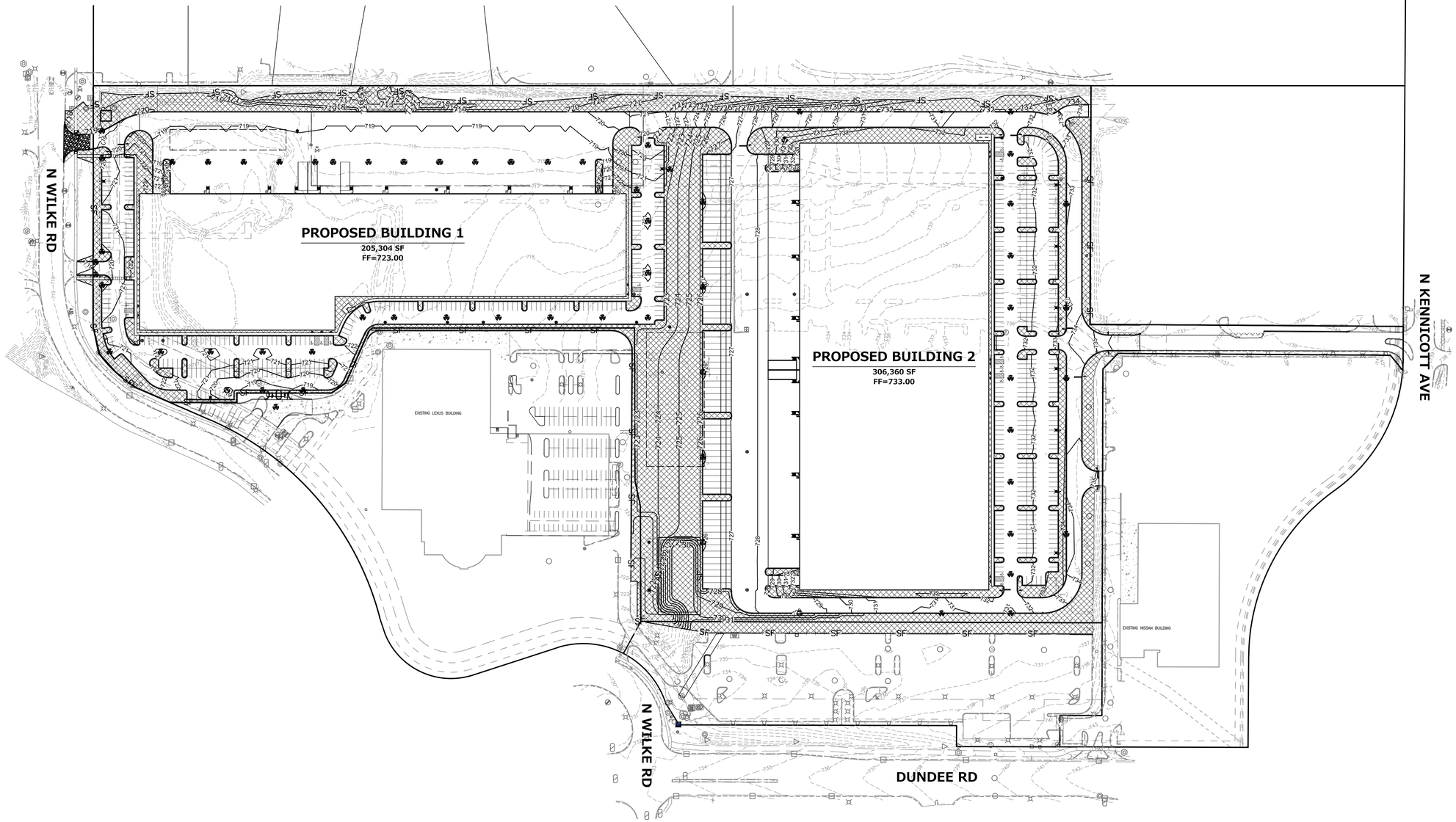
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UTILITY PLAN

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DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ



SITE STABILIZATION NOTES

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- SF — SILT FENCE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

OVERALL SITE STABILIZATION PLAN

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NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

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OVERALL SITE STABILIZATION PLAN

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=100'

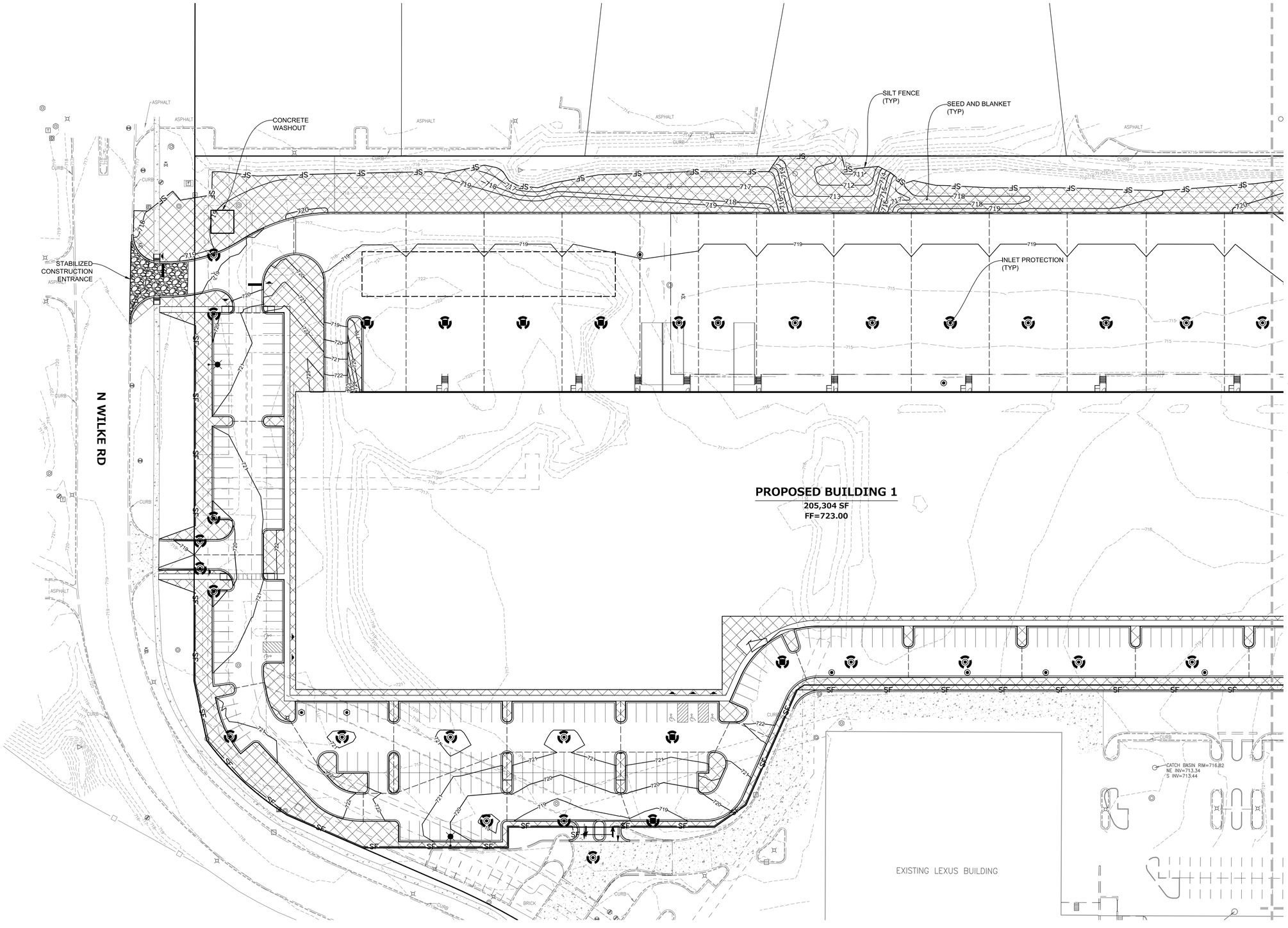
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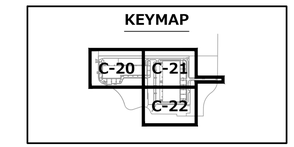
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DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ





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NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

SITE STABILIZATION PLAN

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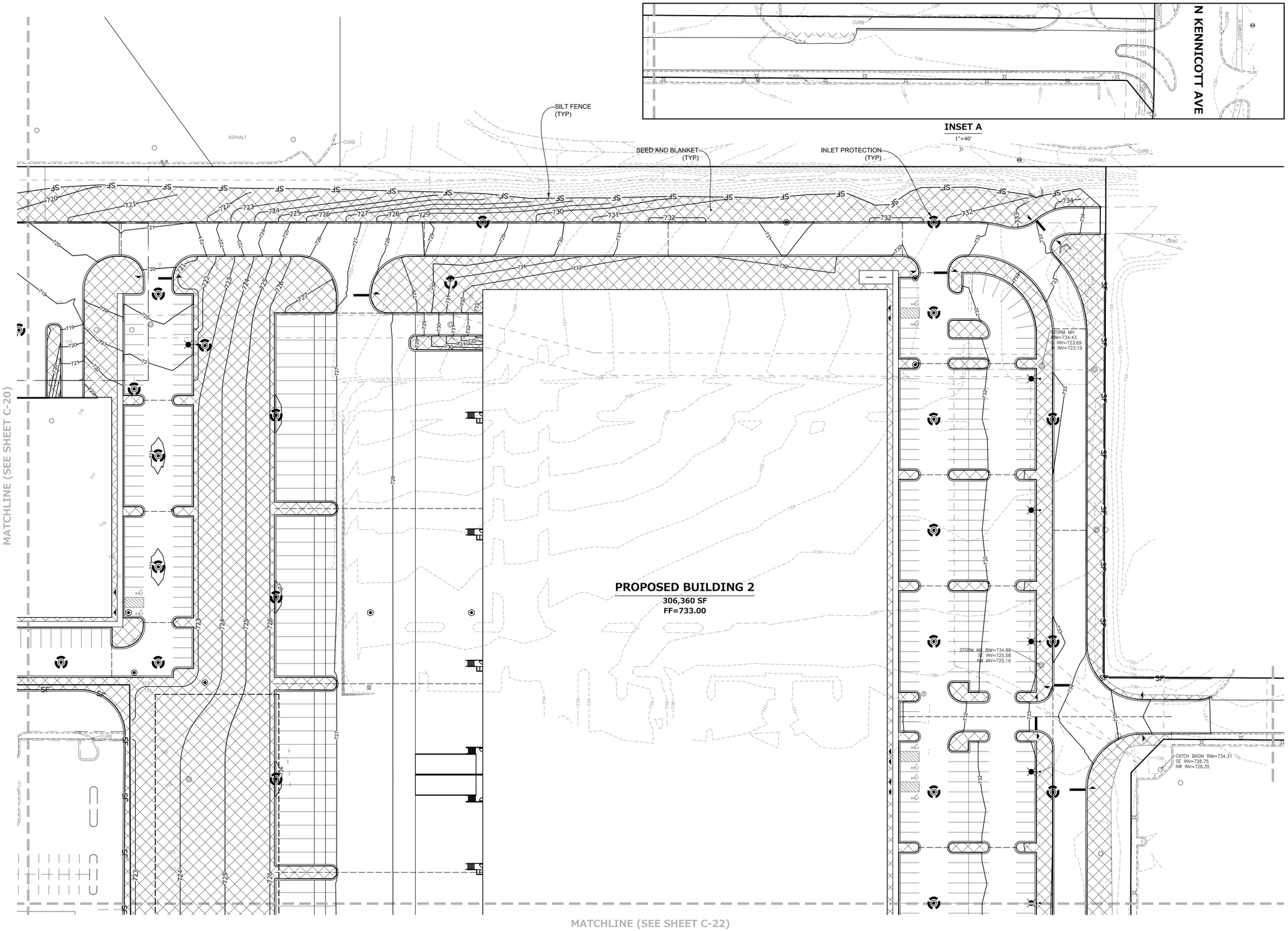
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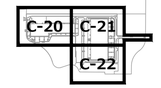
SHEET C-20 OF C-28

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KEYMAP



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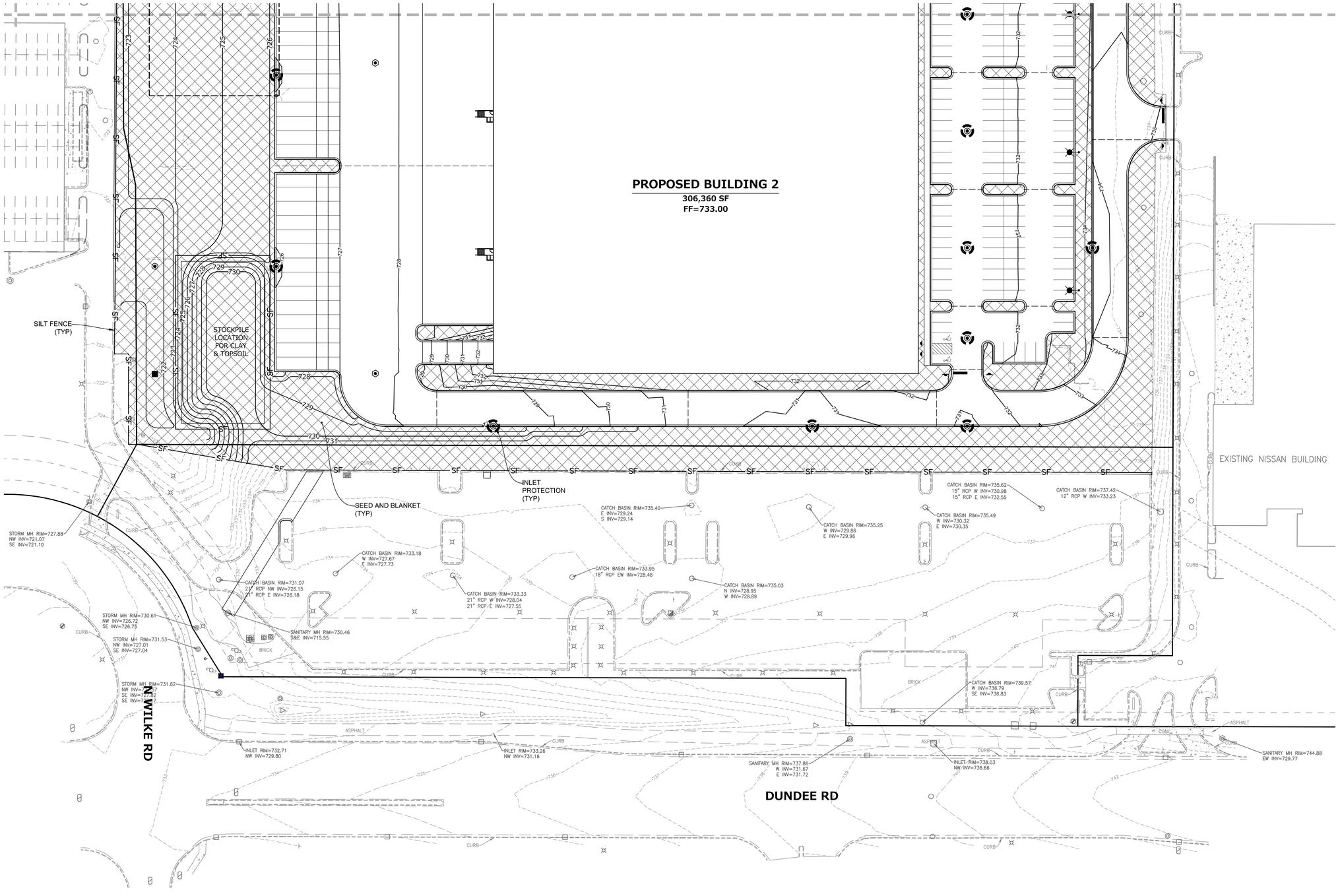
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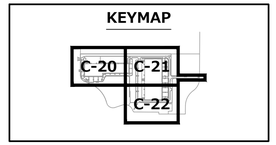
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SITE STABILIZATION PLAN

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11. THE DEVELOPER IS RESPONSIBLE FOR OBTAINING A SEPARATE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY WHENEVER 1 ACRE OR MORE OF PROPERTY IS DISTURBED. FOR DEVELOPMENTS OVER 1 ACRE, THE DEVELOPER MUST ALSO PREPARE AND MAINTAIN A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AT THE PROJECT SITE, ALONG WITH THE NPDES PERMIT. FOR DEVELOPMENTS LESS THAN 1 ACRE, A SEDIMENT AND EROSION CONTROL PLAN MUST BE MAINTAINED BY THE DEVELOPER.
12. IF DEWATERING SERVICES ARE USED, OR IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, ADJACENT PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES FROM CONSTRUCTION DEWATERING SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE SUCH AS A SEDIMENT TRAP, A SEDIMENT BASIN, OR ANY OTHER APPROPRIATE MEASURE.
13. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERTY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
14. DURING CONSTRUCTION, CONTRACTOR SHALL PLUG RELEASE PIPE OF THE UNDERGROUND STORM WATER DETENTION SYSTEM AND DE WATER UNDERGROUND STORM WATER DETENTION AREA TO WEST BASIN. CONTRACTOR SHALL FLUSH UNDERGROUND DETENTION SYSTEM PRIOR TO GOING LIVE.

EROSION CONTROL LEGEND

- SEED & BLANKET — NORTH AMERICAN GREEN S-75BN BLANKET (SEE LANDSCAPE PLAN FOR SEED MIX)
- INLET PROTECTION
- SF — SILT FENCE

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 40' 80'

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DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ 8/9/2021 10:15 AM – Z:\Projects\2020\2283.00-IL\312 – ENGINEERING\FINAL\SHEETS\C-7 SITE STABILIZATION.dwg

PINNACLE ENGINEERING GROUP
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1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

SITE STABILIZATION PLAN

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE 1"=40'

SHEET C-22 OF C-28

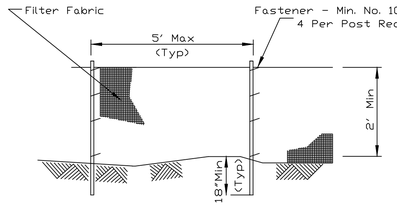
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SITE STABILIZATION PLAN

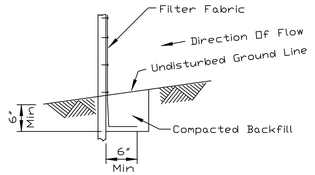
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SILT FENCE PLAN



ELEVATION

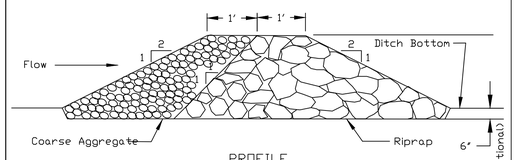


FABRIC ANCHOR DETAIL

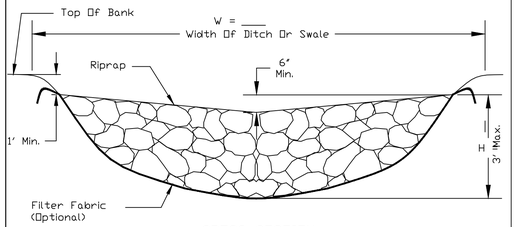
NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-620
Designed	Date		SHEET 1 OF 2
Checked	Date		DATE 11-20-01
Approved	Date		

ROCK CHECK DAM – RIPRAP



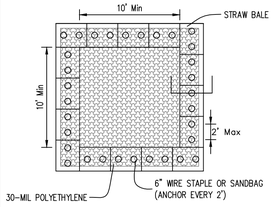
PROFILE



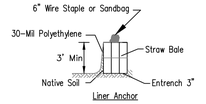
CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES;
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
2. Coarse aggregate shall neet one of the following IDOT gradations, CA-1, CA-2, CA-3, or CA-4.
3. Riprap shall meet IDOT gradation RR-3 or RR-4 and meet Quality Designation A.
4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
5. For added stability, the base of the dam may be keyed 6 inches into the soil.
6. See plans for spacing of dams and H dimensions.
7. Maximum drainage area to each dam is 10 acres.
8. ROCK CHECK DAM-COARSE AGGREGATE IL-605CA may be used for drainage areas under 2 acres.

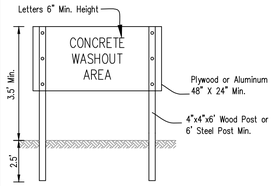
REFERENCE			STANDARD DWG. NO.
Project		NRCS Natural Resources Conservation Service	IL-605R
Designed	Date		SHEET 1 OF 1
Checked	Date		DATE 1-29-99
Approved	Date		



PLAN VIEW



STRAW BALE ANCHOR SECTIONS



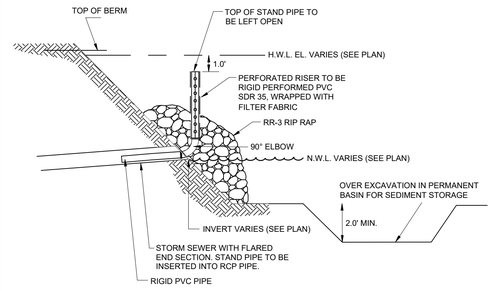
SIGN DETAIL

NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

Revisions		Date
Add Sign Detail		8/6/08
Approved		

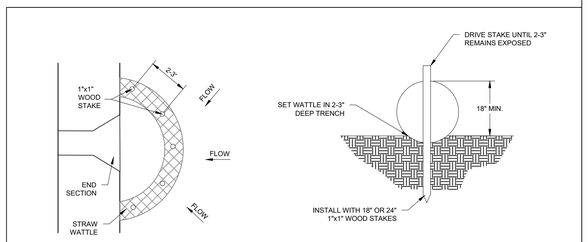
TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE

Designed		Date
Drawn	B. JOHNSON	6/08
Checked		



TEMPORARY PERFORATED RISER FOR WET BASINS

NOTES:
1. THE PERFORATED RISER IS TO BE PROVIDED AS PART OF THE SEDIMENT BASIN EROSION CONTROL MEASURES DURING CONSTRUCTION.
2. THE FILTER FABRIC SHALL BE SECURED TO THE PVC PERFORATED RISER WITH STRAPPING OR CONNECTING BANDS.
3. WHEN SEDIMENT BASIN IS NO LONGER REQUIRED, THE ENTIRE PERFORATED RISER ASSEMBLY IS TO BE REMOVED, AND REPLACED WITH R.C.P. AS INDICATED ABOVE. (SEE PLAN FOR SIZE)
4. PERFORATED PIPE SIZE TO BE ½ THE SIZE OF THE OUTLET PIPE.



PLAN VIEW - END SECTION

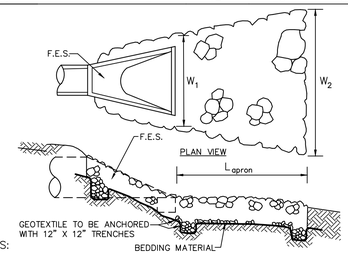
ENTRENCHMENT DETAIL

NOTES:
1. REMOVE ACCUMULATED SEDIMENT FROM THE FACE OF THE WATTLE WHEN THE SEDIMENT ACCUMULATION IS HALF THE HEIGHT OF THE WATTLE.
2. INSPECT AFTER EVERY RAINFALL EVENT.

PIPE INLET PROTECTION - STRAW WATTLE

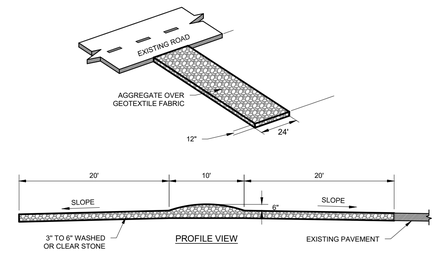
INLET PROTECTION - STRAW WATTLE 6/9/2016

CULVERT DIAMETER	IDOT ROCK GRADATION	L_{apron} (ft.)	W_1 (ft.)	W_2 (ft.)	$t_{min.}$ (in.)	t_{bed} (in.)
						MATERIAL RR-1,2
12"	RR-3	10'	3'	11'	8"	—
15"	RR-3	14'	4.5'	15.5'	8"	—
24"	RR-3	16'	6'	18'	8"	—
30"	RR-3	18'	7.5'	20.5'	8"	—
36"	RR-4	20'	9'	23'	16"	6"
48"	RR-4	24'	12'	28'	16"	6"



NOTES:
1. THE FILTER FABRIC SHALL MEET OR EXCEED THE REQUIREMENTS IN MATERIAL SPECIFICATIONS 592 GEOTEXTILE TABLE 1 OR 2, CLASS I, II, OR III.
2. THE ROCK RIPRAP SHALL MEET IDOT REQUIREMENTS AND SPECIFICATIONS.

RIP-RAP AT END SECTIONS



NOTES:
1. TRACKING PADS SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE SITE. CONTRACTOR SHALL VERIFY LOCATION WITH OWNER.
2. THE AGGREGATE FOR TRACKING PADS SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATIONS, CA-1, CA-2, CA-3, OR CA-4 AND BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATIONS 25 ROCKFILL USING PLACEMENT METHOD 1 AND CLASS III COMPACTION.
3. THE AGGREGATE SHALL BE PLACED IN A LAYER AT LEAST 12-INCHES THICK. ON SITES WHERE SATURATED CONDITIONS ARE EXPECTED DURING THE LIFE OF THE PAD, THE PAD SHALL BE UNDERLAIN WITH GEOTEXTILE FABRIC WHICH MEETS MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1 OR 2, CLASS I, II OR IV, TO PREVENT MIGRATION OF UNDERLYING SOILS INTO THE STONE LAYER.
4. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT. MINIMUM WIDTH IS 14 FEET FOR ONE-WAY TRAFFIC AND 20 FEET FOR TWO-WAY TRAFFIC, WITH AN ADDITIONAL INCREASE OF 4 FEET FOR TRAILER TRAFFIC. THE TRACKING PAD SHALL BE A MINIMUM 50-FEET LONG.
5. ANY SEDIMENT TRACKED ONTO A PUBLIC OR PRIVATE ROAD SHOULD BE REMOVED BY STREET CLEANING, NOT FLUSHING, AT THE END OF EACH WORKING DAY.
6. TRACKING PADS SHALL, AT A MINIMUM, BE INSPECTED WEEKLY AND WITHIN 24-HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5-INCHES OF RAIN OR MORE DURING A 24-HOUR PERIOD.
7. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.

CONSTRUCTION ENTRANCE

X106 10-02-06

Practice	Responsibility (Installation and maintenance)				Inspection (Inspector designated by Permittee)					Timing					Maintenance
	Grading Contractor	Underground Contractor	Paving Contractor	Landscape Contractor	Every 7 days or within 24 hrs of a 0.5 inch precipitation event	After every storm	Immediately after a measurable storm event	Daily during prolonged rainfall	Periodically	After every high water event	Prior to construction	Mass Grading	Detention Excavation	Underground Utility Installation	Paving	Final Stabilization	
Stabilization																	
Erosion Blanket				X		X			X			X				X	Restaple displaced blankets
Filter Strip				X			X[3]		X[2]				X				Remove litter and sediment, repair erosion, reseed where needed, mow and water
Grass-Lined Channel				X		X[1]			X[2]			X					Removed sediment from channel and outlets (regrade and reseed if needed
Mulching	X			X		X			X			X					Reinstall after washouts and repair slope
Permanent Vegetation				X		X[1]			X[2]							X	Reseed if necessary, mowing, burning, fertilizer, pesticide
Sodding				X					X							X	Limit traffic, mow, fertilize, and water
Structural Streambank Stabilization	X									X		X					Check stream bank sections and repair as needed
Surface Roughening	X						X						X				
Temporary Seeding	X							z	X			X	X	X			Reseed areas of poor emergence
Polymer Stabilization	X					X						X				X	
Hydromulch	X			X		X						X				X	
Stormwater Management																	
Urban Stormwater Wetlands				X					X[4]				X				Clean sediment in forebay every 3–5 years, mow once per year
Rock Outlet Protection		X				X								X			Replace dislodged rocks
Subsurface Drain		X					X							X			Check drains, remove sediment and debris
Vegetated Swale				X			X[1]		X[2]			X					Limit traffic, mow, fertilize, and water
Open water Pond	X								X[4]				X				Clean sediment traps every 3–5 years, maintain surrounding vegetation
Structural Practice																	
Culvert Inlet Protection		X				X								X			Replace or clean aggregate, remove sediment
Diversion	X					X						X					Maintain capacity storage and ridge height
Diversion Dike	X					X						X					Maintain capacity storage and ridge height
Rock Check Dam	X					X					X	X					Remove sediment after it has accumulated over 1/2 dam height, replace dislodged rocks
Silt Fence	X					X		X			X						remove sediment when deposition is 1/2 fence height
Sump Pit	X	X							X		X	X	X	X			Replace if filter fabric and pit fill with sediment
Temporary Sediment Trap	X						X					X					Remove sediment when it has accumulated to 1/2 design depth of permanent pool, repair erosion damage.
Temporary Slope Drain	X					X						X					Make necessary repairs to drain and supporting structures, remove sediment
Temporary Stream Crossing	X					X		X				X					Make all necessary repairs to structure
Temporary Swale	X					X						X					Remove excessive sediment and debris, repair any bank failure, reseed poor emergence areas
Stockpile Protection	X					X						X					Repair silt fence or berm, add aggregate to vehicle access
Temporary Stand Pipe w/Filter Sock	X					X								X			Clean sock, remove deposits from perforations
Inlet Protection–Fabric		X				X									X		Remove sediment deposits, replace if damaged
Inlet Protection–Inlet Basket		X				X									X		Dump out sediment in designated stockpile
Turbidity Curtain	X					X			X			X					Repair fabric, remove sediment to restore original depth.
Temporary Silt Dike/Wattle	X					X						X					Replace entire system if fabric decomposes, remove sediment when deposition is 1/2 ditch height
Other Controls																	
Dust Control	X								X			X	X	X	X		Repeat treatment as needed
Stabilized Construction Entrance	X					X					X						Add top dressing of aggregate when dirty
Truck Wash Rack	X									X	X						Clean out wash area, maintain inlets
Tree Protection	X									X[5]	X						Repair fencing and signs, note tree damage
Concrete Wash Out			X							X						X	Remove concrete and dispose of in designated locations
Construction Road Stabilization	X					X						X					Periodically add top dressing of aggregate, maintain adjacent roads
Floc Log Application	X[6]					X				X	X	X	X				Replace floc logs when efficacy loss begins

Inspection Notes:

X1–during growth	X5–seasonally
X2–when established	X6–2 times per year
X3–every spring until the second year	X7–every 7 days during construction
X4–during 1st year	X8–inspections should be overseen by a CPESC or similar

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IL Design Firm 184.006289-0010

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REVISIONS

1	VILLAGE COMMENTS	5/21/21		
2	VILLAGE COMMENTS	7/7/21		
3	VILLAGE COMMENTS	8/6/21		

CONSTRUCTION STANDARDS

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE

SHEET C-23 OF C-28

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ALTERNATE MATERIALS FOR WALLS	f
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)

PLAN

ELEVATION

ALTERNATE METHODS

GENERAL NOTES

Bottom slabs may be constructed to the riser as determined by the fabricator, however, only a minimum of 3.24 sq. in./ft. (6.9 sq. mm/mm) of reinforcement around the perimeter may be utilized.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Deleted rein. in slabs. Added max. limit to height. Added general notes.

INLET - TYPE A

STANDARD 602301-04

PLAN

SECTION A-A

END VIEW

PIPE DIA.	APPROX. WT. OF RING	WALL	A	B	C	D	E	G	H	APPROX SLOPE
12 (300)	520 (240)	2 (51)	4 (102)	3 (76)	4'-4⅞" (1.34)	4'-4⅞" (1.34)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
15 (375)	580 (265)	2 (51)	4 (102)	3 (76)	4'-4⅞" (1.34)	4'-4⅞" (1.34)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
18 (450)	640 (290)	2½ (64)	5 (127)	3 (76)	4'-10" (1.47)	4'-10" (1.47)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
21 (525)	1,080 (490)	2½ (64)	5 (127)	3 (76)	5'-4⅜" (1.64)	5'-4⅜" (1.64)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
24 (600)	1,120 (510)	2½ (64)	5 (127)	3 (76)	5'-10" (1.78)	5'-10" (1.78)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
27 (675)	1,630 (740)	3 (76)	6 (152)	3 (76)	6'-3½" (1.92)	6'-3½" (1.92)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.4
30 (750)	2,200 (1000)	3½ (89)	7 (178)	3 (76)	6'-9" (2.06)	6'-9" (2.06)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.5
36 (900)	3,200 (1450)	4½ (114)	9 (229)	3 (76)	7'-9" (2.36)	7'-9" (2.36)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.5
42 (1050)	4,600 (2085)	5½ (140)	11 (279)	3 (76)	8'-8½" (2.65)	8'-8½" (2.65)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.5
48 (1200)	5,980 (2710)	6½ (165)	13 (330)	3 (76)	9'-7½" (2.93)	9'-7½" (2.93)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.5
54 (1350)	7,500 (3400)	7½ (191)	15 (381)	3 (76)	10'-6½" (3.21)	10'-6½" (3.21)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:2.5
60 (1500)	8730 (3960)	8½ (216)	17 (432)	3 (76)	11'-5½" (3.49)	11'-5½" (3.49)	1'-8 (510)	2'-7 (787)	0'-9 (229)	1:1.9
66 (1650)	10720 (4860)	9½ (241)	19 (483)	3 (76)	12'-4½" (3.77)	12'-4½" (3.77)	1'-8 (510)	2'-7 (787)	0'-9 (229)	* 1:1.7
72 (1800)	12520 (5680)	10½ (267)	21 (533)	3 (76)	13'-3½" (4.04)	13'-3½" (4.04)	1'-8 (510)	2'-7 (787)	0'-9 (229)	* 1:1.8
78 (1950)	14,500 (6580)	11½ (292)	23 (584)	3 (76)	14'-2½" (4.32)	14'-2½" (4.32)	1'-8 (510)	2'-7 (787)	0'-9 (229)	* 1:1.8
84 (2100)	16180 (7340)	12½ (318)	25 (635)	3 (76)	15'-1½" (4.60)	15'-1½" (4.60)	1'-8 (510)	2'-7 (787)	0'-9 (229)	* 1:1.8

* Radius as furnished by manufacturer

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03

ASPHALT PAVEMENT
CRUSHED GRAVEL ROADWAY BASE
9 IN.
9 IN.
GRAVEL BACKFILL
2–3 IN.
1 FT.
FILTER FABRIC, 18 INCHES WIDE, MIRAFI 140S OR EQUAL
WEEP HOLES
TYPICAL ROADWAY INLET, CATCHBASIN OR MANHOLE

SIDE VIEW

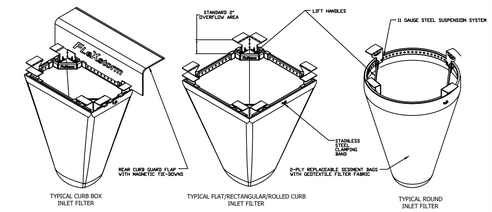
NOTES

1. SECURE FILTER FABRIC WITH CLAMPS OR MASTIC.
2. ALL STORM STRUCTURES IN PAVEMENT SHALL FOLLOW THIS DETAIL.

60 DEG TYP.
FILTER FABRIC MIRAFI 140S OR EQUAL
1 IN. DIA. WEEPHOLES

TOP VIEW

WEEPHOLE DETAIL



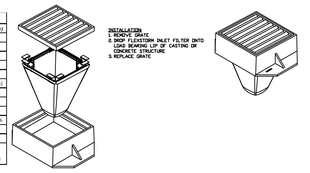
TYPICAL CURB BOX INLET FILTER

TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER

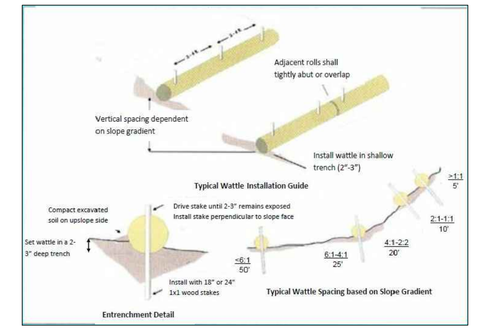
TYPICAL ROUND INLET FILTER

IDOT Inlet Filter Specifications		
Material Property	*Test Method*	*Value (min ave)*
> NonWoven Geotextile Inner Filter Bag Specs (2 ft² min val)		
Grab Tensile	ASTM D 4632	100 lbs
Puncture Strength	ASTM D 4833	65 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs
App Open Size (AOS)	ASTM D 4751	70 s/max (.212 mm)
Permittivity	ASTM D 4491	1.0 sec-1
Water Flow Rate	ASTM D 4491	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3776	4.50 oz/sqyd +/- 15%
Thickness	ASTM D 1777	.040 +/- .005
> Frame Construction		
A36 Structural Steel/ 11 Gauge, Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psic Yield Strength > 36,000 psi

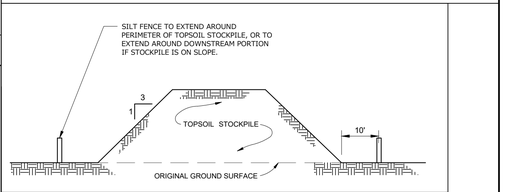
INSTALLATION
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER INTO LONG OPENING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE



INLET PROTECTION



TYPICAL STRAW WATTLE



TEMPORARY TOPSOIL STOCKPILE

STABILIZATION EFFECTIVENESS (TIME OF YEAR)											
STABILIZATION TYPE	STABILIZATION PERIODS										
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.
PERMANENT SEEDING			A	*	*	*	*	*	→			
DORMANT SEEDING	B											B →
TEMPORARY SEEDING			C	*	*	*	D	*	*	→		
SODDING			E	*	*	*	*	*	*	→		

STABILIZATION EFFECTIVENESS

1. PREPARE SWPPP AND ACQUIRE NPDES AND OTHER PERTINENT PERMITS. UPDATE SWPPP AS NECESSARY THROUGHOUT CONSTRUCTION UNTIL FINAL STABILIZATION.
2. CONDUCT EROSION AND SEDIMENT CONTROL PRECONSTRUCTION MEETING WITH APPROPRIATE AGENCIES AND CONTRACTORS.
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
4. INSTALL PERIMETER SEDIMENT CONTROL MEASURES.
5. INSTALL PROTECTION FOR EXISTING INLET AND OUTLET STRUCTURES, IF NECESSARY.
6. BEGIN SEDIMENT AND EROSION CONTROL OBSERVATIONS ON A WEEKLY BASIS, AS WELL AS AFTER EVERY ½" PRECIPITATION EVENT.
7. REMOVE EXISTING VEGETATION AS NEEDED FOR GRADING. VEGETATION SHOULD REMAIN IN AREAS THAT WILL NOT UNDERGO INITIAL GRADING.
8. EXCAVATE DETENTION PONDS AND TEMPORARY SEDIMENT TRAPS AND BASINS.
9. SEED AND BLANKET DETENTION PONDS; INSTALL SILT FENCE AROUND TOPS OF SLOPE.
10. CONDUCT SITE GRADING, INCLUDING STABILIZATION OF ALL STEEP SLOPES, DRAINAGE CHANNELS, AND ALL DISTURBED AREAS AS THEY ARE COMPLETED; I.E. SEED, BLANKET.
11. STABILIZE TOPSOIL STOCKPILES WITH PERIMETER PROTECTION AND TEMPORARY SEED IF NOT IN USE FOR OVER 14 DAYS.
12. CONDUCT UTILITY INSTALLATION AND INSTALLATION OF INLET AND OUTFALL PROTECTION: I.E. RIP-RAP, INSTALLATION OF STANDPIPES, ETC.
13. TEMPORARILY SEED ALL AREAS THAT WILL NOT BE WORKED ON FOR OVER 14 DAYS
14. CONDUCT ROAD AND CURB INSTALLATION; CONDUCT CONCRETE WAHSOUT INSTALLATION IMPLEMENT STREET CLEANING PROGRAM.
15. CONDUCT BUILDING CONSTRUCTION AND PERMANENT SEEDING AS AREAS ARE COMPLETED.
16. SUBMIT NOTICE OF TERMINATION (NOT) AFTER SITE CONSTRUCTION IS COMPLETE AND ALL AREAS ARE FINALLY STABILIZED WITH OVER 70% VEGETATIVE COVER REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

SOIL EROSION AND SEDIMENT CONTROL

TWIN NEENAH R-1774 FRAMES & LIDS STAMPED "STORM" RIM= TBD (MINIMUM 717.67)
OVERFLOW
9"
TOP OF BAFFLE WALL RIM = 715.50
60" DIA. PRECAST MANHOLE WITH REINFORCED CONCRETE BAFFLE WALL, 2' SUMP
60"
ORIFICE PLATE 11" ORIFICE AT 711.00
12" RCP
INV = 711.00
15" RCP
INV = 711.00
8"
24"
HOT DIP GALVANIZED STEEL 1"X1" TRASH RACK BOLTED TO CONCRETE BAFFLE WALL 14"X14" CENTERED OVER ORIFICE PLATE

PROFILE

INLET PIPE
FLOW RESTRICTOR
OUTLET PIPE

TOP VIEW

NOTES:
1. HYDRAULIC CEMENT FOR GROUTING. 1/4" X 12" X12" GALVANIZED STEEL ORIFICE PLATE CENTERED ON 11" HOLE IN BAFFLE WALL.
2. 4-3/8" EXPANSION ANCHORS, LUG BOLT, LUG SHIELD TYPE EMBEDDED IN WALL 1 3/4" W/ WASHERS AND HEX NUTS, TACK WELD NUTS SEAL PLATE AT WALL WITH SILICONE SEALANT.

WEST BASIN OUTLET CONTROL STRUCTURE DETAIL

TWIN NEENAH R-1774 FRAMES & LIDS STAMPED "STORM" RIM= TBD (MINIMUM 718.17)
OVERFLOW
9"
TOP OF BAFFLE WALL RIM = 716.00
60" DIA. PRECAST MANHOLE WITH REINFORCED CONCRETE BAFFLE WALL, 2' SUMP
24" RCP
60"
INV = 715.00
ORIFICE PLATE 20.1" ORIFICE AT 712.00
4" PVC UNDERDRAIN
24" RCP
INV = 712.00
8"
24"
HOT DIP GALVANIZED STEEL 1"X1" TRASH RACK BOLTED TO CONCRETE BAFFLE WALL 26"X26" CENTERED OVER ORIFICE PLATE

PROFILE

INLET PIPE
FLOW RESTRICTOR
OUTLET PIPE

TOP VIEW

NOTES:
1. HYDRAULIC CEMENT FOR GROUTING. 1/4" X 24" X24" GALVANIZED STEEL ORIFICE PLATE CENTERED ON 22" HOLE IN BAFFLE WALL.
2. 4-3/8" EXPANSION ANCHORS, LUG BOLT, LUG SHIELD TYPE EMBEDDED IN WALL 1 3/4" W/ WASHERS AND HEX NUTS, TACK WELD NUTS SEAL PLATE AT WALL WITH SILICONE SEALANT.

EAST BASIN OUTLET CONTROL STRUCTURE DETAIL

SECTION PARALLEL TO PIPE
(Without concrete slab riser)

SECTION PERPENDICULAR TO PIPE

FLAT SLAB TOP JOINT CONFIGURATIONS

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

SHEAR KEY GEOMETRY
(Reinforcement not shown for clarity)

GENERAL NOTES

DATE	REVISIONS
1-1-21	Revised Note 1 and lifting hole details.
9-1-16	Revised wall reinforcement from WWR mesh to rebars.

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

(Sheet 1 of 3)

STANDARD 602401-07

PLAN - FLAT SLAB TOP
(Showing layout of reinforcement bars and ⊄ bars)

JOINT SPLICE

CONNECTION ANGLE

TIE PLATE

FLAT SLAB TOP REINFORCEMENT

WALL REINFORCEMENT

BASE SLAB REINFORCEMENT

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

STANDARD 602401-07

FLAT SLAB TOP JOINT CONFIGURATIONS
FOR D = 36 (900) AND D = 4'-0" (1.22 m)
(Shown at access hole)

SECTION THRU FLAT SLAB TOP
FOR D = 36 (900) AND D = 4'-0" (1.22 m)

FLAT SLAB TOP JOINT CONFIGURATIONS
D = 5'-0" (1.52 m)
(Shown at access hole)

SECTION THRU FLAT SLAB TOP
FOR D = 5'-0" (1.52 m)

TABLE

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602502, 602534, or 602536 at the option of the manufacturer or when field conditions prohibit the use of tapered tops.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Expanded / refined reinforcement options.
1-1-18	Revised for compliance with LRFD.

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

(Sheet 1 of 3)

STANDARD 602601-06

PLAN - FLAT SLAB TOP FOR D = 36 (900)
(Showing layout of reinforcement bars and ⊄ bars)

PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of reinforcement bars and ⊄ bars)

PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)
(Showing layout of reinforcement bars and ⊄ bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 36 (900)

FLAT SLAB TOP REINFORCEMENT FOR D = 4'-0" (1.22 m)

FLAT SLAB TOP REINFORCEMENT FOR D = 5'-0" (1.52 m)

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

(Sheet 2 of 3)

STANDARD 602602-06

FLAT SLAB TOP JOINT CONFIGURATIONS
SECTION PARALLEL TO PIPE
SECTION PERPENDICULAR TO PIPE
GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES
SHEAR KEY GEOMETRY
GENERAL NOTES

PRECAST MANHOLE TYPE A 5' (1.52 m) DIAMETER

(Sheet 1 of 2)

STANDARD 602402-03

PLAN - FLAT SLAB TOP
JOINT SPLICE
CONNECTION ANGLE
TIE PLATE
FLAT SLAB TOP REINFORCEMENT
WALL REINFORCEMENT
BASE SLAB REINFORCEMENT

PRECAST MANHOLE TYPE A 5' (1.52 m) DIAMETER

STANDARD 602402-03

REVIEWED: BDJ
DESIGNED: JKB
DRAFTED: MSL

PLAN I DESIGN I DELIVER
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REVISIONS

1	VILLAGE COMMENTS	5/21/21	
2	VILLAGE COMMENTS	7/7/21	
3	VILLAGE COMMENTS	8/6/21	

CONSTRUCTION STANDARDS

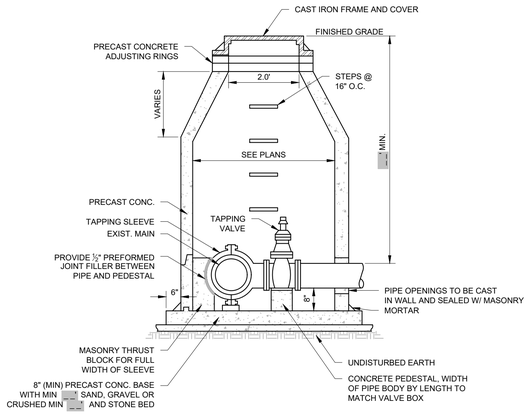
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PEG PM: BDJ
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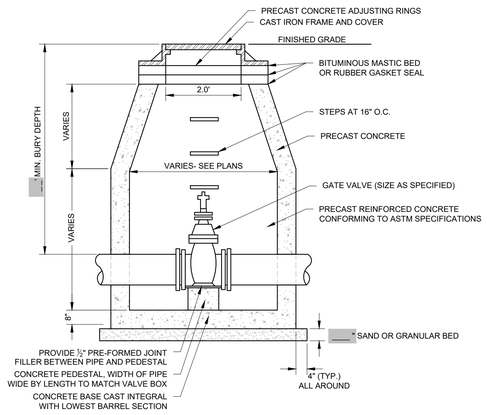


NOTES:

1. VALVE VAULT BARREL SECTIONS SHALL CONFORM TO ASTM SPECIFICATIONS

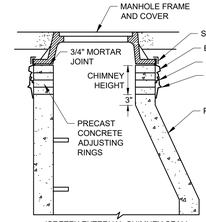
PRESSURE CONNECTION VALVE VAULT

#505 10-19-13

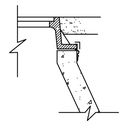


VALVE VAULT - TYPE A

#507 10-19-13



NARROW EXTERNAL RUBBER SEAL



TO SPAN CHIMNEY HEIGHTS OF:

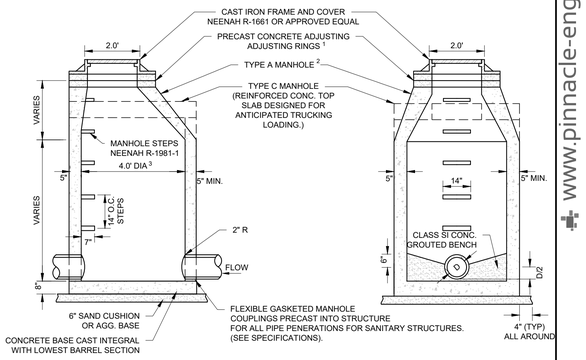
0"-3"	-	NARROW (6") SEAL ONLY
OVER 3"-6 ½"	-	STANDARD SEAL ONLY
OVER 6 ½"-13 ½"	-	STD. SEAL + EXTENSION
OVER 13 ½"	-	SEAL + MULTI. EXTENSIONS

MANHOLE FRAME - CHIMNEY SEALING SPECIFICATION

MANHOLE FRAME-CHIMNEY SEAL - AN EXTERNAL RUBBER SEAL, AS SPECIFIED, SHALL BE INSTALLED ON ALL SANITARY MANHOLES ON THIS PROJECT. A RUBBER SEAL EXTENSION, TO COVER ANY ADDITIONAL HEIGHTS OF CHIMNEY NOT COVERED BY THE SEAL ITSELF, SHALL BE USED AS DIRECTED. THE EXTERNAL RUBBER SEAL AND SEAL EXTENSIONS SHALL BE AS MANUFACTURED BY CRETEX SPECIALTY PRODUCTS, OR EQUIVALENT. THE SLEEVE AND EXTENSIONS SHALL HAVE A MINIMUM THICKNESS OF 3/16 INCHES AND SHALL BE EXTRUDED OR MOLDED FROM A HIGH GRADE RUBBER COMPOUND CONFORMING TO THE APPLICABLE REQUIREMENTS OF ASTM C923, WITH A MINIMUM 1500 PSI TENSILE STRENGTH, MAXIMUM 18% COMPRESSION SET AND A HARDNESS (DUROMETER) OF 48+/-5. THE BANDS USED FOR COMPRESSING THE SLEEVE AND EXTENSION AGAINST THE MANHOLE SHALL BE FABRICATED FROM 16 GAUGE STAINLESS STEEL CONFORMING TO ASTM A240 TYPE 304, ANY SCREWS, BOLTS OR NUTS USED ON THIS BAND SHALL BE STAINLESS STEEL CONFORMING TO ASTM F593 AND 594, TYPE 304. CEMENT MORTAR SHALL BE USED IN THE JOINT BETWEEN THE MANHOLE FRAME AND CHIMNEY OR CONE. THIS JOINT SHALL BE 3/4 INCH THICK. DETAILED INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS. THE SLEEVE SHALL BE CORRUGATED AND BE AVAILABLE IN UNEXPANDED VERTICAL HEIGHTS OF 6 AND 9 INCHES, EACH CAPABLE OF VERTICAL EXPANSION OF NOT LESS THAN 2 INCHES WHEN INSTALLED. ALL COSTS FOR THE FURNISHING AND INSTALLATION OF THE EXTERNAL RUBBER SEAL AND EXTENSION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SANITARY MANHOLES.

CHIM--01

EXTERNAL SANITARY MANHOLE CHIMNEY SEAL

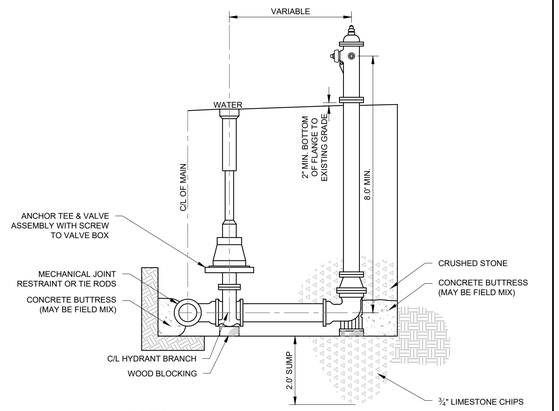


NOTES:

1. EASY STICK, RUBBER GASKET OR APPROVED EQUIVALENT SHALL BE PLACED AT ALL JOINTS BETWEEN ADJUSTING RINGS FOR SANITARY MANHOLES
2. THE FLAT TOP MAYBE USED IN LIEU OF THE TAPERED TOP WHEN FIELD CONDITIONS PROHIBIT THE USE OF A TAPERED TOP.
3. STRUCTURE TO BE 4'-0" DIA UNLESS OTHERWISE INDICATED ON THE PLANS.

SANITARY MANHOLE

#400 10-10-13



NOTES:

1. MEGALUG RESTRAINING GLANDS ON ALL MECHANICAL JOINTS, THE BOLTS & NUTS ARE TO BE HIGH STRENGTH LOW ALLOY STEEL (CORTEN) AS PER SECTION 11.6.5 OF A.W.W.A. C-111.
2. THE FOLLOWING HYDRANTS SHALL BE ALLOWED:

   MUELLER SUPER CENTURION 250 3-WAY FIRE HYDRANT
   U.S. PIPE METROPOLITAN / M-94 DUCTILE IRON FIRE HYDRANT
   WATEROUS 5¼" PACER FIRE HYDRANT

FIRE HYDRANT

#501 10-19-13

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CONSTRUCTION STANDARDS

DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ

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CONSTRUCTION STANDARDS

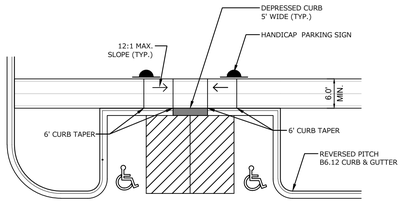
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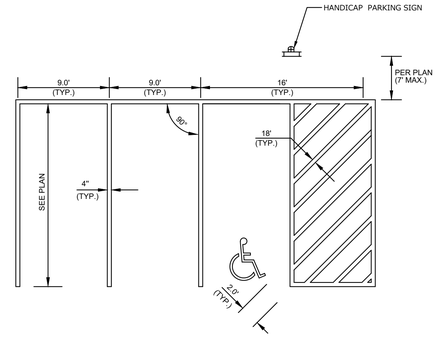
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NOTES:

1. REFER TO SITE & GRADING PLAN FOR ACTUAL LOCATIONS OF HC RAMPS, STRIPING, AND CURB TAPER LOCATIONS.
2. SEE STRIPING DETAIL FOR ADDITIONAL INFORMATION.
3. SEE GRADING PLAN FOR ADDITIONAL INFORMATION.
4. HANDICAP STALL SHALL BE CONSTRUCTED PER LOCAL ADA STANDARDS.
5. PAINT SHALL BE HIGH QUALITY YELLOW PAINT PER IDOT SPECIFICATIONS.

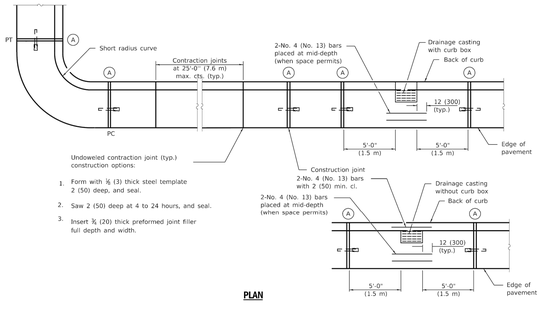
TYPICAL HANDICAP DETAIL



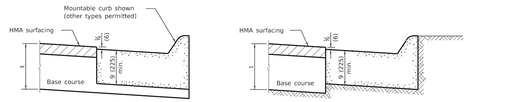
NOTES:

1. HANDICAP STALL SHALL BE CONSTRUCTED PER LOCAL ADA STANDARDS.
2. PAINT SHALL BE HIGH QUALITY YELLOW PAINT PER IDOT SPECIFICATIONS.

STRIPING DETAIL



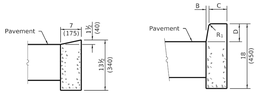
PLAN



ON DISTURBED SUBGRADE

ON UNDISTURBED SUBGRADE

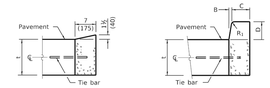
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

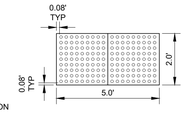
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07

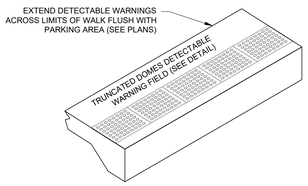
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

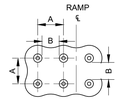
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION



PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)**



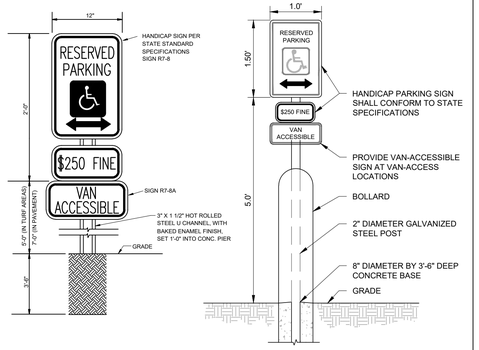


NOTES:

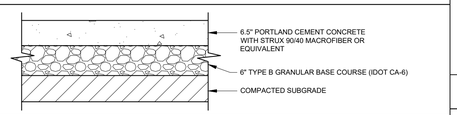
1. DETECTABLE WARNING FIELDS TO BE NEENAH FOUNDRY DETECTABLE WARNING FIELDS (OR APPROVED EQUAL), UNPAINTED NATURAL COLOR AND FIELD WEATHERED PRIOR TO INSTALLATION (VERIFY COLOR WITH OWNER PRIOR TO INSTALLATION.

TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL

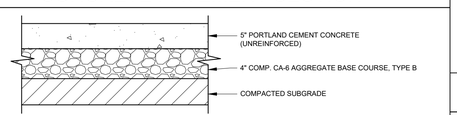
DETECTABLE WARNING TRUNCATED DOMES



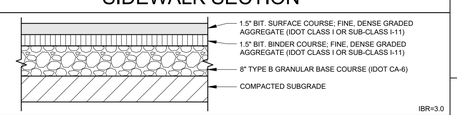
HANDICAP SIGNS



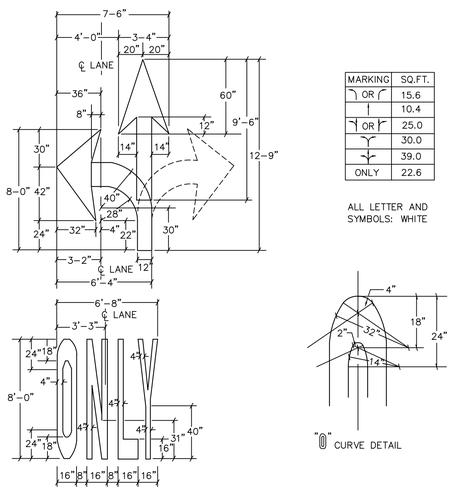
CONCRETE PAVEMENT SECTION



SIDEWALK SECTION



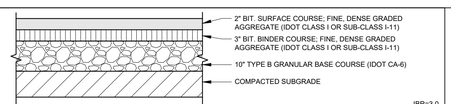
LIGHT DUTY ASPHALT PAVEMENT SECTION



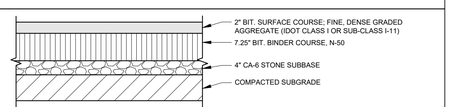
MARKING	SQ.FT.
OR	15.6
	10.4
OR	25.0
	30.0
	39.0
ONLY	22.6

ALL LETTER AND SYMBOLS: WHITE

STANDARD MARKINGS & SYMBOLS

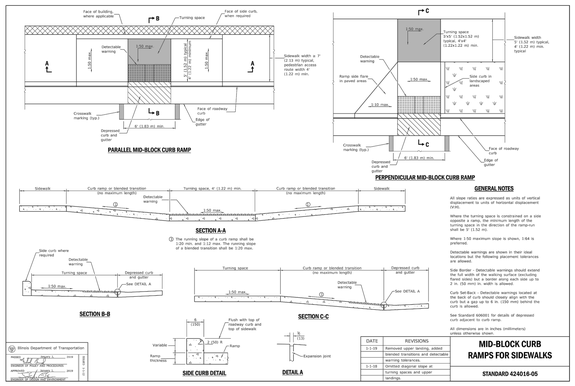


HEAVY DUTY ASPHALT PAVEMENT SECTION



FIRE LANE ASPHALT PAVEMENT SECTION

Illinois Department of Transportation
PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
2411 - 606001



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 3' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal location. Where the following placement tolerances are allowed:

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-back - Detectable warnings located at the back of curb should closely align with the back of curb, but up to 6 in. (150 mm) behind the curb is allowed.

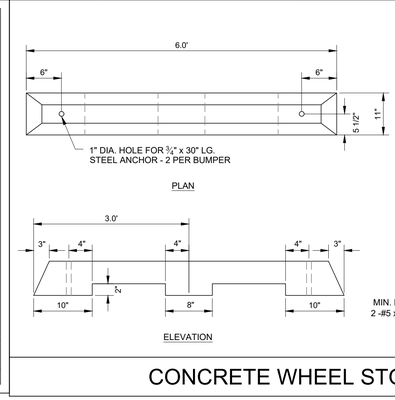
See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

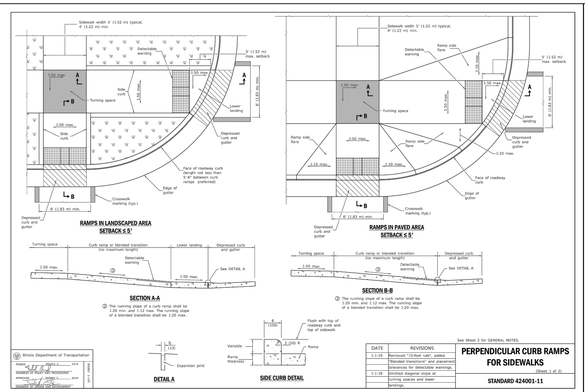
DATE	REVISIONS
1-1-19	Removed "15-foot rule", added placement tolerances for detectable warnings
1-1-18	Omitted diagonal slope at turning spaces and lower landings

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05



CONCRETE WHEEL STOP

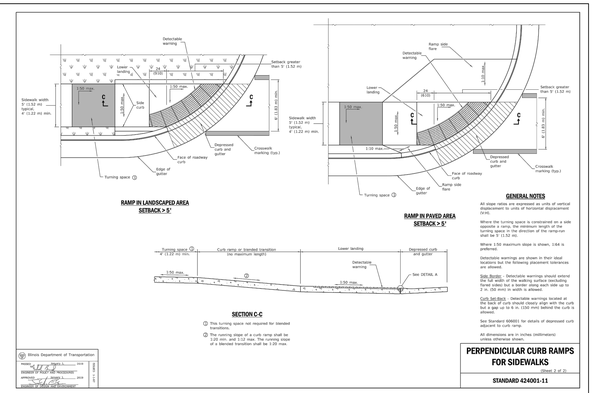


DATE	REVISIONS
1-1-19	Removed "15-foot rule", added placement tolerances for detectable warnings
1-1-18	Omitted diagonal slope at turning spaces and lower landings

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-11



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal location. Where the following placement tolerances are allowed:

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-back - Detectable warnings located at the back of curb should closely align with the back of curb, but up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-11

DRAFTED: MSL
DESIGNED: JKB
REVIEWED: BDJ
8/9/2021 8:55 AM – Z:\Projects\2020\2283.00-IL\J12 – ENGINEERING\FINAL\SHEETS\C-8 CONSTRUCTION STANDARDS.dwg

PLAN | DESIGN | DELIVER
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ENGINEERING | NATURAL RESOURCES | SURVEYING
IL Design Firm 184.006289-0010
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21			
2	VILLAGE COMMENTS	7/7/21			
3	VILLAGE COMMENTS	8/6/21			

CONSTRUCTION STANDARDS

PEG JOB No. 2283.00-IL
PEG PM BDJ
START DATE 04/09/21
SCALE

SHEET
C-26
OF
C-28

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DRAFTED: MSL DESIGNED: JKB REVIEWED: BDJ

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REVISIONS

1	VILLAGE COMMENTS	5/21/21			
2	VILLAGE COMMENTS	7/7/21			
3	VILLAGE COMMENTS	8/6/21			

CONSTRUCTION STANDARDS

PEG JOB No. **2283.00-1L**
PEG PM: **BDJ**
START DATE: **04/09/21**
SCALE:

SHEET
C-27
OF
C-28

CONSTRUCTION STANDARDS

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2	VILLAGE COMMENTS	7/7/21			
3	VILLAGE COMMENTS	8/6/21			

CONSTRUCTION STANDARDS

PEG JOB No. 2283.00-1L
PEG PM: BDJ
START DATE: 04/09/21
SCALE:

SHEET
C-28
OF
C-28

CONSTRUCTION STANDARDS

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ENGINEERING PLANS
FOR
ARLINGTON HEIGHTS LEXUS
VEHICLE STORAGE & DISPLAY ADDITION

ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY
NOT FOR CONSTRUCTION

PLANS PREPARED FOR:

THE ROHRMAN AUTO GROUP
1510 W. DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS 60173
CONTACT: MARK BATTISTA

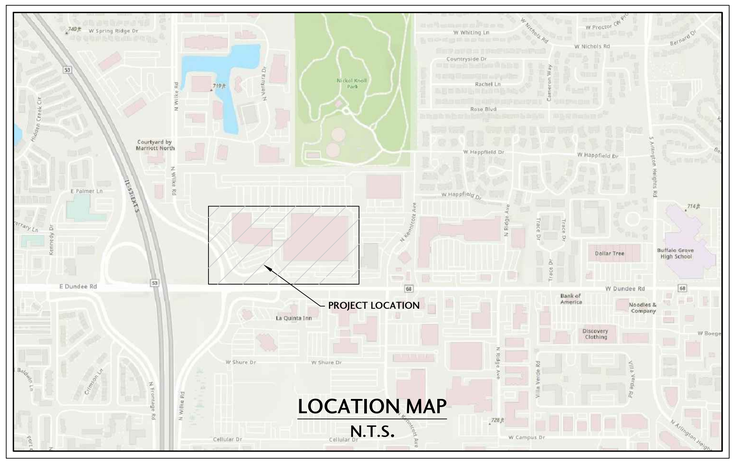
BENCHMARK:

BENCHMARK DESCRIPTION:

BOX CUT IN WEST SIDE STREET LIGHT BASE ON EAST SIDE KENNICOTT, 36' NORTH OF NE CORNER OF ACCESS TO KENNICOTT.
ELEV = 740.11 (NAVD 83)

1

Know what's below. Call before you dig.



LOCATION MAP
N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DOWN GUY	
	DRAIN	
	ELECTRIC TELEPHONE TV RISERS	
	UTILITY HANDHOLE MANHOLE	
	ELECTRIC GAS WATER METER	
	UTILITY MARKER	
	LIFT STATION	
SPGT	SPIGOT	
	TRAFFIC CONTROL BOX	
	TRAFFIC CONTROL SIGNAL	
	TRANSFORMER	
	WELL	
	SOIL BORING	
	A/C UNIT	
	FLAG POLE	
	CURB INLET	
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM CATCH BASIN	
	STORM INLET	
	FLARED END SECTION	
	VALVE VAULT	
	WATER VALVE	
	FIRE HYDRANT	
	SIGN POST	
	LIGHT POLE	
DS	DOWNSPOUT	DS
	BOLLARD	BOL
	UTILITY POLE	
	CLEANOUT	CO
	MAILBOX	
W	WATERMAIN	W
	SANITARY SEWER	
	STORM SEWER	
X	FENCE	X
OE	OVERHEAD ELECTRIC	OE
E	ELECTRIC SERVICE	E
T	TELEPHONE SERVICE	T
G	GAS SERVICE	G
	COMBINED SEWER	
XXX	MAJOR CONTOUR	XXX
XXX	MINOR CONTOUR	XXX

PRELIMINARY
NOT FOR CONSTRUCTION

SHEET INDEX:

C0.0 COVER SHEET
C0.1 SPECIFICATIONS AND TYPICAL SECTIONS
C1.0 EX. CONDITIONS AND DEMOLITION PLAN
C2.0 OVERALL/UTILITY PLAN
C3.0 GRADING & EROSION CONTROL PLAN
C4.0 EROSION CONTROL SPECIFICATIONS
C5.0 STANDARD DETAILS
C5.1 STANDARD DETAILS & OVERALL SITE PLAN

OPERATES 24 Hours 365 Days

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COUNTY COOK COUNTY
CITY-TOWNSHIP VILLAGE OF ARLINGTON HEIGHTS
SEC. & ¼SEC. NO.# SW 1/4 SEC 6, T42N, R11E
48 Hours Before You Dig.
EXCLUDING SAT., SUN., & HOLIDAYS

JAMES E. CONDON
062-044555
LICENSED PROFESSIONAL ENGINEER OF
ILLINOIS

I HEREBY CERTIFY THAT THE PLANS WITH THE FIRM'S NAME LISTED BELOW WERE PREPARED UNDER MY DIRECT SUPERVISION. FURTHERMORE, THE PROPOSED PROJECT WILL NOT RESULT IN DRAINAGE, EROSION OR RUNOFF WHICH ADVERSELY IMPACTS ADJACENT PROPERTIES OR THE PUBLIC RIGHT-OF-WAY.

DATED AT RINGWOOD, ILLINOIS THIS 6th DAY OF AUGUST, 2021

JAMES E. CONDON, P. E. , J. CONDON & ASSOCIATES, INC.
ILLINOIS REG. PROF. ENGINEER No. 062-044555 EXPIRATION DATE 11-30-2021
ILLINOIS DEPARTMENT OF PROFESSIONAL REGULATION FIRM NUMBER: 184-006759

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
541 S BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP
ARLINGTON HEIGHTS, ILLINOIS

N W E S

SCALE: N/A
ISSUE DATE: 04/09/2021
PROJECT MANAGER: JEC
DESIGNER: JEC
QUALITY CONTROL: MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
2	06/1/21	REVISIONS PER MUNICIPAL REVIEW #2
3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEERS DELIVERABLES FOR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

PROJECT NUMBER: ROHR-20053-3

SHEET TITLE: COVER SHEET

SHEET NUMBER: C0.0

X:\2020\20053\cad\20053-3.dwg, 8/4/2021 10:15:19 AM, DWG To PDF.pc3,
11

Design Special Provisions

The Standard Specifications for Road and Bridge Construction prepared by the Department of Transportation of the State of Illinois (latest edition), Supplemental Specifications, the Standard Specifications for Water and Sewer Main Construction in Illinois (latest edition) and the Illinois Urban Manual (blue book) as published by the IEPA shall govern the construction of this project.

In addition, the following special provisions supplement the said specifications, and in case of conflict with any part or parts of said specifications, these special provisions shall take precedence and shall govern.

1. Scope of Work

The proposed improvement consists of supplying all the necessary labor, material and equipment to satisfactorily construct and install all improvements according to the plans designated "ARLINGTON HEIGHTS LEXUS VEHICLE STORAGE & DISPLAY ADDITION"

2. Construction Of Underground Utilities

A. Excavation: Where working conditions and right-of-way permit, pipe line trenches with sloping sides may be used.

The slopes shall not extend below the top of the pipe, and the trench excavations below this point shall be made with vertical sides with widths not exceeding those specified herein for the various sizes of pipe.

Open-cut trenches shall be sheeted and braced as required by the governing state, federal laws and municipal ordinances, and as may be necessary to protect life, property or the work.

Where firm foundation is not encountered at the grade established, due to unsuitable soil, all such unsuitable material shall be removed and replaced with approved compacted granular material.

B. Width of Trenches: The maximum width of the trench at the top of the pipe shall be as follows:

Nominal Pipe Sizes (inches)	Trench Widths (inches)
12 or smaller	30
14-18	36
20-24	42
27-30	48
33 and larger	1-1/3 times pipe O.D.

C. Removal of Water: Contractors shall, at all times during construction, provide and maintain ample means and devices with which to remove and properly dispose of all water entering the excavations. No sanitary sewer shall be used for disposal of trench water, unless specifically approved by the Village Engineer and then only if the trench water does not ultimately arrive at existing pumping or sewage treatment facilities.

D. Bedding of Pipe: All pipe shall be installed on a bedding of approved, compacted granular material unless otherwise approved by the Village Engineer. The bedding material shall be installed as per the typical trench backfill detail.

Trench Backfill:
RCCP storm sewer, under paved areas, requires CA-11 or CA-13 bedding and CA-6, GR-8 or GR-9 backfill. Bedding shall be placed below the pipe, to a thickness equal to ¼th of the outside diameter of the sewer pipe with a maximum thickness of 8 inches, but shall not be less than 4 inches. Backfill material must be CA-6 GR-8 or GR-9 crushed stone. Backfill must be placed to the pavement subbase.

Ductile iron pipe, under paved areas, requires CA-6, GR-8 or GR-9 backfill to the pavement subbase. Ductile iron pipe does not require granular cradle.

Ductile iron pipe, under non-paved areas, may be backfilled with originally excavated material. Ductile iron pipe does not require granular cradle.

Backfill must be compacted by mechanical methods unless otherwise instructed by the Director of Engineering.

In all of the above descriptions, "under paved areas" includes locations within three feet from the back of curb, edge of pavement, or sidewalk.

E. Restoration of Drainage: As soon as possible after backfilling the trench, all ditching, grading and shaping necessary to restore the original drainage in the area of work shall be performed. Culverts removed during the course of the work shall be replaced as soon as practical after backfilling is complete.

F. Utilities: The contractor shall notify all utilities prior to the installation of any pipelines. Where conflicts exists between underground utilities and the proposed underground pipeline requiring a revision to the plans, such construction shall not be undertaken until such changes are approved by the Village Engineer in writing.

3. Inspection

All improvements shall be subject to inspection by a duly authorized and qualified Village Inspector both during the course of construction and after construction is complete. The Village Inspector shall have authority over materials of construction, methods of construction and workmanship to ensure compliance with working drawings and specifications. The contractor shall provide for reasonable tests and proof of quality of materials as requested by the inspector. Upon due cause, which shall include weather conditions, workmanship or non-adherence to the approved plans and specifications, the inspector shall have the authority to stop construction.

4. Protection Of Water Main And Water Service Lines

Water mains and water service lines shall be protected from sanitary sewers, storm sewers, combined sewers, house sewer service connections and drains as follows:

A. Water Main

1. Horizontal Separation

a. Water mains shall be located at least 10 feet (3.1 m)horizontally from any existing or proposed drain, storm sewer, sanitary sewer, combined sewer or sewer service connection.

b. Water mains may be located closer than 10 feet (3.1 m)to a sewer line when:

i. local conditions prevent a lateral separation of 10 feet (3.1 m); and

ii. the water main invert is at least 18 inches (460 mm)above the crown of the sewer; and

iii. the water main is either in a separate trench or in the same trench on an undisturbed earth shelf located to one side of the sewer.

c. When it is impossible to meet (a.) or (b.) above, both the water main and drain or sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction. The drain or sewer shall be pressure to the maximum expected surcharge head before backfilling.

2. Vertical Separation

a. A water main shall be separated from a sewer so that its invert is a minimum of 18 inches (460 mm) above the crown of the drain or sewer whenever water mains cross storm sewers, sanitary sewers or sewer service connections. The vertical separation shall be maintained for that portion of the water main located within 10 feet (3.1 m) horizontally of any sewer or drain crossed. A length of water main pipe shall be centered over the sewer to be crossed with joints equidistant from the sewer or drain.

b. Both the water main and sewer shall be constructed of slip-on, mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction when:

i. it is impossible to obtain the proper vertical separation as described in (a)above;

or

ii. the water main passes under a sewer or drain.

c. A vertical separation of 18 inches (460 mm) between the invert of the sewer drain and the crown of the water main shall be maintained where a water main crosses under a sewer. Support for the sewer or drain lines shall be provided to prevent settling and breaking the water main, as shown on the plans or as approved by the ENGINEER.

d. Construction shall extend on each side of the crossing until the perpendicular distance from the water main to the sewer or drain line is at least 10 feet (3.1 m).

3. Water Service Line

a. The horizontal and vertical separation between water service lines and all storm sewers, sanitary sewers, combined sewers or any drain or sewer service connection shall be the same as the water main separation described in (A) above.

b. The water pipe described in (2) above shall be used for sewer service lines when minimum horizontal and vertical separation cannot be maintained.

4. Special Conditions. Conditions in (1.), (2.) and (3.) shall be met unless special considerations are covered in the Plans and Special Provisions.

5. Sewer Manholes. No water pipe shall pass through or come in contact with any part of a sewer or sewer manhole.

5. Storm Sewers

Storm sewers shall be of reinforced concrete pipe meeting the requirements of ASTM C-76. Pipe shall be Class III for depths less than or equal to 14 feet and Class IV for depths exceeding 14 feet or less than 3 feet under paved surfaces. All joints shall be completed with mastic joint materials meeting the requirements of ASTM C-443.

6. Storm Sewer Frames And Grates

All closed lid manholes shall have the words "Arlington Heights" and " Storm" cast in the lid. Frames and grates not falling in the flowline of the curb shall be EJIW 1051-3HD. All frames and grates in the curb shall be EJIW 7240 or approved equal.

7. Earth Excavation

This item shall include stripping and stockpiling of all topsoil in areas designated by the Owner's Representative. All material deposited in embankment areas shall be compacted under the direction of the Village Inspector. Topsoil shall be stripped in all fill areas before placement of material. All excess material shall be disposed of off-site at an approved facility by the contractor unless otherwise directed by the Owner.

8. Topsoil Placement

The contractor shall place topsoil to a minimum depth of 6 inches over all unpaved disturbed areas ready for landscaping. The surface of the topsoil shall be free from clods, stones, sticks and debris. Placement shall include spreading, cultivating, lightly compacting, dragging and grading. Topsoil, when placed, shall be dry enough so as not to puddle or bond. Topsoil shall not be placed when the subgrade is frozen, excessively wet, or in any other condition detrimental to proper grading. Remove all foreign matter and soil clods larger than 1" in diameter. If undesirable vegetation is present prior to seeding, the topsoil shall be disked until all vegetation has been removed

9. Seeding

All disturbed unpaved or landscaped areas shall be seeded or sodded with Kentucky Bluegrass mixture or with another mixture approved by the owner's representative. All seeded areas shall be covered with the specified erosion control matting. All seeded areas shall have an adequate growth of grass before work is accepted. All seeded areas shall be stabilized within 24 hours after seeding operations have been completed. The owner's representative shall approve the seed bed prior to sowing any seeds. Prior to starting seed work, contractor shall submit the name of seed supplier for the project and labels from the bags. The seed shall be sown with a machine that mechanically places the seed in direct contact with the soil, packs, and covers the seed in one continuous operation. Broadcasting will be allowed as approved by owner's representative in inaccessible areas where the use of the equipment specified is physically impossible. Adequate growth will be defined as root depth into topsoil a minimum of 2" and dense, green, consistent turf void of any bare or patchy areas of more than 9 square inches. The contractor shall maintain the turf grass until final acceptance. Maintenance to include grade repair, reseeding, mowing, insect & weed control, trimming & edging. Each mowing shall occur when the grass has reached a height of 4 inches. Mow to a height of 3 inches, turf shall be mowed so as not to remove more than 1/3 of the total height. The cost of such maintenance shall be included in the turf grass installation cost. All seeded areas shall have an adequate growth of grass before work is accepted.

10. Bituminous Materials (Prime Coat)

Prime shall be MC-30 applied at a rate of 0.35 GAL/SY of pavement for all aggregate areas. Prime shall be SS-1 applied at a rate of 0.1 GAL/SY of pavement on all bituminous surfaces.

11. Curb Depressions

All curbs shall be depressed at all crosswalks to provide for wheelchair access ramps.

12. Traffic Control

The contractor shall obtain, erect, maintain and remove all signs, barricades, flagman, and other traffic control devices as may be necessary for the purpose of regulating, warning or guiding traffic. Placement and maintenance of all traffic control devices shall be as directed by the municipal inspector and in accordance with the applicable parts of Article 701 of the Standard Specifications for Road and Bridge Construction. All traffic protection will be considered incidental to the contract.

13. Engineer's Responsibility

The engineer shall be responsible for the following:

A. To visit the construction site in order to better carry out the duties and responsibilities assigned by the Owner and undertaken by the engineer;

B. The engineer shall not, during such visits or as a result of such observations of the contractor's work in progress, supervise, direct, have control over the contractor's work, nor shall the engineer have the authority over the responsibility for the means, methods, techniques, sequences, or procedures of construction selected by the contractor for safety precautions and programs incidental to the work of the contractor, or for any failure of the contractor to comply with the laws, rules, regulations, ordinances, codes or orders applicable to the contractor furnishing and performing his work. Accordingly, the engineer can neither guarantee the performance of the construction contracts by the contractor nor assume responsibility for the contractor's failure to furnish and perform his work in accordance with the contract documents.

14. Construction Drawings/Contractor's Responsibility

No construction plans shall be used for construction unless specifically marked "For Construction." Prior to commencement of construction, the contractor shall verify all dimensions and conditions affecting their work with the actual conditions at the job site. In addition, the contractor must verify the engineer's line and grade stakes. If there are any discrepancies from what is shown on the construction plans, he must immediately report same to the engineer before doing any work, otherwise, the contractor assumes full responsibility. In the event of disagreement between the construction plans, Standard Specifications and/or special details, the contractor shall secure written instructions from the engineer prior to proceeding with any part of the work effected by omissions or discrepancies. Failing to secure such instructions, the contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or question arising with respect to specifications, the decision of the engineer shall be final and conclusive.

15. Indemnification

The contractor shall indemnify and hold harmless the owner, the Village of Arlington Heights and J. Condon & Associates, Inc. from and against all claims, damages, losses and expenses, including attorney's fees arising out of or resulting from the performance of the contractor's work. In any and all claims against the owner or J. Condon & Associates, Inc. by any employee of the contractor, or anyone directly or indirectly employed by the contractor, or anyone for whose acts the contractor may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount of damages, compensation or benefits payable by or for the contractor under Worker's Compensation acts, disability benefit acts or other employee benefit acts.

16. Preconstruction Conference

A preconstruction conference for representatives of the developer, municipality and contractor will be held before the contractor proceeds with construction, at a time and place convenient for all parties, for review of the contractor's construction schedules, to establish procedures for handling shop drawing and other submittals and to establish a working understanding among the parties to the contract work.

17. Project Quantities

The quantities given by the engineer are intended as a guide for the contractor in determining the scope of the completed project. It is the contractor's responsibility to determine all material quantities and appraise himself of all site conditions. The contract price submitted by the contractor shall be considered as lump sum for the completed project. No claims for extra work will be recognized unless ordered in writing by the Owner.

18. Insurance Requirements

The contractor shall purchase and maintain Comprehensive General Liability and other insurance set forth below which will provide protection from claims which may arise out of or resulting from the performance of work by anyone directly or indirectly employed by the contractor or by anyone for whose acts the contractor may be liable.

A. Worker's Compensation and Employer's Liability insurance in any amount not less than statutory limits required by law.

B. Comprehensive General Liability insurance including coverage in the amount of $500,000 per accident for property damage and $1,000,000 per person and $2,000,000 aggregate per accident for bodily injury, sickness or disease, or death of any person.

C. Comprehensive Automobile Liability insurance covering all automobiles, trucks, trailers and any other motorized equipment owned or leased by the contractor.

19. Certificate of Insurance

The contractor shall not commence work until he has filed with the Owner's Representative a certificate of insurance showing complete coverage of all insurance required, signed by the insurance companies or their authorized agents. Each certificate shall provide that coverage shall not be terminated or reduced without 30 days advance written notice to the Owner's Representative. The contractor shall name the Owner & J. Condon & Associates, Inc. as additional insureds on the Comprehensive General Liability and Automobile Liability policies.

20. Erosion Control

It shall be the contractor's responsibility to properly control erosion on the job site through the use of siltation ponds, filter fabrics, etc. Any siltation of conduits, structures, or ditches shall be cleaned and maintained by the contractor until the seeding has taken hold. All washouts, gullies, etc. will be regraded and reseeded by the contractor.

The contractor's responsibility for erosion control shall extend throughout the construction process. The contractor shall be responsible for clean-up of paved surfaces within and outside of the project.

All erosion control practices shall comply with the latest revision of the Illinois Urban Manual (Blue Book) as published by the IEPA.

METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO
LOCAL SEWER SYSTEMS SECTION
MWRD TYPICAL GENERAL NOTES

TYPICAL GENERAL NOTES	COMMENTS
1. The MWRD Local Sewer Systems Section Field Office must be notified at least two (2) working days prior to the commencement of any work (call 708-588-4055).	Required in all cases.
2. Elevation datum is _____ Conversion equation _____	State if CCD or USGS: or provide conversion equation if other datum is used.
3. All floor drains shall discharge to the sanitary sewer system.	If none, state "no floor drains".
4. All downspouts and footing drains shall discharge to the storm sewer system.	If none, state "no footing drains and downspouts".
5. All sanitary sewer pipe materials and joints (and storm sewer pipe materials and joints in a combined sewer area) shall conform to:	Required in all cases. Specify pipe material and joint specifications. If project is in a combined sewer area, include storm sewer.

Pipe Material Spec.	Joint Spec.
Vitrified Clay Pipe	
VCP C-700	C-425
VCP (No-Bel) C-700	
Joint	C-425
Collar	D-1784
Concrete Pipe C-14	C-443
RCP C-76	C-443
ACP C-428	D-1869
ABS Sewer Pipe	
Solid Wall 6" dia. SDR 23.5	
ABS D-2751	D-2751
ABS Composite/Truss Pipe	
8"-15" dia.	
ABS D-2680	D-2680
PVC Gravity Sewer Pipe	
6"-15" dia. SDR 26	
D-3034	D-3212 or D-2855
18"-27" dia. F/dy=46	
F-679	D-3212 or D-2855
CISP A-74	C-564
DIP A-21.51	A-21.11

The Following Materials are allowed on A Qualified Basis: (When one of these materials is used for sewer construction, a special condition will be added to the Permit.)

Pipe Material Spec.	Joint Spec.
PVC Corrugated with a smooth interior, 4" -18" dia. F-949	D-3212 or D-2855
PVC Profile Gravity Sewer PVC F-794	D-3212 or D-2855
PVC Composite/Truss Pipe 8"-15" dia. PVC D-2680	D-2680 or D-3212
Type PS-46 PVC Gravity Sewer F-789 (Must met the performance requirements of D-3034, SDR-26)	D-3212 or D-2855
High Density Polyethylene (HDPE) Plastic Pipe	

Polyethylene (HDPE) Sewer Pipe shall conform to Type III, Class B (or better), category 5, Grade P34 as defined in ASTM D-1248 and/or D-3350 with a cell classification PE 345434C or higher. The joining method shall conform to ASTM D-2657.

(Note: The District has approved less common pipematerials on a qualified basis in addition to those above. Please contact the District if consideringusing pipe not listed above.)

1 of 2

LSS/Rev. Jan. 2003

6. All sanitary sewer construction (and storm sewer construction in combined sewer areas), requires stone bedding with stone ¾" to 1" in size, with minimum bedding thickness equal to ¾ the outside diameter of the sewer pipe, but not less than four (4) inches nor more than eight (8) inches. Material shall be CA-11 or CA-13 and shall be extended at least 12" above the top of the pipe when using PVC. — Can be omitted if IDOT equiv. CA 11 or 13) bedding detail is submitted. - Alternately, if a detail is provided, the general note should make a reference to that detail. - Not required for ductile iron pipe. - Can also be concrete embedment.

7. "Band Seal" or similar flexible-type couplings shall be used in the connection of sewer pipes of dissimilar materials. — Required in all cases. - Alternately, if a detail is provided, the general note should make a reference to that detail.

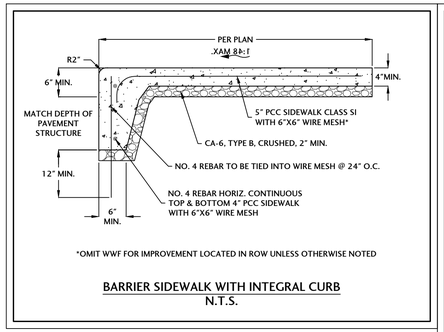
8. When connecting to an existing sewer main by means other that an existing wye, tee, or an existing manhole, one of the following methods shall be used:
   1. Circular saw-cut of sewer main by proper tools ("Shewer-Tap" machine or similar) and proper installation of hub-wye saddle or hub-tee saddle.
   2. Remove an entire section of pipe (breaking only the top of one bell) and replace with a wye or tee branch section.
   3. With pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using "Band Seal" or similar couplings to hold it firmly in place.
   — Required in all cases. - Alternately, if a detail is provided, the general note should make a reference to that detail.

9. Whenever a sanitary/combined sewer crosses under a watermain, the minimum vertical distance from the top of the sewer to the bottom of the waterman shall be 18 inches. Furthermore, a minimum horizontal distance of 10 feet between sanitary/combined sewers and watermains shall be maintained unless: the sewer is laid in a separate trench, keeping a minimum 18" vertical separation; or the sewer is laid in the same trench with the watermain located at the opposite side on a bench of undisturbed earth, keeping a minimum 18" vertical separation. If either the vertical or horizontal distances described above can not be maintained, or the sewer crosses above the watermain, the sewer shall be constructed to watermain standards. — Required in all cases. - Alternately, if a detail is provided, the general note should make a reference to that detail.

10. All existing septic systems shall be abandoned. Abandoned tanks shall be filled with granular material or removed. — Use when existing septic system is to be abandoned.

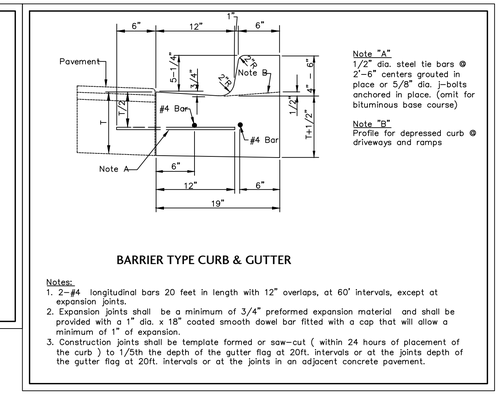
11. All sanitary manholes, (and storm manholes in combined sewer areas), shall have a minimum inside diameter of 48 inches, and shall be cast in place or pre-cast reinforced concrete. — Required in all cases. - Alternately, if a detail is provided, the general note should make a reference to that detail.

2 of 2



*OMIT WWF FOR IMPROVEMENT LOCATED IN ROW UNLESS OTHERWISE NOTED

BARRIER SIDEWALK WITH INTEGRAL CURB
N.T.S.

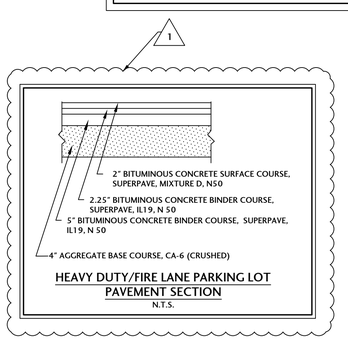


Note "A"
1/2" dia. steel tie bars @ 2'-6" centers grouted in place or 5/8" dia. j-bolts anchored in place. (omit for bituminous base course)

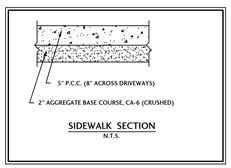
Note "B"
Profile for depressed curb @ driveways and ramps

BARRIER TYPE CURB & GUTTER

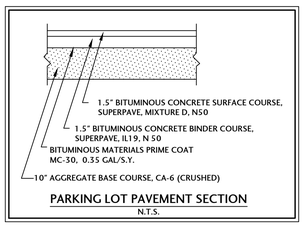
Notes:
1. 2-#4 longitudinal bars 20 feet in length with 12" overlaps, at 60' intervals, except at expansion joints.
2. Expansion joints shall be a minimum of 3/4" preformed expansion material and shall be provided with a 1" dia. x 18" coated smooth dowel bar fitted with a cap that will allow a minimum of 1" of expansion.
3. Construction joints shall be template formed or saw-cut (within 24 hours of placement of the curb) to 1/5th the depth of the gutter flag at 20ft. intervals or at the joints depth of the gutter flag at 20ft. intervals or at the joints in an adjacent concrete pavement.



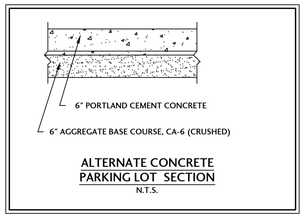
HEAVY DUTY/FIRE LANE PARKING LOT PAVEMENT SECTION
N.T.S.



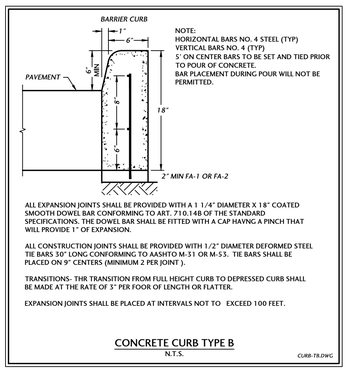
SIDEWALK SECTION
N.T.S.



PARKING LOT PAVEMENT SECTION
N.T.S.



ALTERNATE CONCRETE PARKING LOT SECTION
N.T.S.



NOTE:
HORIZONTAL BARS NO. 4 STEEL (TYP)
VERTICAL BARS NO. 4 (TYP)
5' ON CENTER BARS TO BE SET AND TIED PRIOR TO POUR OF CONCRETE.
BAR PLACEMENT DURING POUR WILL NOT BE PERMITTED.

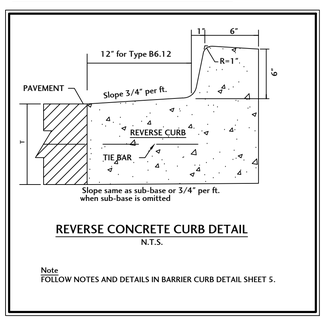
ALL EXPANSION JOINTS SHALL BE PROVIDED WITH A 1 1/4" DIAMETER X 18" COATED SMOOTH DOWEL BAR CONFORMING TO ART. 710.14B OF THE STANDARD SPECIFICATIONS. THE DOWEL BAR SHALL BE FITTED WITH A CAP HAVNG A PINCH THAT WILL PROVIDE 1" OF EXPANSION.

ALL CONSTRUCTION JOINTS SHALL BE PROVIDED WITH 1/2" DIAMETER DEFORMED STEEL TIE BARS 30" LONG CONFORMING TO AASHTO M-31 OR M-53. TIE BARS SHALL BE PLACED ON 5" CENTERS (MINIMUM 2 PER JOINT).

TRANSITIONS- THR TRANSITION FROM FULL HEIGHT CURB TO DEPRESSED CURB SHALL BE MADE AT THE RATE OF 3" PER FOOR OF LENGTH OR FLATTER.

EXPANSION JOINTS SHALL BE PLACED AT INTERVALS NOT TO EXCEED 100 FEET.

CONCRETE CURB TYPE B
N.T.S.
CURB-TB.DWG



REVERSE CONCRETE CURB DETAIL
N.T.S.

Note
FOLLOW NOTES AND DETAILS IN BARRIER CURB DETAIL SHEET 5.

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP
ARLINGTON HEIGHTS, ILLINOIS

N W E S

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
2	06/1/21	REVISIONS PER MUNICIPAL REVIEW #2
3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

SCALE
N/A

ISSUE DATE
04/09/2021

PROJECT MANAGER
JEC

DESIGNER
JEC

QUALITY CONTROL
MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

PROJECT NUMBER
ROHR-20053-3

SHEET TITLE
SPECIFICATIONS AND TYPICAL SECTIONS

SHEET NUMBER
C0.1

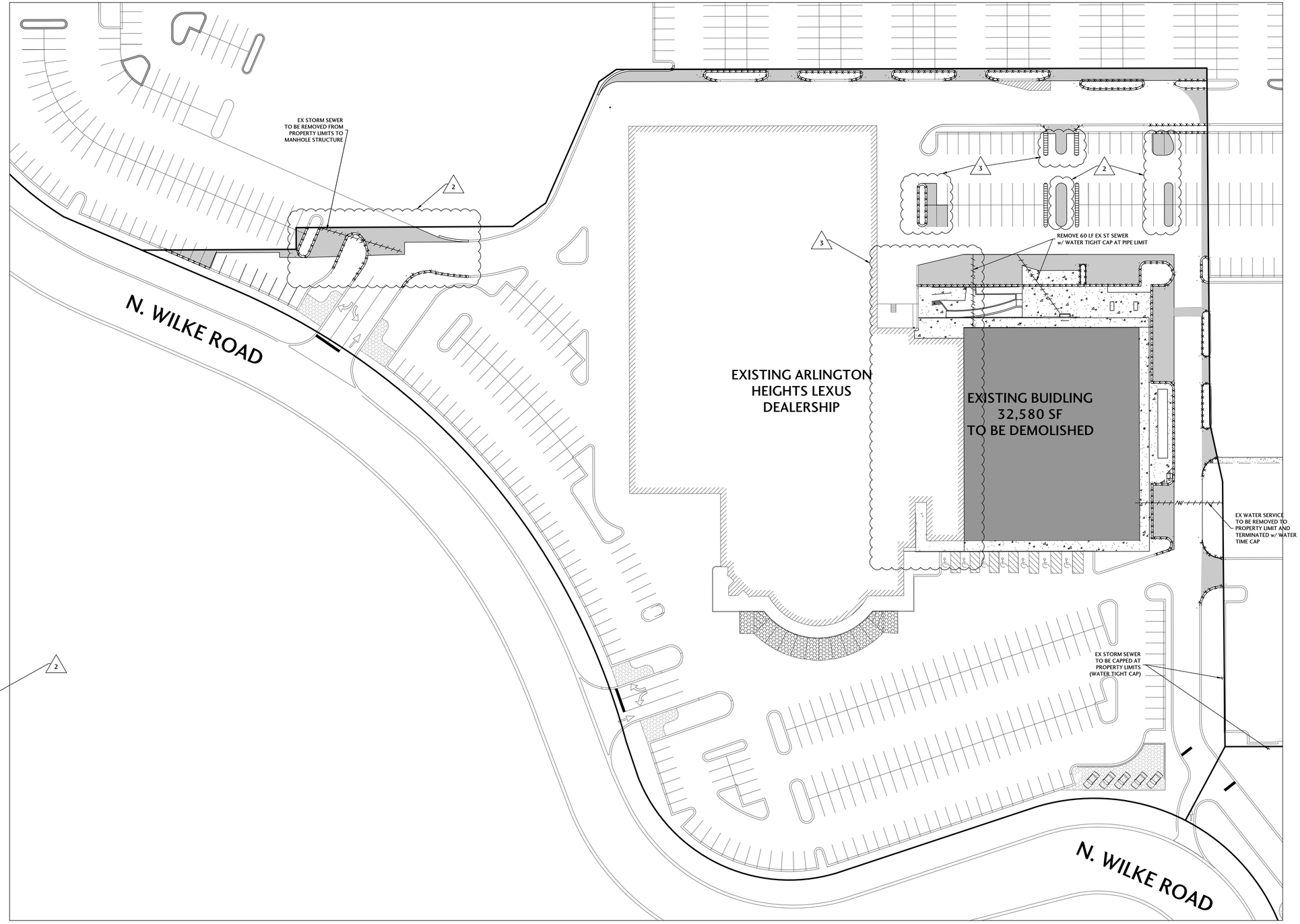
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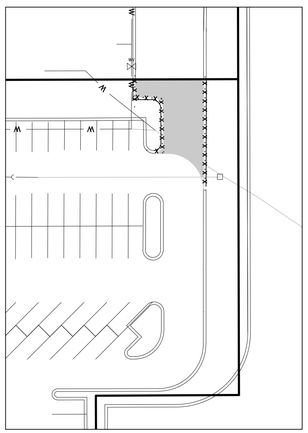
LEGEND

- = EXISTING BITUMINOUS PAVEMENT
- = EXISTING CONCRETE SIDEWALK
- = EXISTING GRAVEL
- = EXISTING BUILDING
- = BUILDING TO BE REMOVED
- = PAVEMENT TO BE REMOVED
- = CONCRETE PAVEMENT TO BE REMOVED
- = GRAVEL TO BE REMOVED
- ------ = FULL DEPTH SAWCUT
- -/-/-/- = UTILITY PIPE REMOVAL
- -x-x-x-x- = CURB REMOVAL
- X = TREE REMOVAL
- x = STRUCTURE REMOVAL

DEMOLITION NOTES

1. CONTRACTOR SHALL FIELD VERIFY EXISTING UTILITY LOCATIONS AND ELEVATIONS PRIOR TO DEMOLITION. SOME UTILITIES MAY NOT BE SHOWN.
2. COORDINATE WITH LOCAL AUTHORITIES AND UTILITY PURVEYORS FOR THE REMOVAL/RELOCATION OF EXISTING UTILITIES.
3. SAWCUTTING OF EXISTING PAVEMENT SHALL BE FULL DEPTH TO PROVIDE A CLEAN VERTICAL FACE TO MATCH PROPOSED PAVEMENT.
4. KEEP ALL PUBLIC AND PRIVATE STREETS CLEAR OF CONSTRUCTION DEBRIS, TRASH, AND MATERIALS. ALL ADJOINING PUBLIC AND PRIVATE PROPERTIES SHALL BE PROTECTED FROM DAMAGED CAUSED BY CONSTRUCTION.
5. ALL WASTE MATERIALS SHALL BE DISPOSED OF OFFSITE IN AN APPROVED FACILITY.
6. ALL WASTE MATERIALS SHALL BE REMOVED IN A MANNER THAT PREVENTS INJURY OR DAMAGE TO PERSONS, ADJOINING PROPERTIES AND/OR RIGHT-OF-WAY.
7. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO DEMOLITION OPERATIONS.
8. THE SITE SHALL BE GRADED TO MINIMIZE ACCUMULATION OF WATER OR DAMAGE TO ANY FOUNDATIONS ON THE PREMISES OF ~~ADJOINING PROPERTY.~~
9. THE CONTRACTOR SHALL COORDINATE ALL WATER MAIN SHUT DOWNS WITH VILLAGE STAFF AS LEAST FORTY-EIGHT HOURS (48 HRS) IN ADVANCE.





(SEE SHEET C5.1 FOR OVERALL PROJECT SITE PLAN)

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

J. Condon & Associates, Inc.
CONSULTING ENGINEERS
541S BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP
ARLINGTON HEIGHTS, ILLINOIS

N W E S

SCALE
1"=40'

ISSUE DATE
04/09/2021

PROJECT MANAGER
JEC

DESIGNER
JEC

QUALITY CONTROL
MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

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PROJECT NUMBER
ROHR-20053-3

SHEET TITLE
EXISTING CONDITIONS AND DEMOLITION PLAN

SHEET NUMBER
C1.0

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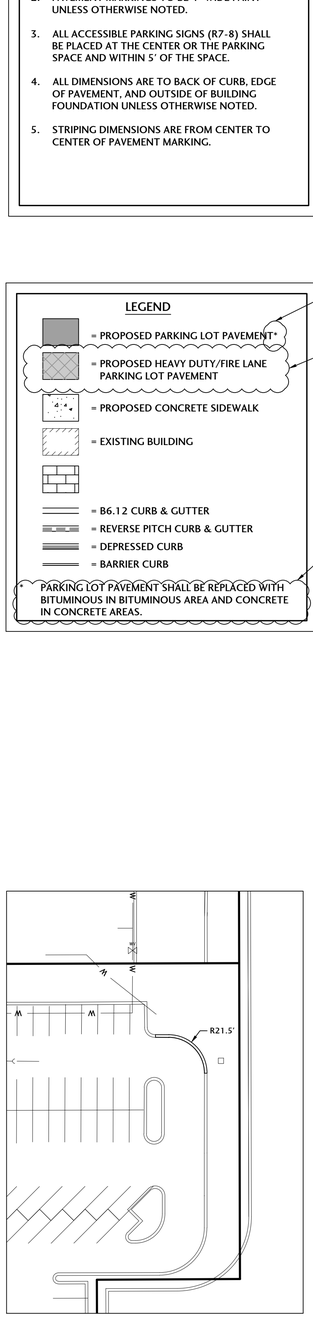
OVERALL NOTES

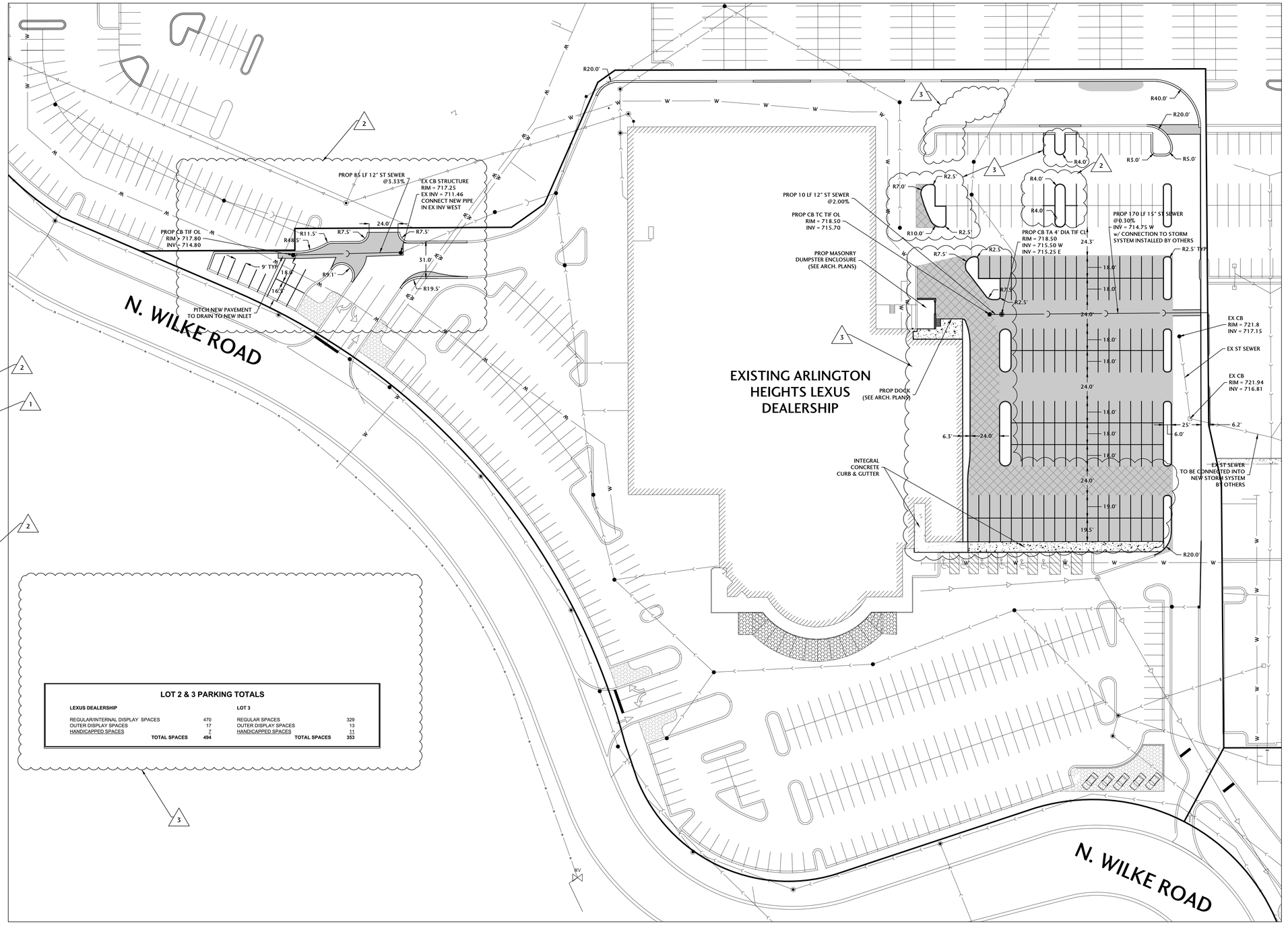
1. ALL SIGNING AND PAVEMENT MARKINGS SHALL MEET MUTCD STANDARDS.
2. PAVEMENT MARKINGS TO BE 4" WIDE PAINT UNLESS OTHERWISE NOTED.
3. ALL ACCESSIBLE PARKING SIGNS (R7-8) SHALL BE PLACED AT THE CENTER OR THE PARKING SPACE AND WITHIN 5' OF THE SPACE.
4. ALL DIMENSIONS ARE TO BACK OF CURB, EDGE OF PAVEMENT, AND OUTSIDE OF BUILDING FOUNDATION UNLESS OTHERWISE NOTED.
5. STRIPING DIMENSIONS ARE FROM CENTER TO CENTER OF PAVEMENT MARKING.

LEGEND

- = PROPOSED PARKING LOT PAVEMENT*
- = PROPOSED HEAVY DUTY/FIRE LANE PARKING LOT PAVEMENT
- = PROPOSED CONCRETE SIDEWALK
- = EXISTING BUILDING
- = B6.12 CURB & GUTTER
- = REVERSE PITCH CURB & GUTTER
- = DEPRESSED CURB
- = BARRIER CURB

PARKING LOT PAVEMENT SHALL BE REPLACED WITH BITUMINOUS IN BITUMINOUS AREA AND CONCRETE IN CONCRETE AREAS.





LOT 2 & 3 PARKING TOTALS

LEXUS DEALERSHIP		LOT 3	
REGULAR/INTERNAL DISPLAY SPACES	470	REGULAR SPACES	329
OUTER DISPLAY SPACES	17	OUTER DISPLAY SPACES	13
HANDICAPPED SPACES	7	HANDICAPPED SPACES	11
TOTAL SPACES	494	TOTAL SPACES	353

(SEE SHEET C5.1 FOR OVERALL PROJECT SITE PLAN)

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
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IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP

ARLINGTON HEIGHTS, ILLINOIS

SCALE: 1"=40'

ISSUE DATE: 04/09/2021

PROJECT MANAGER: JEC

DESIGNER: JEC

QUALITY CONTROL: MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
2	06/1/21	REVISIONS PER MUNICIPAL REVIEW #2
3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

PROJECT NUMBER: ROHR-20053-3

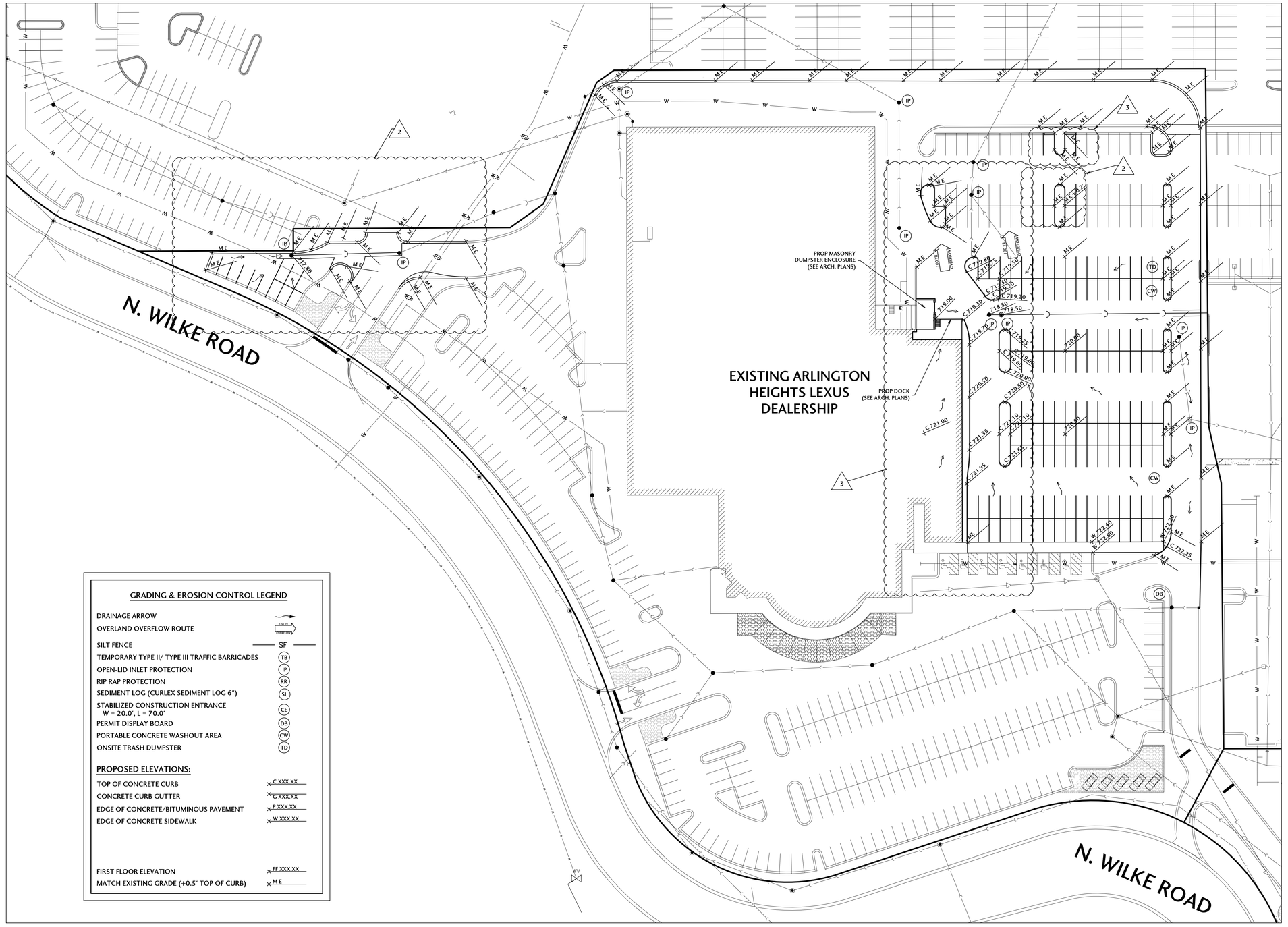
SHEET TITLE: OVERALL SITE PLAN

SHEET NUMBER: C2.0

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GRADING & EROSION CONTROL NOTES:

1. ALL DISTURBED AREAS SHALL BE STABILIZED WITH NA GREEN DS75 EROSION BLANKET OR APPROVED EQUAL OR HYDROSEEDED UNLESS OTHERWISE NOTED WITHIN THE PLAN SET.
2. CONTRACTOR RESPONSIBLE FOR MAINTENANCE/REPAIR OF EROSION CONTROL MEASURES UNTIL ADEQUATE VEGETATION GROWTH HAS OCCURRED. MAINTENANCE/REPAIR WORK SHALL BE INCIDENTAL TO THE INSTALLATION COSTS.
3. CONTRACTOR RESPONSIBLE FOR ADDITIONAL EROSION CONTROL MEASURES AS RECOMMENDED BY THE ENFORCEMENT OFFICER OR THE DESIGNATED EROSION INSPECTOR AS SITE CONDITIONS WARRANT.
4. ALL TRAPPED SEDIMENT IS TO BE PROPERLY STABILIZED OR DISPOSED OF.
5. IF CONTRACTOR NEEDS TO DEWATER WHEN EXCAVATING, THEY MUST PUMP TO A "DIRT BAG" OR APPROVED EQUAL.
6. WHERE THE USE OF TREE PROTECTION FENCING DOES NOT PROVIDE AMPLE ROOM FOR CONSTRUCTION, TREE TRUNK PROTECTION SHALL BE USED.
7. TEMPORARY SEEDING SHALL BE REQUIRED TO TEMPORARILY STABILIZE DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH CONSTRUCTION WILL BE STOPPED FOR A PERIOD OF MORE THAN 14 DAYS. THE COVER CROP SEED MIX SHALL BE UTILIZED FOR TEMPORARY SEEDING.
8. CONTRACTOR IS RESPONSIBLE TO EMPLOY DUST CONTROL METHODS TO REDUCE & PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. IN ADDITION TO MINIMIZATION OF SOIL DISTURBANCE, CONTRACTOR SHALL UTILIZE MULCHING METHODS (IDOT 251.03 OR 251.04), IRRIGATION AND BARRIERS.

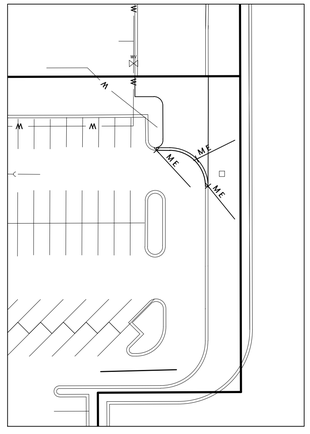


GRADING & EROSION CONTROL LEGEND

DRAINAGE ARROW	
OVERLAND OVERFLOW ROUTE	100 YR HGL OVERFLOW
SILT FENCE	SF
TEMPORARY TYPE II/ TYPE III TRAFFIC BARRICADES	TB
OPEN-LID INLET PROTECTION	IP
RIP RAP PROTECTION	RR
SEDIMENT LOG (CURLEX SEDIMENT LOG 6")	SL
STABILIZED CONSTRUCTION ENTRANCE W = 20.0', L = 70.0'	CE
PERMIT DISPLAY BOARD	DB
PORTABLE CONCRETE WASHOUT AREA	CW
ONSITE TRASH DUMPSTER	TD

PROPOSED ELEVATIONS:

TOP OF CONCRETE CURB	C XXX.XX
CONCRETE CURB GUTTER	G XXX.XX
EDGE OF CONCRETE/BITUMINOUS PAVEMENT	P XXX.XX
EDGE OF CONCRETE SIDEWALK	W XXX.XX
FIRST FLOOR ELEVATION	FF XXX.XX
MATCH EXISTING GRADE (+0.5' TOP OF CURB)	M E



(SEE SHEET C5.1 FOR OVERALL PROJECT SITE PLAN)

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)
1 inch = 40 ft.

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
541 S BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP

ARLINGTON HEIGHTS, ILLINOIS

SCALE: 1"=40'

ISSUE DATE: 04/09/2021

PROJECT MANAGER: JEC

DESIGNER: JEC

QUALITY CONTROL: MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
2	06/1/21	REVISIONS PER MUNICIPAL REVIEW #2
3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

PROJECT NUMBER: ROHR-20053-3

SHEET TITLE: GRADING & EROSION CONTROL PLAN

SHEET NUMBER: C3.0

S:\2020\20053\cad\20053-3.dwg, 8/5/2021 2:17:43 PM, DWG To PDF.pc3, 1:1

CONTROL MEASURE GROUP	CONTROL MEASURE	URBAN MANUAL CODE	APPLIED	CONTROL MEASURE DESCRIPTION	PERM.	TEMP.
SOIL STABILIZATION	CONSTRUCTION ROAD STABILIZATION	806		The stabilization of temporary construction access routes, subdivision roads, on-site vehicle transportation routes, and construction parking areas with stone immediately after grading.		
	EROSION BLANKET	830	X	A preformed protective blanket of straw or other plant residue, or plastic fibers formed into a mat, usually with a plastic mesh on one or both sides.		X
	LAND GRADING	865	X	Reshaping the ground surface to planned grades as determined by the engineering plans.	X	
	MULCHING	875		The application of plant residues and other suitable materials to the soil.		
	PERMANENT VEGETATION	880	X	Establishing permanent vegetative cover to stabilize disturbed or exposed areas.	X	
	ROCK OUTLET PROTECTION	910	X	A section of rock protection placed at the outlet end of culverts, conduits, or channels.	X	
	SODDING	925		Stabilization of fine-graded disturbed areas by laying a continuous cover of grass sod.		
	SURFACE ROUGHENING	953		A rough soil surface with horizontal grooves running across the slope on the contour, stair stepping, or tracking with construction equipment.		
	TEMPORARY SEEDING	965	X	Planting rapid-growing annual grasses or small grains, to provide initial, temporary cover for erosion control on disturbed areas.		X
	TOPSOILING	981	X	Methods of preserving and using topsoil to enhance final site stabilization with vegetation.	X	
RUNOFF CONTROL	DIVERSION	815		A channel and supporting ridge constructed across the slope to collect and divert runoff.		
	DIVERSION DIKE	820		A dike or dike and channel constructed along the perimeter of a disturbed construction area.		
	RIGHT-OF-WAY DIVERSION	900		A ridge or ridge and channel constructed diagonally across a sloping road or utility right-of-way that is subject to erosion.		
	ROCK CHECK DAM	905		A small rock dam constructed across a grassed swale or road ditch.		
	TEMPORARY DIVERSION	955		A temporary ridge or excavated channel or combination ridge and channel constructed across sloping land on a predetermined grade.		
	TEMPORARY SLOPE DRAIN	970		A flexible tubing or rigid conduit extending temporarily from the top to the bottom of a cut or fill slope.		
	TEMPORARY SLOPE DRAIN	970		A flexible tubing or rigid conduit extending temporarily from the top to the bottom of a cut or fill slope.		
	TEMPORARY SWALE	980	X	A temporary excavated drainageway.		X
SEDIMENT CONTROL	CULVERT INLET PROTECTION	808	X	A temporary sediment filter located at the inlet to storm sewer culverts.		X
	INLET PROTECTION - BLOCK & GRAVEL	850		A temporary sediment control barrier formed around a storm drain inlet by the use of standard concrete blocks and gravel.		
	INLET PROTECTION - EXCAVATED DRAIN	855		An excavated area in the approach to a storm drain drop inlet or curb inlet.		
	INLET PROTECTION - FABRIC DROP	860	X	A temporary fabric barrier placed around a drop inlet.		X
	INLET PROTECTION - GRAVEL &WIRE MESH	861		A temporary sediment control barrier formed around a storm drain inlet by the use of gravel and wire mesh.		
	INLET PROTECTION - SOD FILTER	862		A sediment filter formed around a storm drain drop inlet by the use of sod.		
	INLET PROTECTION - STRAW BALE BARRIER	863		A temporary sediment control barrier formed around a storm drain drop inlet consisting of a row of entrenched and anchored straw bales.		
	PORTABLE SEDIMENT TANK	895	X	A compartment container through which sediment-laden water is pumped to trap and retain the sediment.		X
	SILT FENCE	920	X	A temporary barrier of entrenched geotextile fabric (filter fabric) stretched across and attached to supporting posts used to intercept sediment laden runoff from small drainage areas of disturbed soil.		X
	STABILIZED CONSTRUCTION ENTRANCE	930	X	A stabilized pad of aggregate underlain with filter fabric located at any point where traffic will be entering or leaving a construction site to or from a public right-of-way, street, alley, sidewalk, or parking area.		X
	STRAW BALE BARRIER	935		A temporary barrier consisting of a row of entrenched and anchored straw bales or similar material used to intercept sediment-laden runoff from small drainage areas of disturbed soil.		
	SUMP PIT	950		A temporary pit which is constructed to trap and filter water for pumping into a suitable discharge area.		
	TEMPORARY SEDIMENT TRAP	960	X	A small, temporary ponding basin formed by construction of an embankment or excavated basin.		X
MISC.	DUST CONTROL	825	X	Control of dust blowing and movement on construction sites and roads.		X
	TEMPORARY STREAM CROSSING (wetland consultant to provide detail)	975		A bridge, ford, or temporary structure installed across a stream or watercourse for short-term use by construction vehicles or heavy equipment.		
STORMWATER MANAGEMENT	FILTER STRIP	835		A created or preserved area of vegetation designed to remove sediment and other pollutants and to enhance the infiltration or surface water runoff.		
	GRASS-LINED CHANNEL	840	X	A natural or constructed channel that is shaped or graded to required dimensions and established with suitable vegetation for stable conveyance of runoff.	X	
	INFILTRATION TRENCH	847		An excavated trench filled with coarse granular material in which stormwater runoff is collected for temporary storage and infiltration.		
	LEVEL SPREADER	870		A device used to disperse concentrated runoff uniformly over the ground surface as sheet flow.		
	PERMEABLE PAVEMENT	890		A pavement consisting of structural materials having regularly interspersed void areas. The voids are filled with pervious materials, such as vegetated soil, gravel or sand.		
	SUBSURFACE DRAIN	945		A conduit installed beneath the ground surface to collect and/or convey drainage water.		
	URBAN STORMWATER WETLAND	800		A constructed system of shallow pools that create growing conditions suitable for emergent and riparian wetland plants explicitly designed to lessen the impacts of stormwater quality in urban areas.		
	IMPOUNDMENT STRUCTURE - FULL FLOW	841		A dam or excavation which creates an impoundment to collect and store debris, sediment, or water.		
	IMPOUNDMENT STRUCTURE - ROUTED	841		A dam or excavation which creates an impoundment to collect and store debris, sediment, or water.		
SPECIAL AREA PROTECTION	STRUCTURAL STREAMBANK STABILIZATION	940		Stabilization of eroding streambanks by use of designed structural measures.		
	VEGETATIVE STREAMBANK STABLIZATION	995		The stabilization and protection of eroding streambanks with selected vegetation.		
	WELL DECOMMISSIONING	996		The sealing and permanent closure of a water well, boring, or monitoring well.		
	TREE & FOREST ECOSYSTEM PRESERVATION	984		The preservation of contiguous stands of trees from damaging during construction.		
	TREE & SHRUB PLANTING	985	X	Planting of selected trees and shrubs.	X	
	TREE PROTECTION	990		The protection of individual trees from damage during construction.		
	TREE PROTECTION - AUGERING	991		Underground construction such as utility work by augering though an individual tree's Critical Root Zone.		

SOIL PROTECTION CHART

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A			*	*			A*		
DORMANT SEEDING	B										B	
TEMPORARY SEEDING			C				D					
SODDING			E									
MULCHING PLUS ANIONIC PAM	F											

A KENTUCKY BLUEGRASS 90 LBS/AC MIXED W/ PERENNIAL RYE GRASS 30 LBS/AC

A' NATIVE SEEDING

B KENTUCKY BLUEGRASS 135 LBS/AC MIXED W/ PERENNIAL RYE GRASS 45 LBS/AC PLUS 2 TONS STRAW MULCH/AC

C SPRING OATS 100 LBS/AC

D WHEAT OR CEREAL RYE 150 LBS/AC

E SOD

F STRAW MULCH 2 TONS/AC PLUS ANIONIC POLYACRYLAMIDE 18 LBS/ AC

* IRRIGATION NEEDED DURING JUNE & JULY

** IRRIGATION NEEDED FOR 2-3 WEEKS AFTER APPLYING SOD

EROSION CONTROL SPECIFICATIONS

This plan has been prepared to comply with the provisions of the NPDES Permit No. ILR10, which is issued by the Illinois Environmental Protection Agency for Stormwater Discharges from Construction Site Activities.

1. Site Description.

a. The following is a description of the construction activity which is the subject of this plan:

The proposed development consists of demolition of an existing building and construction new vehicle storage and display areas. The construction activities will include: demolition, grading, paving, landscaping soil erosion and sedimentation control measures.

b. The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site such as feature excavation and grading:

The sequence of the construction activities may be as follows: 1) installation of erosion control measures 2) demolition of existing facilities, 3) grading, 4) paving and 5) final stabilization.

The soil erosion and sedimentation control items will be constructed as needed during the above construction activities.

c. The site contains approximately 12.65 acres including right of way improvements. Approximately 1.54 acres will be disturbed by construction activities.

d. The existing site is comprised of existing buildings, parking, and landscaped areas. The proposed runoff curve number will be 92 for the proposed drainage areas.

2. Controls.

This plan addresses the various controls that will be implemented for each of the major construction activities described in 1.b above. For each measure discussed, the contractor will be responsible for its implementation as indicated. The contractor has signed the required certification on forms which are attached to, and are a part of, this plan.

a. Erosion and Sediment Controls.

(i) STABILIZATION PRACTICES. Provided below is a description of interim and permanent stabilization practices, including site-specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Except as provided in 2.a (I) (A) and 2.b. stabilization measures shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 10 days after the construction activity in that portions of the site where construction activity will not occur for a period of 14 or more calendar days.

(A) Where the initiation of stabilization measures by the 14th day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable thereafter.

The following interim and permanent stabilization practices, as a minimum will be implemented to stabilize the disturbed area of the site:

1. Permanent seeding
2. Vegetative channel
3. Construction entrance
4. Barrier filter
5. Inlet protection
6. Outlet protection

(B). Erosion control structures must be inspected weekly and after every rain storm of one-half inch of rainfall or greater. Any repairs or replacement needed to ensure adequate erosion control must be made immediately. Construction shall be scheduled in the following order:

A. Install construction access entrance and silt fencing as required
B. Tree removal where necessary (clear & grub)
C. Construct sediment trapping devices (sediment basins...)
D. Construct detention facilities (detention tank) and outlet control structure
E. Feature grading of site (parking lots, swales, etc...)
F. Temporary stabilize topsoil stockpiles (seed and silt fence around toe of slope)
G. Install storm sewer, sanitary sewer, water and associated inlet & outlet protection
H. Temporary stabilize all areas including lots that have reached temporary grade
I. Install parking
J. Install building structures
K. Permanently stabilize lots
L. Remove all temporary soil erosion/sediment control measures after the site is stabilized with vegetation.

Any siltation of conduits, structures, or ditches shall be cleaned and maintained by the Contractor on a weekly basis, until the seeding has taken hold. All washouts, gullies, etc. will be regraded and reseeded by the Contractor, at the Contractor's expense. Sediment on public roads from the site shall not be flushed off with water. The Contractor's responsibility for erosion control shall extend throughout the construction process. The Contractor shall be responsible for cleanup of paved surfaces within and adjacent to the project. The contractor shall be responsible for any additional erosion control measures suggested by the Village Engineer or Enforcement Officer if any erosion is found to be taking place.

All erosion control practices shall be in compliance with the latest revision of the "Standard Specifications for Road and Bridge Construction," by the Illinois Department of Transportation and with the Illinois Environmental Protection Agency's "Illinois Urban Manual."

(ii) STRUCTURAL PRACTICES. Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed area of the site. The installation of these devices may be subject to Section 404 of the Clean Water Act.

1. Detention basin
2. Storm sewer system
3. Vegetated drainage swales
4. Permanent seeding
5. Outlet protection
6. Inlet protection

b. Stormwater Management.

(i) Provided below is a description of measures that will be installed during the construction process to control pollutants in stormwater discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The practices selected for implantation were determined on the basis of the technical guidance contained in IEPA's Standard Specifications for Soil Erosion and Sedimentation Control, and other ordinances listed in the Construction Specifications. The stormwater pollutant control measures shall include:

1. Silt filter fence
2. Drainage swales
3. Storm sewers
4. Rip-rap outlet protection
5. Inlet protection
6. Detention pond

(ii) Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions, such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Stormwater Management Control includes:

1. Offsite Stormwater Management improvements
2. Inlet protection using filter fabric baskets

c. Other Controls.

(i) Waste Disposal. The solid waste materials including trash, construction debris, excess construction materials, machinery, tools and other items will be collected and disposed off-site by the contractor. The contractor is responsible to acquire any permit required for such disposal. Burning on the site will not be permitted. No solid materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.

(ii) Concrete Waste Management. The solid materials generated from concrete truck washout shall be deposited only in the designated washout areas. The contractor shall collect and dispose the contaminants offsite. The contractor is responsible to acquire any permits required for such disposal.

(iii) The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.

d. Approved State or Local Plans.

The management practices, controls and other provisions contained in this plan are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual 2002. Requirements specified in sediment and erosion control site plans or site permits or stormwater management or surface water NOI to be authorized to discharge under this permit, resources are, upon submittal of an incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

3. Maintenance.

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, erosion and sediment control measures and other protective measures identified in this plan and Standard Specifications.

Vegetative erosion control measures: The vegetative growth of temporary and permanent seeding, sodding, vegetative channels, vegetative filter, etc. shall be maintained periodically and supply adequate watering. The vegetative cover shall be reseeded as necessary.

Sedimentation basins/traps: The sediments shall be removed when 40-50 percent of the total original capacity is occupied by the sediment. In no case shall the sediment be built up to within 1.0 feet below the crest elevation.

Silt filter fence: The damaged silt filter fence shall be restored to meet the standards or removed and replaced as needed.

Sediment Logs: The sediment logs shall be inspected frequently and shall be repaired or removed and replaced as needed.

Rip-rap outlet protection: It shall be inspected after high flows for any scour beneath the rip-rap or for stones that have been dislodged. It shall be repaired immediately.

4. Inspections

Qualified personnel shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm that is 0.50 inches or greater of rain or equivalent snowfall.

a. Disturbed areas and areas used for storage of materials that are exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures shall be observed to ensure that they are operating correctly. Where discharge locations or points are accessible, they shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of offsite sediment tracking.

b. Based on the results of the inspection, the description of potential pollutant sources identified in accordance with the Site Description of this permit and pollution prevention measures identified in the plan shall be revised as appropriate as soon as practicable after such inspection. Such modifications shall provide for timely implementation of any changes to the plan within 7 calendar days following the inspection.

c. A report summarizing the scope of the inspection, the name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of the storm water pollution prevention plan, and actions taken in accordance with paragraph b above shall be made and retained as part of the storm water pollution prevention plan for at least 3 years after the date of inspection. The report shall be signed in accordance with the Signatory Requirements of this permit.

d. The permitee shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during an inspection conducted, including those not required by the Plan. Submission shall be on forms provided by the Agency and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environment impact which may have resulted from the noncompliance.

e. All reports of noncompliance shall be signed by a responsible authority as defined in Part VI.G (Signatory Requirements).

f. All reports of noncompliance shall be mailed to the Agency at the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, IL 62794-9276

5. Non-Stormwater Discharges.

Except for flows from fire fighting activities, sources of non-stormwater that may be combined with stormwater discharges associated with the construction activity addressed in this plan are described below:

1. Watering for dust control
2. Irrigation drainage for vegetative growth for seeding, etc.

The pollution prevention measures, as described below, will be implemented for non-stormwater components of the discharge. The erosion due to irrigation of seeding shall be considered minor. Contractor to provide the above non-stormwater discharges control to the standard specification required by the Village or the approved equal.

DS75 EROSION BLANKET

LONGEVITY: 2 months
MESH SIZE: .50 inch x .50 inch mesh sewn 1.5 inches on center
MATRIX: 100% straw fiber (0.50 lbs/ sy)
THREAD: Degradable
MD TENSILE STRENGTH: ASTM D5035 115.20 lbs/ft
MD ELONGATION: ASTM D5035 11.90%
TD TENSILE STRENGTH: ASTM D5035 93.60 lbs/ft
TD TENSILE STRENGTH: ASTM D5035 9.60%

6. End of construction season/winter construction:

The condition of the construction site for winter shutdown shall be addressed early in the Fall growing season so that slopes and other bare earth areas may be stabilized with temporary and/or permanent vegetative cover for proper erosion and sediment control. All open areas that are to remain idle throughout the winter shall receive temporary erosion control measures including temporary seeding, mulching or erosion blanket prior to the end of the fall growing season. The areas to be worked beyond the end of the growing season must incorporate cover such as erosion blanket and heavy mulching.

In general, unless altered by unseasonably warm or cold conditions, no seeding shall be placed between October 15 and November 15. Dormant seeding shall be placed on any unstabilized areas remaining after November 15 (where active grading has ceased). Dormant seeding shall be of the appropriate mixture for temporary or permanent seeding, but shall be placed at 150% of the normal rate. Dormant seeding shall also be covered with erosion blanket (where specified on the erosion control sheet) or with straw mulch at a rate of 2 ton/acre. If straw is placed, it shall be crimped into the soil by running over it with a tractor/bulldozer or similar tracked machine.

Underground utility work may continue at the contractor's discretion. After November 15, once a portion of a trench is backfilled, it shall immediately be treated with dormant seeding & stabilized as described above. Any grading that continues past November 15, shall be phased to minimize the amount of area being actively disturbed. Ongoing grading and stockpiles shall be surrounded with silt fence on the downhill edge and along curbs until areas are stabilized with erosion blanket.

7. Records

The permitee shall retain copies of the plan and all reports and notices required by the General Permit, and records of all data used to complete the Notice of Intent (NOI) to be covered by the General Permit, for a period of at least 3 years from the date that the site is finally stabilized. The period may be extended by the request of the IEPA at any time.

The permitee shall retain a copy of the plan required by the General Permit at the construction site from the date of the project initiation to the date of final stabilization.

Contractor Certification Statement

"I certify under the penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification."

Signature Date

Title

Name of Firm

Address

City State Zip Code

Phone Number

Contractor Certification Statement

"I certify under the penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification."

Signature Date

Title

Name of Firm

Address

City State Zip Code

Phone Number

NOTE: ALL CONTRACTORS / SUBCONTRACTORS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE EROSION & SEDIMENT CONTROL MEASURES ARE REQUIRED TO SIGN THE CONTRACTOR CERTIFICATION STATEMENT.

Owner Certification Statement

"I certify under the penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Signature Date

Title

Name of Firm

Address

City State Zip Code

Phone Number

EROSION BLANKET NOTES:

1. SEE S.W.P.P.P. FOR REQUIRED STAPLE PATTERN FOR BLANKETS.
2. CONTRACTOR TO REQUEST STAPLE PATTERN TO BE SPRAYED ONTO BLANKETS WHEN ORDERING MATERIALS.
3. THE FAILURE CRITERIA FOR EACH BLANKET IS 1/2" SOIL LOSS.
4. A SUBSTITUTED BLANKET MUST MEET THE MINIMUM REQUIREMENTS OF THE PROVIDED SPECIFICATIONS.

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP

ARLINGTON HEIGHTS, ILLINOIS

N W E S

SCALE

ISSUE DATE
04/09/2021

PROJECT MANAGER
JEC

DESIGNER
JEC

QUALITY CONTROL
MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
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3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

PROJECT NUMBER
ROHR-20053-3

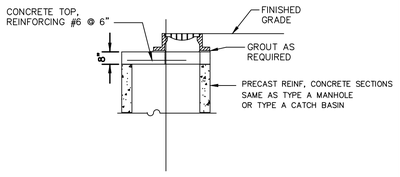
SHEET TITLE
EROSION CONTROL SPECIFICATIONS

SHEET NUMBER
C4.0

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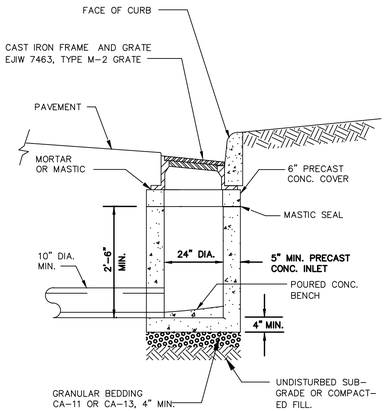


TOP VIEW

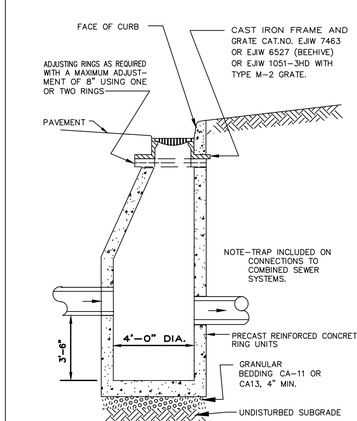


DETAIL OF TOP FOR MANHOLE OR CATCH BASIN TO BE USED WHERE HEAD ROOM IS RESTRICTED AND WILL NOT PERMIT THE USE OF TAPERED WALLS

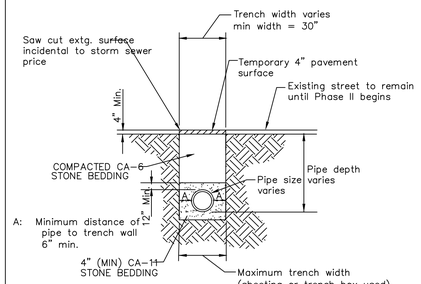
RESTRICTED DEPTH MANHOLE / CATCH BASIN



TYPE A – INLET



TYPE A – CATCH BASIN



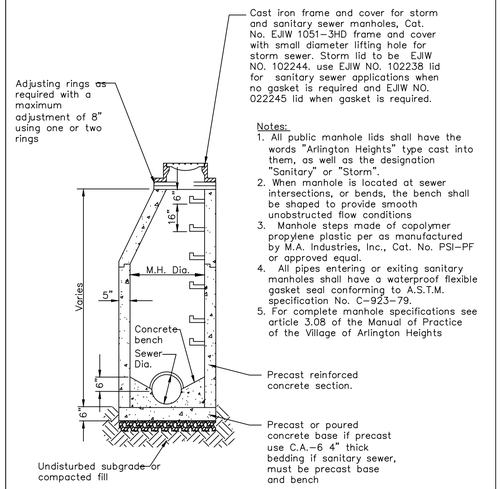
Notes:
When preparing for street subgrade removal of compacted stone subgrade shall be included with earth ex. removal

No separate payment will be made for fittings required for diverting sanitary sewer lines around proposed sewers. this cost of fittings will be incidental to the cost of the storm sewer pipe.

Cost of stone bedding material as shown shall be incidental to sewer pay items

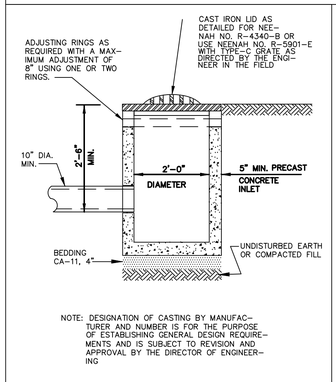
Nominal pipe dia (D)	Maximum trench width at pipe crown
8"	3'-2"
10"	3'-2"
12"	3'-2"
15"	3'-6"
18"	3'-10"
21"	4'-4"
24"	4'-8"
27"	4'-11"
30"	5'-3"
33"	6'-0"
36"	6'-4"

STORM SEWER TRENCH DETAIL



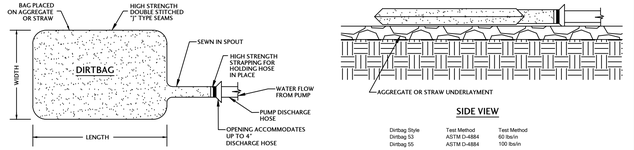
Notes:
1. All public manhole lids shall have the words "Arlington Heights" type cast into them, as well as the designation "Sanitary" or "Storm".
2. When manhole is located at sewer intersections, or bends, the bench shall be shaped to provide smooth unobstructed flow conditions
3. Manhole steps made of copolymer propylene plastic per as manufactured by M.A. Industries, Inc., Cat. No. PSI-PF or approved equal.
4. All pipes entering or exiting sanitary manholes shall have a waterproof flexible gasket seal conforming to A.S.T.M. specification No. C-923-79.
5. For complete manhole specifications see article 3.08 of the Manual of Practice of the Village of Arlington Heights

TYPE A - MANHOLE



NOTE: DESIGNATION OF CASTING BY MANUFACTURER AND NUMBER IS FOR THE PURPOSE OF ESTABLISHING GENERAL DESIGN REQUIREMENTS AND IS SUBJECT TO REVISION AND APPROVAL BY THE DIRECTOR OF ENGINEERING

FIELD BASIN



TOP VIEW

SIDE VIEW

Dirtbag Style	Test Method	Test Method
Dirtbag 53	ASTM D-4884	60 lbs/in
Dirtbag 55	ASTM D-4884	100 lbs/in

Property	Test Method	Units	Test Results Style 53	Style 55
Weight	ASTM D-3776	oz/yd	8	10
Grab Tensile	ASTM D-4632	lbs.	205	250
Puncture	ASTM D-4833	lbs.	110	150
Flow Rate	ASTM D-4491	gal/min/ft^2	110	85
Permitivity	ASTM D-4491	sec^(-1)	1.5	1.2
Mullen Burst	ASTM D-3786	lbs.	350	460
UV Resistant	ASTM D-4355	%	70	70
AOS % Retained	ASTM D-4751	US Sieve	80	100

Dirtbag® Specification :
Control of Sediment In Pumped Water

1.0 ***Description***

1.1 This work shall consist of furnishing, placing and removing Dirtbag® pumped sediment control device as directed by the design engineer or as shown on the contract drawings. Dirtbag® pumped-silt control system is marketed by The BMP Store.

2.0 ***Materials***

2.1 Dirtbag®

2.1.1 Dirtbag® shall be manufactured using a polypropylene nonwoven geotextile from SI Geosolutions, then sewn into a bag with a double needle matching using a high strength thread.

2.1.2 Each standard Dirtbag® has a fill spout large enough to accommodate a 4" discharge hose. Straps are attached to secure the hose and prevent pumped water from escaping without being filtered.

2.1.3 Dirtbag® seams shall have an average wide width strength per ASTM D-4884 as follows:

All properties are Minimum Average Roll Value (MARV) except the weight of the fabric which is given for information only. Depending on soil conditions and filtration requirements, additional geotextile options are available. Please call our engineering staff for solutions.

3.0 ***Construction Sequence***

3.1.1 To install Dirtbag® on a slope so incoming water flows downhill through Dirtbag® without creating more erosion. Strap the neck of Dirtbag® tightly to the discharge hose. To increase the efficiency of filtration, place the bag on an aggregate or haybale bed to maximize water flow through the surface area of the bag.

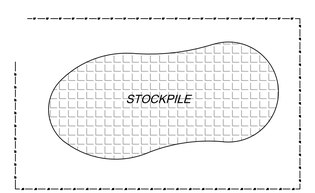
3.1.2 Dirtbag® is full when it no longer can efficiently filter sediment or allow water to pass at a reasonable rate. Flow rates will vary depending on the size of Dirtbag®, the type and amount of sediment discharged into Dirtbag®, the type of ground, rock or other substance under the bag and the degree of the slope on which the bag lies. Under most circumstances Dirtbag® will accommodate flow rates of 1100 gallons per minute. Use of excessive flow rates or overfilling Dirtbag® with sediment will cause the bag to rupture or failure of the hose attachment straps.

3.1.3 Dispose Dirtbag® as directed by the site engineer. If allowed, Dirtbag® may be cut open and the sediment spread and stabilized on site. If the bag is still strong enough to be lifted with optional straps if it must be hauled away. Off-site disposal may be facilitated by placing Dirtbag® in the back of a dump truck or flatbed prior to use and allowing the water to drain from the bag while in place, thereby eliminating the need to lift Dirtbag®.

4.0 ***Basis of Payment***

4.1 The payment for any Dirtbag® used during construction is to be included in the bid of overall erosion and sediment control plan unless a unit price is requested.

DIRTBAG
N.T.S.



INSTALL SILT FENCE AROUND STOCKPILE

NOTE: STOCKPILE IS TEMPORARY SEEDED IF IT IS TO REMAIN FOR MORE THAN 3 DAYS.

STOCKPILE STABILIZATION DETAIL

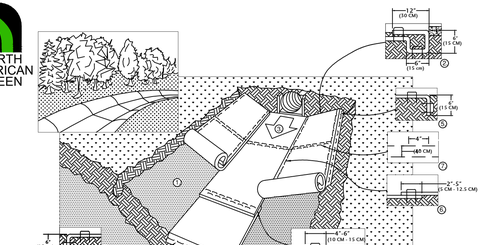
TEMPORARY SEEDING SPECIFICATIONS

SPECIES	*LBS/ACRE*	*LBS/1000 SF*	*SEEDING DATES*
OATS	*90*	*2*	*EARLY SPRING - JULY 1*
CEREAL RYE	*90*	*2*	*EARLY SPRING - SEPT 30*
WHEAT	*90*	*2*	*EARLY SPRING - SEPT 30*
ANNUAL RYE GRASS	*25*	*0.80*	*EARLY SPRING - SEPT 30*

P550 EROSION BLANKET

LONGEVITY: Permanent
MESH SIZE: .50 inch x .50 inch mesh sewn 1.5 inches on center
MATRIX: 100% UV Stabilized Polypropylene Fibers (0.50 lbs/sy)
THREAD: Black UV Stabilized Polypropylene
MD TENSILE STRENGTH: ASTM D5035 1381.0 lbs/ft
MD ELONGATION: ASTM D5035 13.0%
TD TENSILE STRENGTH: ASTM D5035 1523.0 lbs/ft
TD TENSILE STRENGTH: ASTM D5035 13.0%

NORTH AMERICAN GREEN



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) ACROSS THE WIDTH OF THE BLANKET.
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM , STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4" - 6" (10 CM - 15 CM) OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 2" - 5" (5 CM -12.5 CM) (DEPENDING ON BLANKET TYPE) AND STAPLED.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (9 M - 12 M) INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" (10 CM) APART AND 4" (10 CM) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE:
* IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

CRITICAL POINTS
A. OVERLAPS AND SEAMS
B. PROJECTED WATER LINE
C. CHANNEL BOTTOM/SIDE SLOPE VERTICES

NOTE:
* HORIZONTAL STAPLE SPACING SHOULD BE ALTERED IF NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.

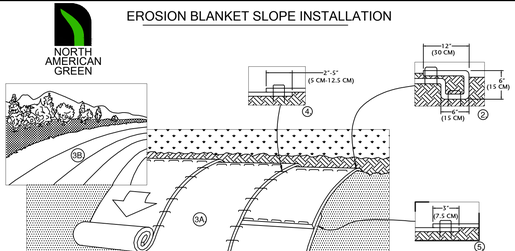
** IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

EROSION BLANKET CHANNEL INSTALLATION

REV. 1/2004

NORTH AMERICAN GREEN

EROSION BLANKET SLOPE INSTALLATION

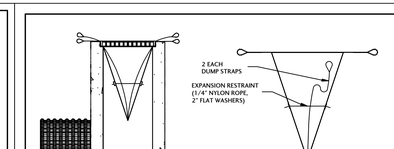


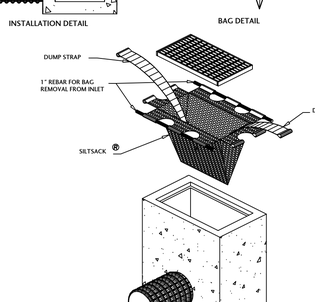
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM , STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" - 5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON BLANKET TYPE.
5. CONSECUTIVE BLANKETS SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

REV. 1/2004
slope.dwg

NOTE: THE SILTSACK® WILL BE MANUFACTURED FROM A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS THE FOLLOWING SPECIFICATIONS.





REGULAR FLOW SILTSACK ®
(FOR AREAS OF LOW TO MODERATE PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	*ASTM D-4632*	*300 LBS*
GRAB TENSILE ELONGATION	*ASTM D-4632*	*20 %*
PUNCTURE	*ASTM D-4833*	*120 LBS*
MULLEN BURST	*ASTM D-3786*	*800 PSI*
TRAPEZOID TEAR	*ASTM D-4533*	*120 LBS*
UV RESISTANCE	*ASTM D-4355*	*80 %*
APPARENT OPENING SIZE	*ASTM D-4751*	*40 US SIEVE*
FLOW RATE	*ASTM D-4491*	*40 GAL/MIN/SQ FT*
PERMITTIVITY	*ASTM D-4491*	*0.55 SEC -1*

HI-FLOW SILTSACK ®
(FOR AREAS OF MODERATE TO HEAVY PRECIPITATION AND RUN-OFF)

PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	*ASTM D-4632*	*265 LBS*
GRAB TENSILE ELONGATION	*ASTM D-4632*	*20 %*
PUNCTURE	*ASTM D-4833*	*135 LBS*
MULLEN BURST	*ASTM D-3786*	*420 PSI*
TRAPEZOID TEAR	*ASTM D-4533*	*45 LBS*
UV RESISTANCE	*ASTM D-4355*	*90 %*
APPARENT OPENING SIZE	*ASTM D-4751*	*20 US SIEVE*
FLOW RATE	*ASTM D-4491*	*200 GAL/MIN/SQ FT*
PERMITTIVITY	*ASTM D-4491*	*1.5 SEC -1*

OIL-ABSORBANT SILTSACK ®
(FOR AREAS WHERE THERE IS A CONCERN FOR OIL RUN-OFF OR SPILLS)

DEPENDING ON YOUR PARTICULAR APPLICATION, THE SILTSACK CAN BE MADE FROM EITHER ONE OF THE ABOVE FABRICS WITH AN OIL-ABSORBANT PILLOW INSERT OR, MADE COMPLETELY FROM AN OIL-ABSORBANT SILTSACK , WITH A WOVEN PILLOW INSERT.

CONSTRUCTION SEQUENCE

1. To install Siltsack in the catchbasin, remove the grate and place the sack in the opening. Hold out approximately six inches of the sack outside the frame. This is the area of the lifting straps. Replace the grate to hold the sack in place.
2. When the restraint cord is no longer visible, Siltsack is full and should be emptied.
3. To remove Siltsack, take two pieces of 1" diameter rebar and place through the lifting loops on each side of the sack to facilitate the lifting of the Siltsack.
4. To empty Siltsack, place it where the contents will be collected. Place the rebar through the lift straps and lift. This will turn Siltsack inside out and empty the contents. Clean out and rinse. Return Siltsack to its original shape and place back in the basin.

SILTSACK DETAIL
N.T.S.

SILTSACK.DWG

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP
ARLINGTON HEIGHTS, ILLINOIS

N W E S

SCALE
N/A

ISSUE DATE
04/09/2021

PROJECT MANAGER
JEC

DESIGNER
JEC

QUALITY CONTROL
MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

NO.	DATE	DESCRIPTION
1	05/19/21	REVISIONS PER MUNICIPAL REVIEW
2	06/1/21	REVISIONS PER MUNICIPAL REVIEW #2
3	08-06-21	REVISIONS PER MUNICIPAL REVIEW #3 & BLDG. DEMO MODIFICATION

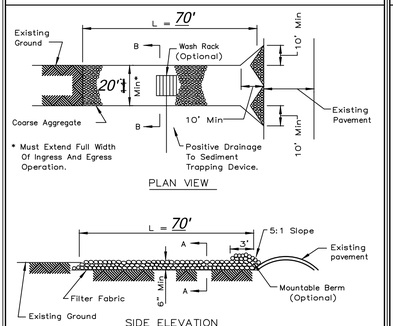
PROJECT NUMBER
ROHR-20053-3

SHEET TITLE
DETAILS

SHEET NUMBER
C5.0

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STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

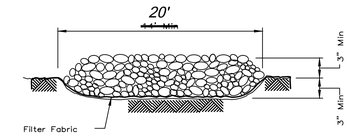
SIDE ELEVATION

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class , I or II dWd shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

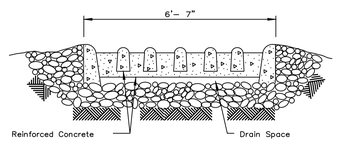
REFERENCE			STANDARD DWG. NO.
Project		NRCS	IL-630
Designed	Date	Natural Resources Conservation Service	SHEET 1 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN

E-5

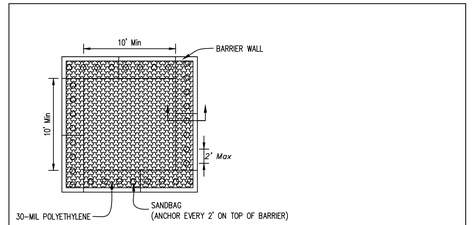


SECTION A–A

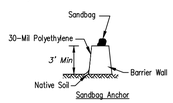


SECTION B–B

REFERENCE			STANDARD DWG. NO.
Project		NRCS	IL-630
Designed	Date	Natural Resources Conservation Service	SHEET 2 OF 2
Checked	Date		DATE 8-18-94
Approved	Date		

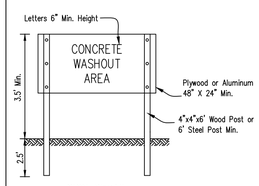


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION

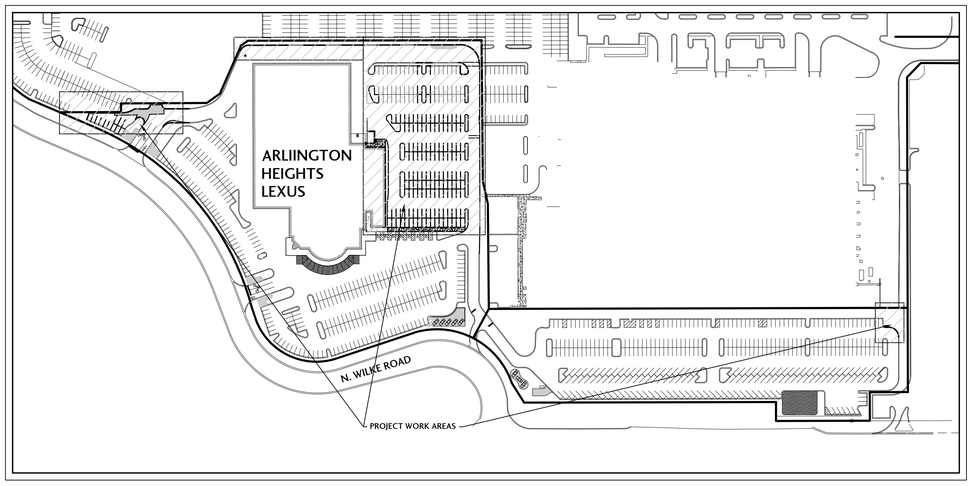


SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Designed — Date: —
		Drawn By: JPERSON — Date: 6/9/21
		Checked — Date: —
		Approved — Date: —



OVERALL SITE PLAN

GRAPHIC SCALE

150 0 75 150 300

(IN FEET)
1 inch = 150 ft.

ARLINGTON HEIGHTS LEXUS

J. CONDON & ASSOCIATES, INC.
CONSULTING ENGINEERS
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
IL DESIGN FIRM # 184-006759

ROHRMAN AUTO GROUP

ARLINGTON HEIGHTS, ILLINOIS

N W E S

SCALE

ISSUE DATE
04/09/2021

PROJECT MANAGER
JEC

DESIGNER
JEC

QUALITY CONTROL
MAM

ARLINGTON HEIGHTS LEXUS VEHICLE DISPLAY & STORAGE ADDITION
ARLINGTON HEIGHTS, ILLINOIS

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PROJECT NUMBER
ROHR-20053-3

SHEET TITLE
DETAILS & OVERALL SITE PLAN

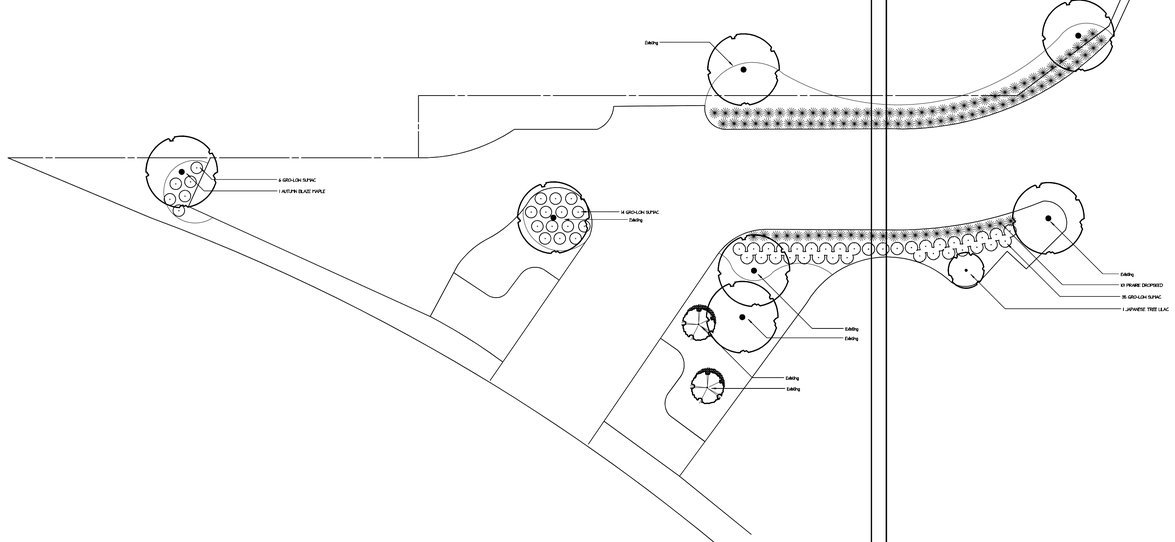
SHEET NUMBER
C5.1

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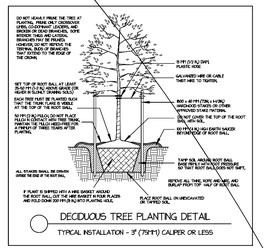
Landscape Plan View

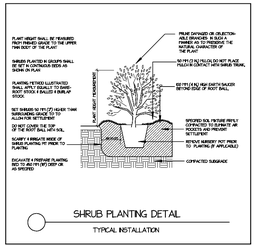
SCALE IN FEET

Qty	Botanical Name	Common Name	Size/Condition
Trees			
13	Acer x. freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	4.0"
8	Celtis occidentalis	COMMON HACKBERRY	4.0"
11	Ginkgo biloba 'Magyar'	MAGYAR UPRIGHT GINKGO	4.0"
3	Gleditsia triacanthos 'Skycole'	SKYLINE HONEYLOCUST	4.0"
7	Malus x. 'Donald Wyman'	DONALD WYMN CRABAPPLE	8.0'
3	Parrotia persica	Persian Ironwood	4.0"
1	Quercus robur 'Long'	REGAL PRINCE OAK	4.0"
1	Syringa reticulata	JAPANESE TREE LILAC	6.0'
Shrubs			
7	Cornus sericea 'Isanti'	ISANTI DOGWOOD	# 07
25	Hydrangea paniculata 'Tardiva'	TARDIVA HYDRANGEA	# 05
184	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	# 03
14	Syringa meyeri 'Palibin'	DWARF KOREAN LILAC	# 05
20	Taxus media 'Densiformis'	DENSE ANGLOJAP YEW	24"
Ornamental Grasses			
73	Calamagrostis acutiflora 'Karl Foerster'	K FOERSTER REED GRASS	# 01
14	Pennisetum alopecuroides	FOUNTAIN GRASS	# 01
101	Sporobolus heterolepis	PRAIRIE DROPSEED	# 01
Perennials and Annuals			
123	Hemerocallis x. 'Happy Returns'	HAPPY RETURNS DAYLILY	# 01





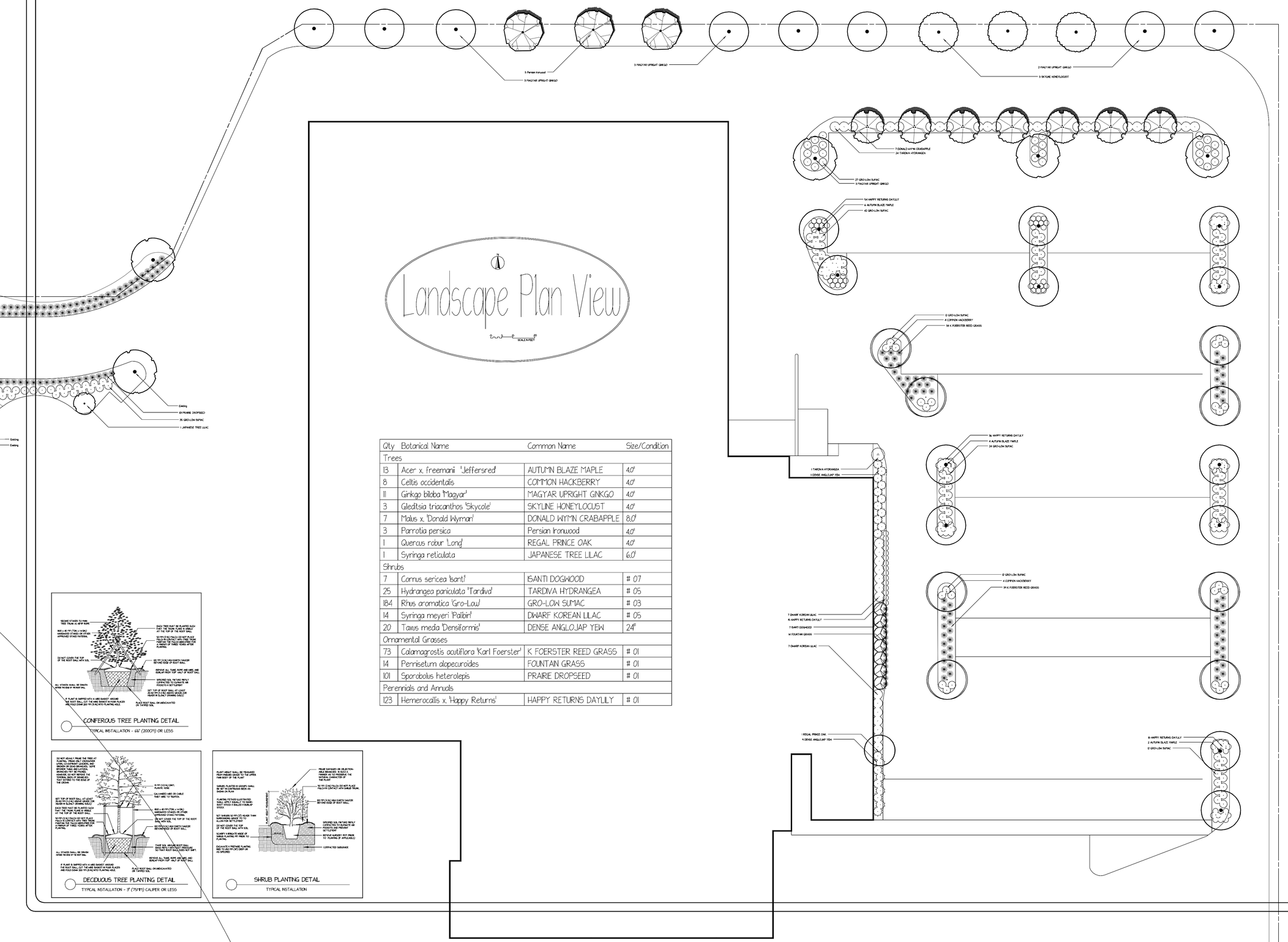




Landscape Plan View

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Qty	Botanical Name	Common Name	Size/Condition
Trees			
13	Acer x. freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	4.0"
8	Celtis occidentalis	COMMON HACKBERRY	4.0"
11	Ginkgo biloba 'Magyar'	MAGYAR UPRIGHT GINKGO	4.0"
3	Gleditsia triacanthos 'Skycole'	SKYLINE HONEYLOCUST	4.0"
7	Malus x. 'Donald Wyman'	DONALD WYMN CRABAPPLE	8.0'
3	Parrotia persica	Persian Ironwood	4.0"
1	Quercus robur 'Long'	REGAL PRINCE OAK	4.0"
1	Syringa reticulata	JAPANESE TREE LILAC	6.0'
Shrubs			
7	Cornus sericea 'Isanti'	ISANTI DOGWOOD	# 07
25	Hydrangea paniculata 'Tardiva'	TARDIVA HYDRANGEA	# 05
184	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	# 03
14	Syringa meyeri 'Palibin'	DWARF KOREAN LILAC	# 05
20	Taxus media 'Densiformis'	DENSE ANGLOJAP YEW	24"
Ornamental Grasses			
73	Calamagrostis acutiflora 'Karl Foerster'	K FOERSTER REED GRASS	# 01
14	Pennisetum alopecuroides	FOUNTAIN GRASS	# 01
101	Sporobolus heterolepis	PRAIRIE DROPSEED	# 01
Perennials and Annuals			
123	Hemerocallis x. 'Happy Returns'	HAPPY RETURNS DAYLILY	# 01



NOTES

No.	Date	Description
1	7/2021	Add island and modify entry

REVISIONS

GREG FRICK
LANDSCAPE DESIGN
PHONE: 847-951-9999 | FAX: 888-506-6801
EMAIL: Greg@Gregfricklandscapedesign.com

Landscape Plan View

Lexus of Arlington

1510 W. Dundee Rd.

Arlington Heights, IL

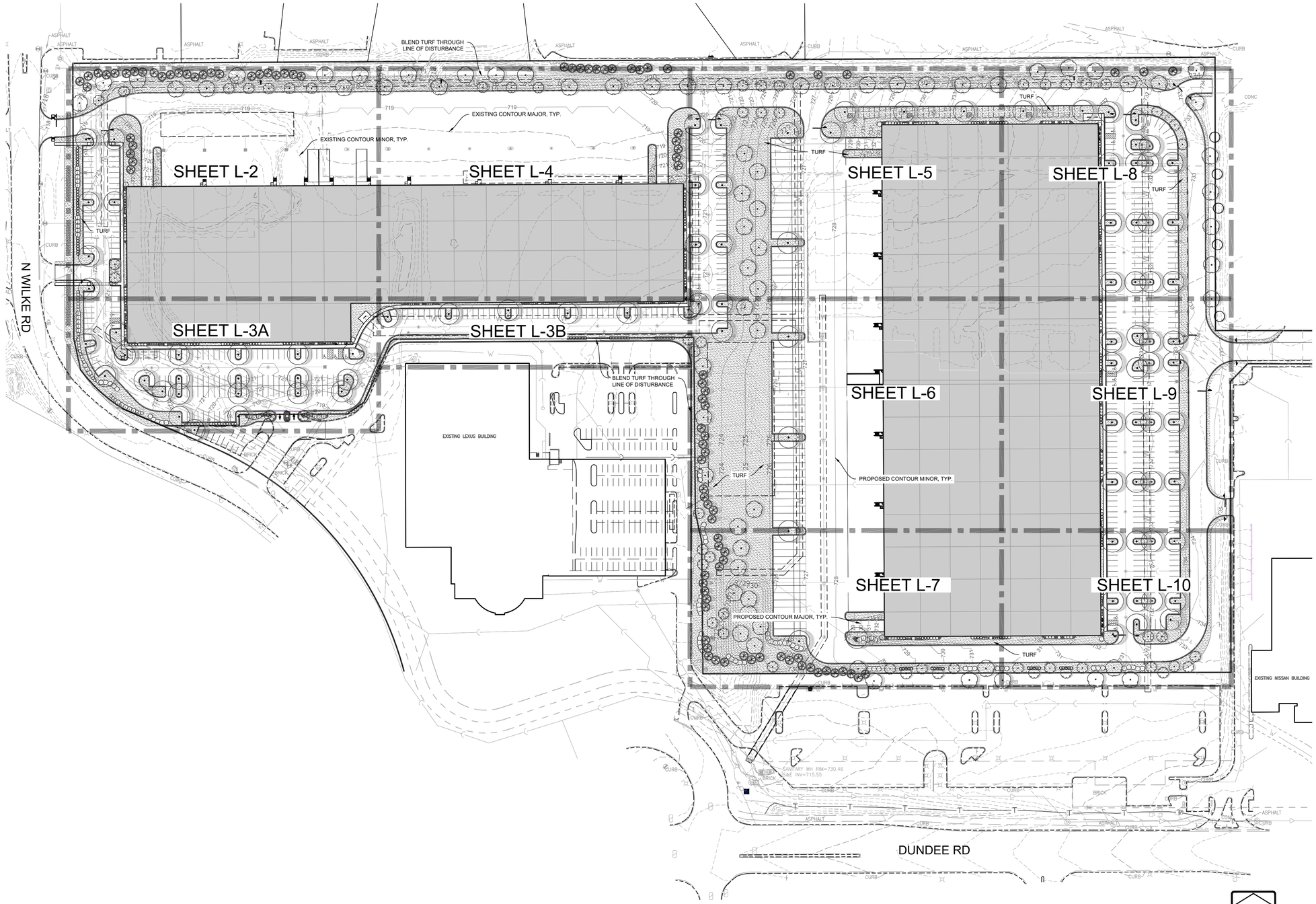
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DRAWN BY	GF
CHECKED BY	
DATE	4/2021
DATE OF PRINT	

PROJECT NO.

SHEET NO.

1 of 1

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CONCEPT PLANT SCHEDULE

TREES	SIZE	QTY
DECIDUOUS TREE		70
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple	2.5" Cal.	14
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple	2.5" Cal.	14
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry	2.5" Cal.	14
Gymnocladus dioicus / Kentucky Coffee Tree	2.5" Cal.	14
Tilia tomentosa `Sterling` / Sterling Silver Linden	2.5" Cal.	14
ORNAMENTAL TREE		56
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS	6` Ht.	14
Malus x `Prairie Maid` / Prairie Maid Crabapple	1" Cal.	14
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS	6` Ht.	14
Malus x `Sugar Tyme` / Sugar Tyme Crabapple	1" Cal.	14
EVERGREEN TREE		97
Abies concolor / White Fir	5` Ht.	12
Abies concolor / White Fir	6` Ht.	13
Picea abies / Norway Spruce	5` Ht.	12
Picea abies / Norway Spruce	6` Ht.	13
Picea glauca `Densata` / Black Hills Spruce	5` Ht.	12
Picea glauca `Densata` / Black Hills Spruce	6` Ht.	13
Pinus strobus / Eastern White Pine	5` Ht.	12
Pinus strobus / Eastern White Pine	6` Ht.	13
PARKING ISLAND TREES		98
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple	4" Cal.	25
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple	4" Cal.	25
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry	4" Cal.	25
Gymnocladus dioicus / Kentucky Coffee Tree	4" Cal.	25

SHRUBS	SIZE	QTY
LARGE EVERGREEN SHRUB		39
Juniperus chinensis `J.N. Select Blue` / Star Power Juniper	5` Ht.	13
Juniperus chinensis `Mountbatten` / Mountbatten Juniper	5` Ht.	13
Thuja occidentalis `Holmstrup` / Holmstrup Cedar	5` Ht.	13
LARGE DECIDUOUS SHRUB		62
Aronia arbutifolia `Brilliantissima` / Brilliant Red Chokeberry	3` Ht.	21
Cephalanthus occid. `Ping Pong` / Ping Pong Buttonbush	3` Ht.	21
Physocarpus opul. `Center Glow` / Center Glow Ninebark	3` Ht.	21
MEDIUM DECIDUOUS SHRUB		180
Aronia melanocarpa `Elata` / Glossy Black Chokeberry	3` Ht.	22
Hydrangea p `V. Strawberry` / Vanilla Strawberry Hydrangea	3` Ht.	22
Ilex verticillata `Jim Dandy` / Jim Dandy Winterberry	3` Ht.	22
Ilex verticillata `Red Sprite` / Red Sprite Winterberry	3` Ht.	22
Rosa r `Purple Pavement` / Purple Pavement Rugosa Rose	3` Ht.	23
Salix purpurea `Canyon Blue` / Canyon Blue Arctic Willow	3` Ht.	23
Sambucus nigra `Black Lace` / Black Lace Elderberry	3` Ht.	23
Syringa meyeri `Palibin` / Dwarf Korean Lilac	3` Ht.	23
MEDIUM EVERGREEN SHRUB		140
Juniperus chinensis `Old Gold` / Old Gold Juniper	18" Ht.	28
Juniperus chinensis `Sea Green` / Sea Green Juniper	18" Ht.	28
Juniperus virginiana `Grey Owl` / Eastern Redcedar Juniper	18" Ht.	28
Taxus x media `Densiformis` / Dense Yew	18" Ht.	28
Taxus x media `Tauntonii` / Tauton Yew	18" Ht.	28
LOW EVERGREEN SHRUB		30
Juniperus horizontalis `Youngstown` / Andorra Juniper	12" W	8
Juniperus sabina `Buffalo` / Buffalo Juniper	12" W	8
Pinus mugo `Slowmound` / Mugo Pine	12" W	8
Taxus x media `Everlow` / Everlow Yew	12" W	8
SMALL DECIDUOUS SHRUB		120
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood	18" Ht.	30
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla	18" Ht.	30
Hydrangea paniculata `Bobo` / Bobo Hydrangea	18" Ht.	30
Spiraea japonica `Magic Carpet` / Magic Carpet Spirea	18" Ht.	30
TALL ORNAMENTAL GRASS		217
Calamagrostis x a `Karl Foerster` / Karl Foerster Reed Grass	1 gal.	54
Miscanthus sinensis `Oktoberfest` / Oktoberfest Miscanthus	1 gal.	54
Panicum virgatum `Northwind` / Northwind Switch Grass	1 gal.	54
Schizachyrium s `B H` / Blue Heaven Little Bluestem Grass	1 gal.	54
SHORT ORNAMENTAL GRASS		70
Eragrostis spectabilis / Purple Love Grass	1 gal.	35
Sporobolus heterolepis `Tara` / Prairie Dropseed	1 gal.	35

SHRUB AREAS	SIZE	QTY
PERENNIALS		865 sf
Allium x `Summer Beauty` / Summer Beauty Allium	4.5" Cont.	104
Calamintha nepeta / Calamint	4.5" Cont.	41
Coreopsis verticillata `Zagreb` / Zagreb Coreopsis	4.5" Cont.	32
Echinacea p `M Superior` / Magnus Superior Coneflower	4.5" Cont.	32
Geranium c `B Carmina` / Biokovo Carmina Cranesbill	4.5" Cont.	18
Hemerocallis x `Stella de Oro` / Stella de Oro Daylily	4.5" Cont.	26
Nepeta x faassenii `Novanepjun` / Junior Walker Catmint	4.5" Cont.	18
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage	4.5" Cont.	11
Perovskia atriplicifolia 'Lisslitt' / Lacey Blue Russian Sage	4.5" Cont.	36
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia	4.5" Cont.	36
Salvia nemorosa `May Night` / May Night Sage	4.5" Cont.	21
Sedum x `Autumn Joy` / Autumn Joy Sedum	4.5" Cont.	25

GROUND COVERS	QTY
TURF	248,792 sf
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix	

NOTES

- SCREENING OF PARKING AREAS FROM THE R.O.W. SHALL BE 3 FT AT TIME OF INSTALLATION.
- THE SCREENING ALONG BOTH THE LEXUS DEALERSHIP PROPERTY LINE AND THE NORTHERN PROPERTY LINE ADJACENT TO THE TRUCK LOADING DOCKS SHALL BE INSTALLED AS SHOWN ON PLANS. THE EVERGREENS LOCATED IN THESE AREAS SHALL BE A COMBINATION OF HEIGHTS, WITH A PORTION BEING 5' HEIGHT AND THE REMAINDER BEING 6' HEIGHT. PLANTINGS SHALL BE INSTALLED AT A RATIO OF 60% AT 6' HEIGHT TO 40% AT 5' HEIGHT.

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DRAFTED: JSJ
DESIGNED: JSJ
REVIEWED: DJB

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ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21	
2	VILLAGE COMMENTS	7/7/21	
3	VILLAGE COMMENTS	8/6/21	

LANDSCAPE OVERVIEW

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PEG PM BDJ
START DATE 04/09/21
SCALE 1" = 80'

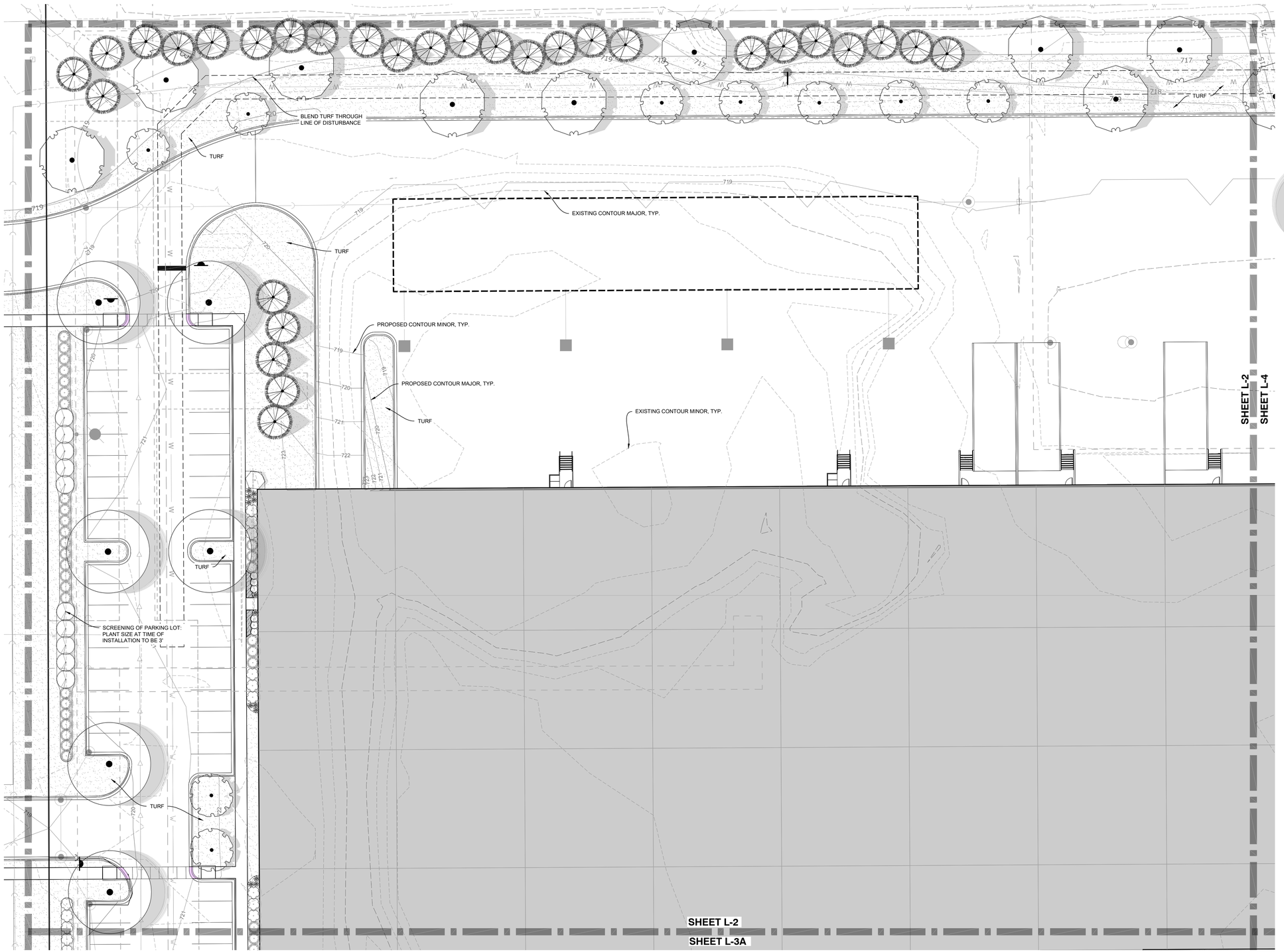
SHEET L-1 OF L-11

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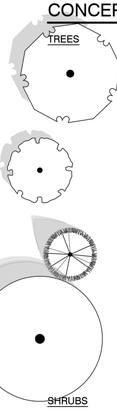
LANDSCAPE OVERVIEW

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CONCEPT PLANT KEY



TREES

BOTANICAL / COMMON NAME

DECIDUOUS TREE
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree
Tilia tomentosa `Sterling` / Sterling Silver Linden

ORNAMENTAL TREE
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS
Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
Abies concolor / White Fir
Picea abies / Norway Spruce
Picea glauca `Densata` / Black Hills Spruce
Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree

SHRUBS

BOTANICAL / COMMON NAME

LARGE EVERGREEN SHRUB
Juniperus chinensis `J.N. Select Blue` / Star Power Juniper
Juniperus chinensis `Mountbatten` / Mountbatten Juniper
Thuja occidentalis `Holmstrup` / Holmstrup Cedar

LARGE DECIDUOUS SHRUB
Aronia arbutifolia `Brilliantissima` / Brilliant Red Chokeberry
Cephalanthus occid. `Ping Pong` / Ping Pong Buttonbush
Physocarpus opul. `Center Glow` / Center Glow Ninebark

MEDIUM DECIDUOUS SHRUB
Aronia melanocarpa `Elata` / Glossy Black Chokeberry
Hydrangea p `V. Strawberry` / Vanilla Strawberry Hydrangea
Ilex verticillata `Jim Dandy` / Jim Dandy Winterberry
Ilex verticillata `Red Sprite` / Red Sprite Winterberry
Rosa r `Purple Pavement` / Purple Pavement Rugosa Rose
Salix purpurea `Canyon Blue` / Canyon Blue Arctic Willow
Sambucus nigra `Black Lace` / Black Lace Elderberry
Syringa meyeri `Palibin` / Dwarf Korean Lilac

MEDIUM EVERGREEN SHRUB
Juniperus chinensis `Old Gold` / Old Gold Juniper
Juniperus chinensis `Sea Green` / Sea Green Juniper
Juniperus virginiana `Grey Owl` / Eastern Redcedar Juniper
Taxus x media `Densiformis` / Dense Yew
Taxus x media `Tauntonii` / Tauton Yew

LOW EVERGREEN SHRUB
Juniperus horizontalis `Youngstown` / Andorra Juniper
Juniperus sabina `Buffalo` / Buffalo Juniper
Pinus mugo `Slowmound` / Mugo Pine
Taxus x media `Everlow` / Everlow Yew

SMALL DECIDUOUS SHRUB
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla
Hydrangea paniculata `Bobo` / Bobo Hydrangea
Spiraea japonica `Magic Carpet` / Magic Carpet Spirea

TALL ORNAMENTAL GRASS
Calamagrostis x a `Karl Foerster` / Karl Foerster Reed Grass
Miscanthus sinensis `Oktoberfest` / Oktoberfest Miscanthus
Panicum virgatum `Northwind` / Northwind Switch Grass
Schizachyrium s `B H` / Blue Heaven Little Bluestem Grass

SHORT ORNAMENTAL GRASS
Eragrostis spectabilis / Purple Love Grass
Sporobolus heterolepis `Tara` / Prairie Dropseed

PERENNIAL AREAS

BOTANICAL / COMMON NAME

PERENNIALS
Allium x `Summer Beauty` / Summer Beauty Allium
Calamintha nepeta / Calamint
Coreopsis verticillata `Zagreb` / Zagreb Coreopsis
Echinacea p `M Superior` / Magnus Superior Coneflower
Geranium c `B Carmina` / Biokovo Carmina Cranesbill
Hemerocallis x `Stella de Oro` / Stella de Oro Daylily
Nepeta x faassenii `Novanepjun` / Junior Walker Catmint
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia
Salvia nemorosa `May Night` / May Night Sage
Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS

BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

LANDSCAPE ENLARGEMENT

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DRAWN: JSJ
DESIGNED: JSJ
REVIEWED: DJB

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REVISIONS

1	VILLAGE COMMENTS	5/21/21			
2	VILLAGE COMMENTS	7/7/21			
3	VILLAGE COMMENTS	8/6/21			

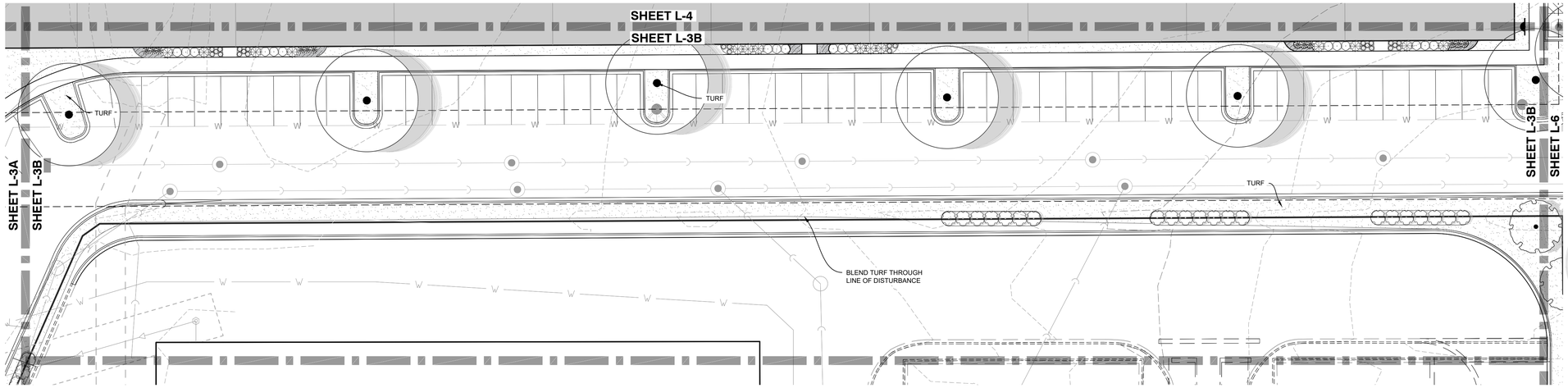
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START DATE: 04/09/21
SCALE: 1" = 20'

SHEET L-2 OF L-11

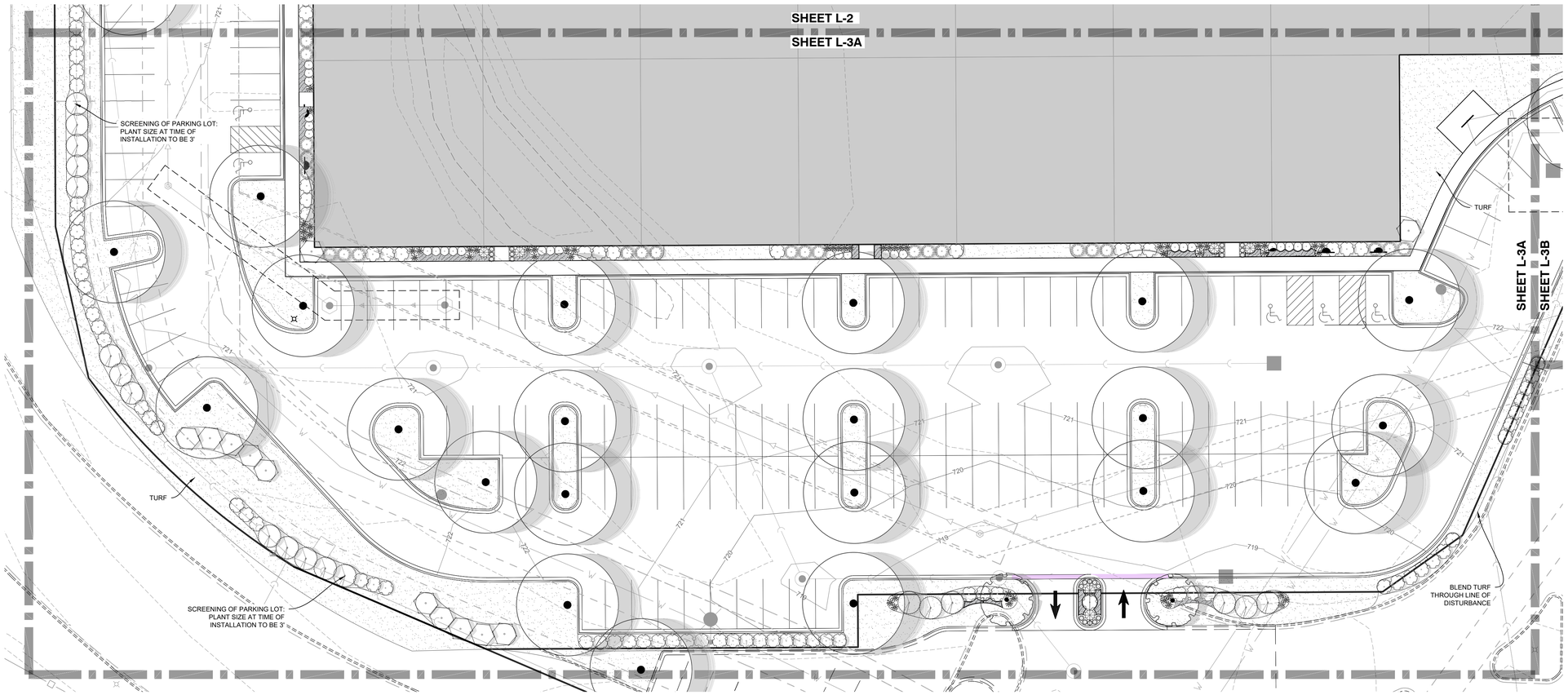
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ENLARGEMENT L-3B

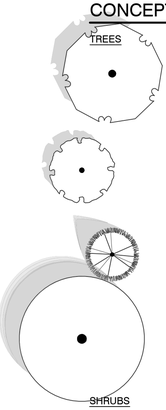
SCALE: 1"=20'



ENLARGEMENT L-3A

SCALE: 1"=20'

CONCEPT PLANT KEY



TREES

BOTANICAL / COMMON NAME

DECIDUOUS TREE
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree
Tilia tomentosa `Sterling` / Sterling Silver Linden

ORNAMENTAL TREE
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS
Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
Abies concolor / White Fir
Picea abies / Norway Spruce
Picea glauca `Densata` / Black Hills Spruce
Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree

SHRUBS

BOTANICAL / COMMON NAME

LARGE EVERGREEN SHRUB
Juniperus chinensis `J.N. Select Blue` / Star Power Juniper
Juniperus chinensis `Mountbatten` / Mountbatten Juniper
Thuja occidentalis `Holmstrup` / Holmstrup Cedar

LARGE DECIDUOUS SHRUB
Aronia arbutifolia `Brilliantissima` / Brilliant Red Chokeberry
Cephalanthus occid. `Ping Pong` / Ping Pong Buttonbush
Physocarpus opul. `Center Glow` / Center Glow Ninebark

MEDIUM DECIDUOUS SHRUB
Aronia melanocarpa `Elata` / Glossy Black Chokeberry
Hydrangea p `V. Strawberry` / Vanilla Strawberry Hydrangea
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Ilex verticillata `Red Sprite` / Red Sprite Winterberry
Rosa r `Purple Pavement` / Purple Pavement Rugosa Rose
Salix purpurea `Canyon Blue` / Canyon Blue Arctic Willow
Sambucus nigra `Black Lace` / Black Lace Elderberry
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MEDIUM EVERGREEN SHRUB
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Juniperus chinensis `Sea Green` / Sea Green Juniper
Juniperus virginiana `Grey Owl` / Eastern Redcedar Juniper
Taxus x media `Densiformis` / Dense Yew
Taxus x media `Tauntonii` / Tauton Yew

LOW EVERGREEN SHRUB
Juniperus horizontalis `Youngstown` / Andorra Juniper
Juniperus sabina `Buffalo` / Buffalo Juniper
Pinus mugo `Slowmound` / Mugo Pine
Taxus x media `Everlow` / Everlow Yew

SMALL DECIDUOUS SHRUB
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla
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TALL ORNAMENTAL GRASS
Calamagrostis x a `Karl Foerster` / Karl Foerster Reed Grass
Miscanthus sinensis `Oktoberfest` / Oktoberfest Miscanthus
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SHORT ORNAMENTAL GRASS
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Sporobolus heterolepis `Tara` / Prairie Dropseed

PERENNIAL AREAS

BOTANICAL / COMMON NAME

PERENNIALS
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Nepeta x faassenii `Novanepjun` / Junior Walker Catmint
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia
Salvia nemorosa `May Night` / May Night Sage
Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS

BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

LANDSCAPE ENLARGEMENT

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DRAWN: DJB
DESIGNED: JSJ
DRAFTED: JSJ

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REVISIONS

1	VILLAGE COMMENTS	5/21/21
2	VILLAGE COMMENTS	7/7/21
3	VILLAGE COMMENTS	8/6/21

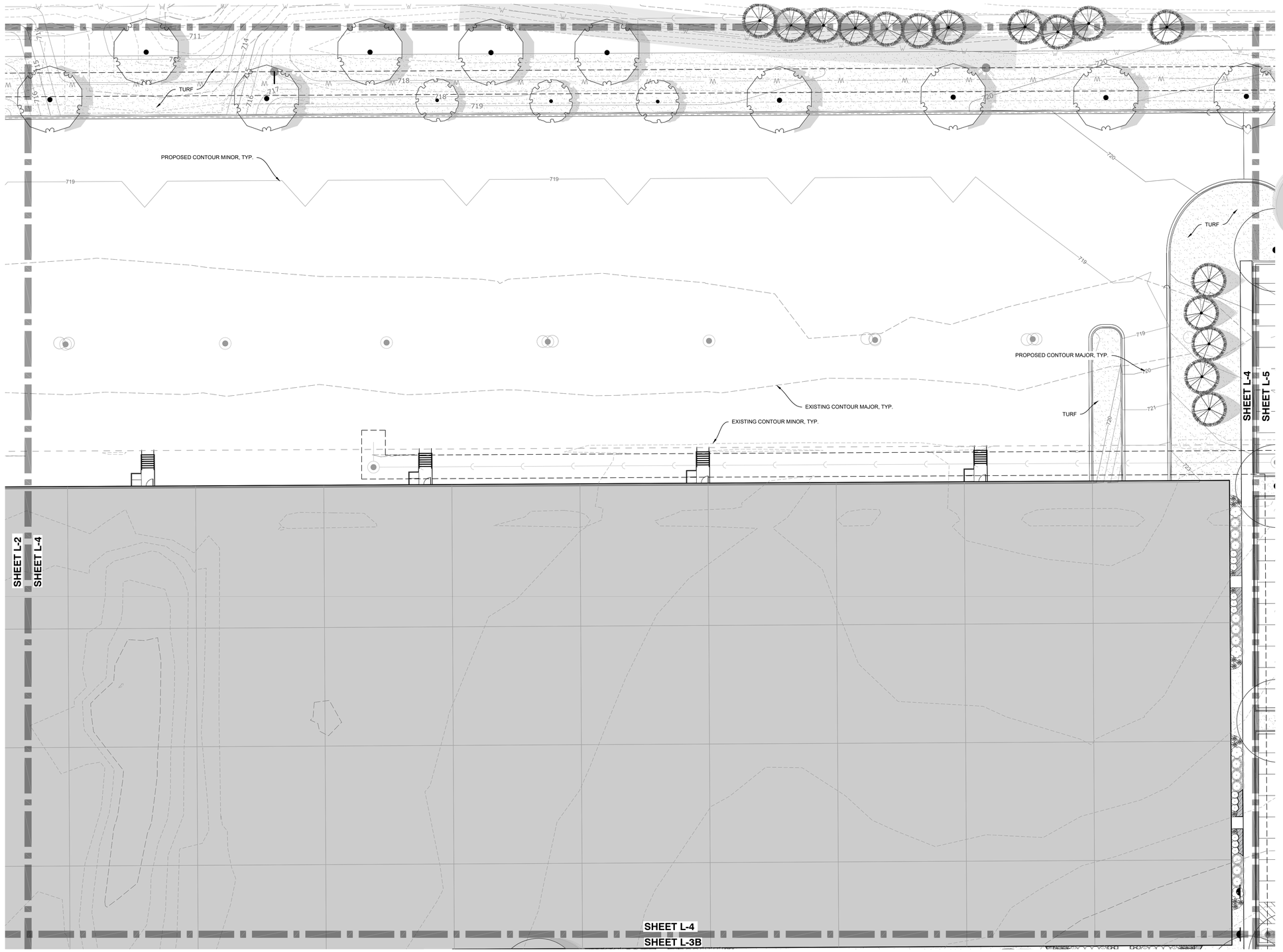
LANDSCAPE ENLARGEMENT

PEG JOB No. 2283.00-1L
PEG PM BDJ
START DATE 04/09/21
SCALE 1" = 20'

SHEET L-3 OF L-11

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CONCEPT PLANT KEY

TREES

BOTANICAL / COMMON NAME

DECIDUOUS TREE
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
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Tilia tomentosa `Sterling` / Sterling Silver Linden

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Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
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Picea abies / Norway Spruce
Picea glauca `Densata` / Black Hills Spruce
Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree

SHRUBS

BOTANICAL / COMMON NAME

LARGE EVERGREEN SHRUB
Juniperus chinensis `J.N. Select Blue` / Star Power Juniper
Juniperus chinensis `Mountbatten` / Mountbatten Juniper
Thuja occidentalis `Holmstrup` / Holmstrup Cedar

LARGE DECIDUOUS SHRUB
Aronia arbutifolia `Brilliantissima` / Brilliant Red Chokeberry
Cephalanthus occid. `Ping Pong` / Ping Pong Buttonbush
Physocarpus opul. `Center Glow` / Center Glow Ninebark

MEDIUM DECIDUOUS SHRUB
Aronia melanocarpa `Elata` / Glossy Black Chokeberry
Hydrangea p `V. Strawberry` / Vanilla Strawberry Hydrangea
Ilex verticillata `Jim Dandy` / Jim Dandy Winterberry
Ilex verticillata `Red Sprite` / Red Sprite Winterberry
Rosa r `Purple Pavement` / Purple Pavement Rugosa Rose
Salix purpurea `Canyon Blue` / Canyon Blue Arctic Willow
Sambucus nigra `Black Lace` / Black Lace Elderberry
Syringa meyeri `Palibin` / Dwarf Korean Lilac

MEDIUM EVERGREEN SHRUB
Juniperus chinensis `Old Gold` / Old Gold Juniper
Juniperus chinensis `Sea Green` / Sea Green Juniper
Juniperus virginiana `Grey Owl` / Eastern Redcedar Juniper
Taxus x media `Densiformis` / Dense Yew
Taxus x media `Tauntonii` / Tauton Yew

LOW EVERGREEN SHRUB
Juniperus horizontalis `Youngstown` / Andorra Juniper
Juniperus sabina `Buffalo` / Buffalo Juniper
Pinus mugo `Slowmound` / Mugo Pine
Taxus x media `Everlow` / Everlow Yew

SMALL DECIDUOUS SHRUB
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla
Hydrangea paniculata `Bobo` / Bobo Hydrangea
Spiraea japonica `Magic Carpet` / Magic Carpet Spirea

TALL ORNAMENTAL GRASS
Calamagrostis x a `Karl Foerster` / Karl Foerster Reed Grass
Miscanthus sinensis `Oktoberfest` / Oktoberfest Miscanthus
Panicum virgatum `Northwind` / Northwind Switch Grass
Schizachyrium s `B H` / Blue Heaven Little Bluestem Grass

SHORT ORNAMENTAL GRASS
Eragrostis spectabilis / Purple Love Grass
Sporobolus heterolepis `Tara` / Prairie Dropseed

PERENNIAL AREAS — BOTANICAL / COMMON NAME

PERENNIALS
Allium x `Summer Beauty` / Summer Beauty Allium
Calamintha nepeta / Calamint
Coreopsis verticillata `Zagreb` / Zagreb Coreopsis
Echinacea p `M Superior` / Magnus Superior Coneflower
Geranium c `B Carmina` / Biokovo Carmina Cranesbill
Hemerocallis x `Stella de Oro` / Stella de Oro Daylily
Nepeta x faassenii `Novanepjun` / Junior Walker Catmint
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia
Salvia nemorosa `May Night` / May Night Sage
Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS — BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

LANDSCAPE ENLARGEMENT

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DRAWN: JSJ
DESIGNED: JSJ
REVIEWED: DJB

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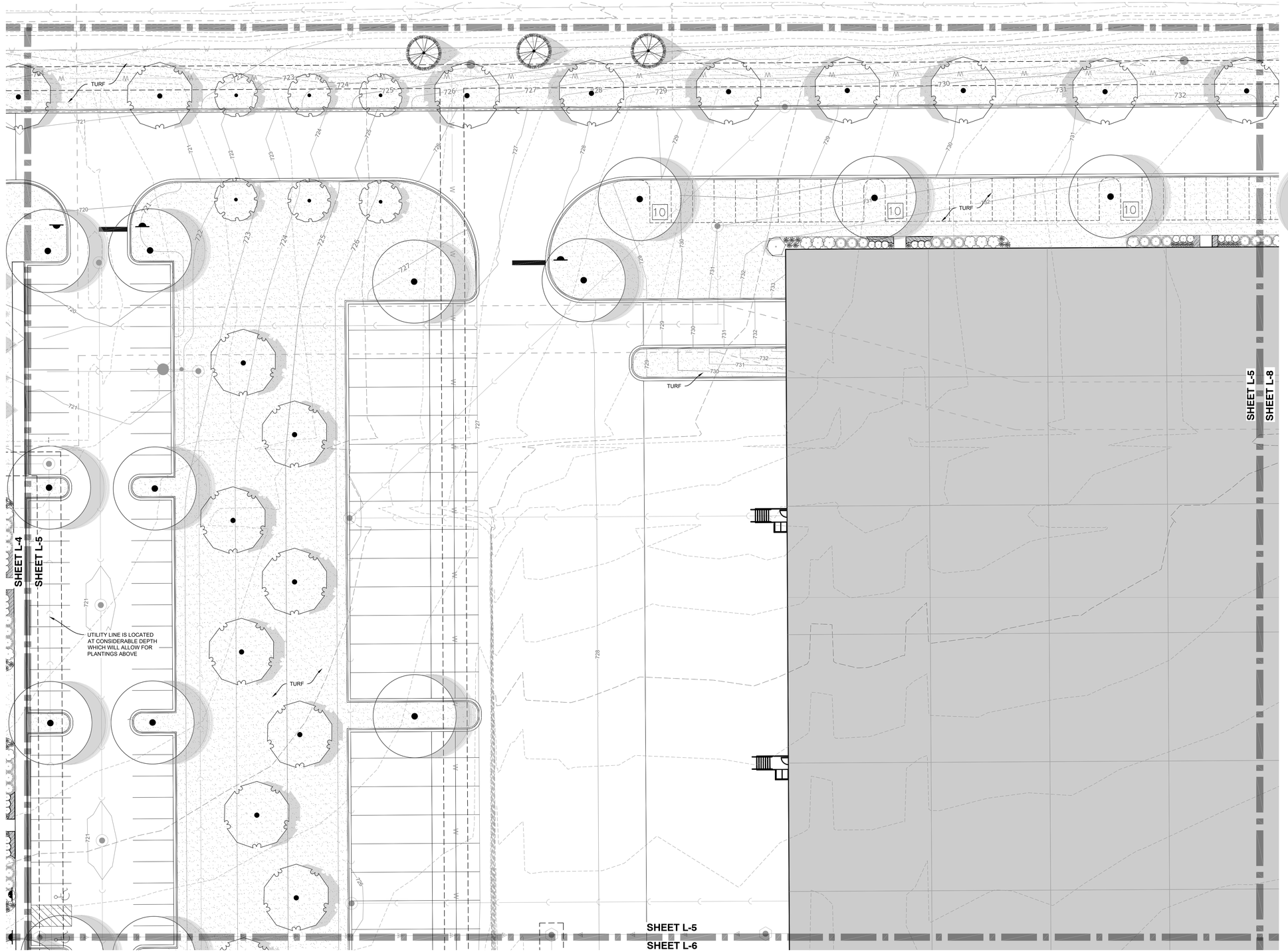
LANDSCAPE ENLARGEMENT

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PEG PM BDJ
START DATE 07/09/21
SCALE 1" = 20'

SHEET L-4 OF L-11

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CONCEPT PLANT KEY

TREES

BOTANICAL / COMMON NAME

DECIDUOUS TREE
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
Acer saccharum `Flax Mill Majesty` / Flax Mill Majesty Maple
Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
Gymnocladus dioicus / Kentucky Coffee Tree
Tilia tomentosa `Sterling` / Sterling Silver Linden

ORNAMENTAL TREE
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS
Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
Abies concolor / White Fir
Picea abies / Norway Spruce
Picea glauca `Densata` / Black Hills Spruce
Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
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LARGE DECIDUOUS SHRUB
Aronia arbutifolia `Brilliantissima` / Brilliant Red Chokeberry
Cephalanthus occid. `Ping Pong` / Ping Pong Buttonbush
Physocarpus opul. `Center Glow` / Center Glow Ninebark

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Ilex verticillata `Red Sprite` / Red Sprite Winterberry
Rosa r `Purple Pavement` / Purple Pavement Rugosa Rose
Salix purpurea `Canyon Blue` / Canyon Blue Arctic Willow
Sambucus nigra `Black Lace` / Black Lace Elderberry
Syringa meyeri `Palibin` / Dwarf Korean Lilac

MEDIUM EVERGREEN SHRUB
Juniperus chinensis `Old Gold` / Old Gold Juniper
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LOW EVERGREEN SHRUB
Juniperus horizontalis `Youngstown` / Andorra Juniper
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Pinus mugo `Slowmound` / Mugo Pine
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SMALL DECIDUOUS SHRUB
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla
Hydrangea paniculata `Bobo` / Bobo Hydrangea
Spiraea japonica `Magic Carpet` / Magic Carpet Spirea

TALL ORNAMENTAL GRASS
Calamagrostis x a `Karl Foerster` / Karl Foerster Reed Grass
Miscanthus sinensis `Oktoberfest` / Oktoberfest Miscanthus
Panicum virgatum `Northwind` / Northwind Switch Grass
Schizachyrium s `B H` / Blue Heaven Little Bluestem Grass

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Geranium c `B Carmina` / Biokovo Carmina Cranesbill
Hemerocallis x `Stella de Oro` / Stella de Oro Daylily
Nepeta x faassenii `Novanepjun` / Junior Walker Catmint
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia
Salvia nemorosa `May Night` / May Night Sage
Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS — BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)
0 1" = 20' 40'

LANDSCAPE ENLARGEMENT

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REVIEWED DJB
DESIGNED JSJ
DRAFTED JSJ

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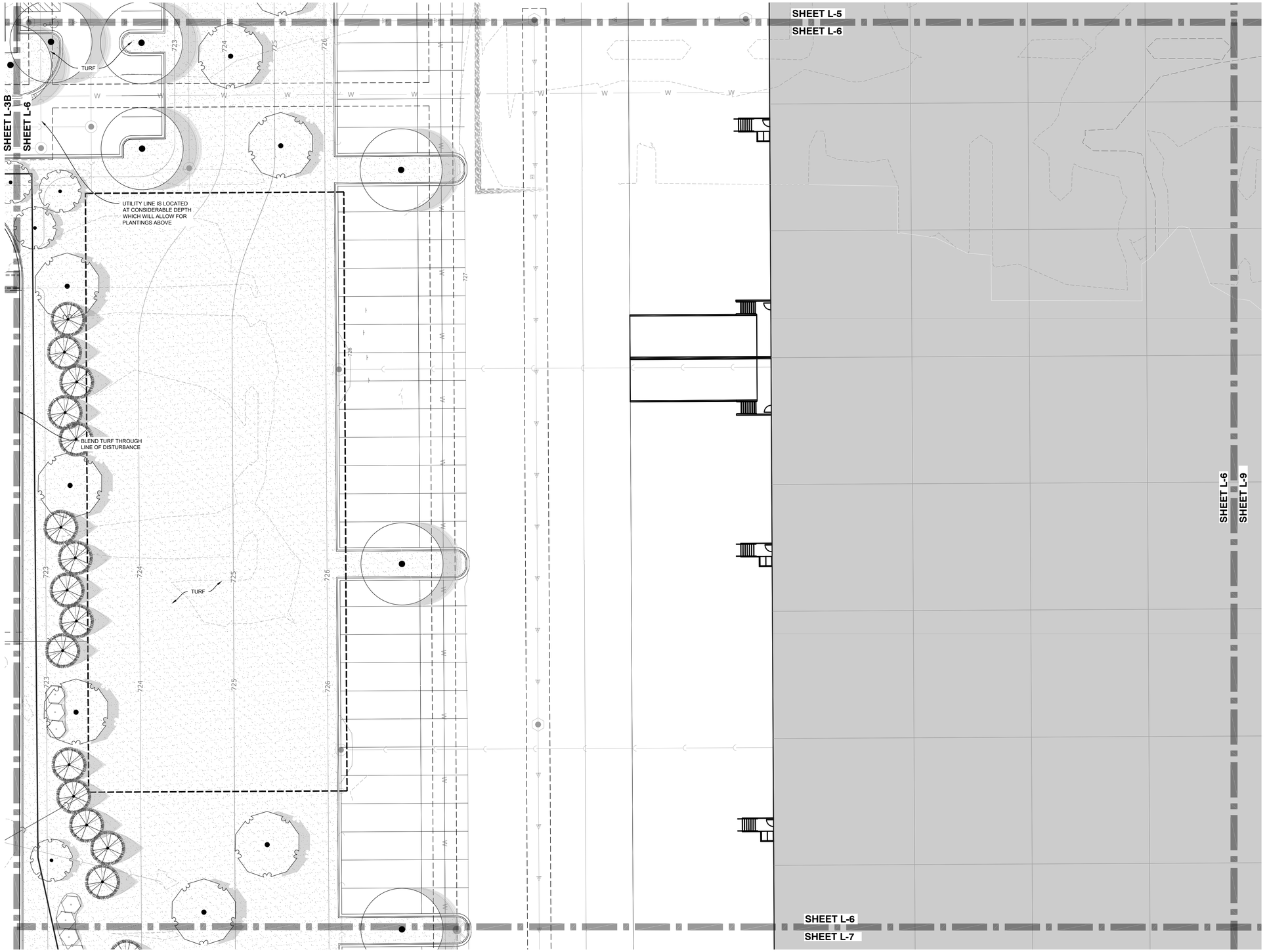
LANDSCAPE ENLARGEMENT

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PEG PM BDJ
START DATE 04/09/21
SCALE 1" = 20'

SHEET L-5 OF L-11

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CONCEPT PLANT KEY

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BOTANICAL / COMMON NAME

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Celtis occidentalis `Chicagoland` / Chicagoland Hackberry
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Tilia tomentosa `Sterling` / Sterling Silver Linden

ORNAMENTAL TREE
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS
Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
Abies concolor / White Fir
Picea abies / Norway Spruce
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Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
Acer freemanii `Autumn Fantasy` / Autumn Fantasy Maple
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LARGE EVERGREEN SHRUB
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Syringa meyeri `Palibin` / Dwarf Korean Lilac

MEDIUM EVERGREEN SHRUB
Juniperus chinensis `Old Gold` / Old Gold Juniper
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LOW EVERGREEN SHRUB
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Salvia nemorosa `May Night` / May Night Sage
Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS

BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 20' 40'

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DRAFTED: JSJ
DESIGNED: JSJ
REVIEWED: DJB

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REVISIONS

1	VILLAGE COMMENTS	5/21/21			
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LANDSCAPE ENLARGEMENT

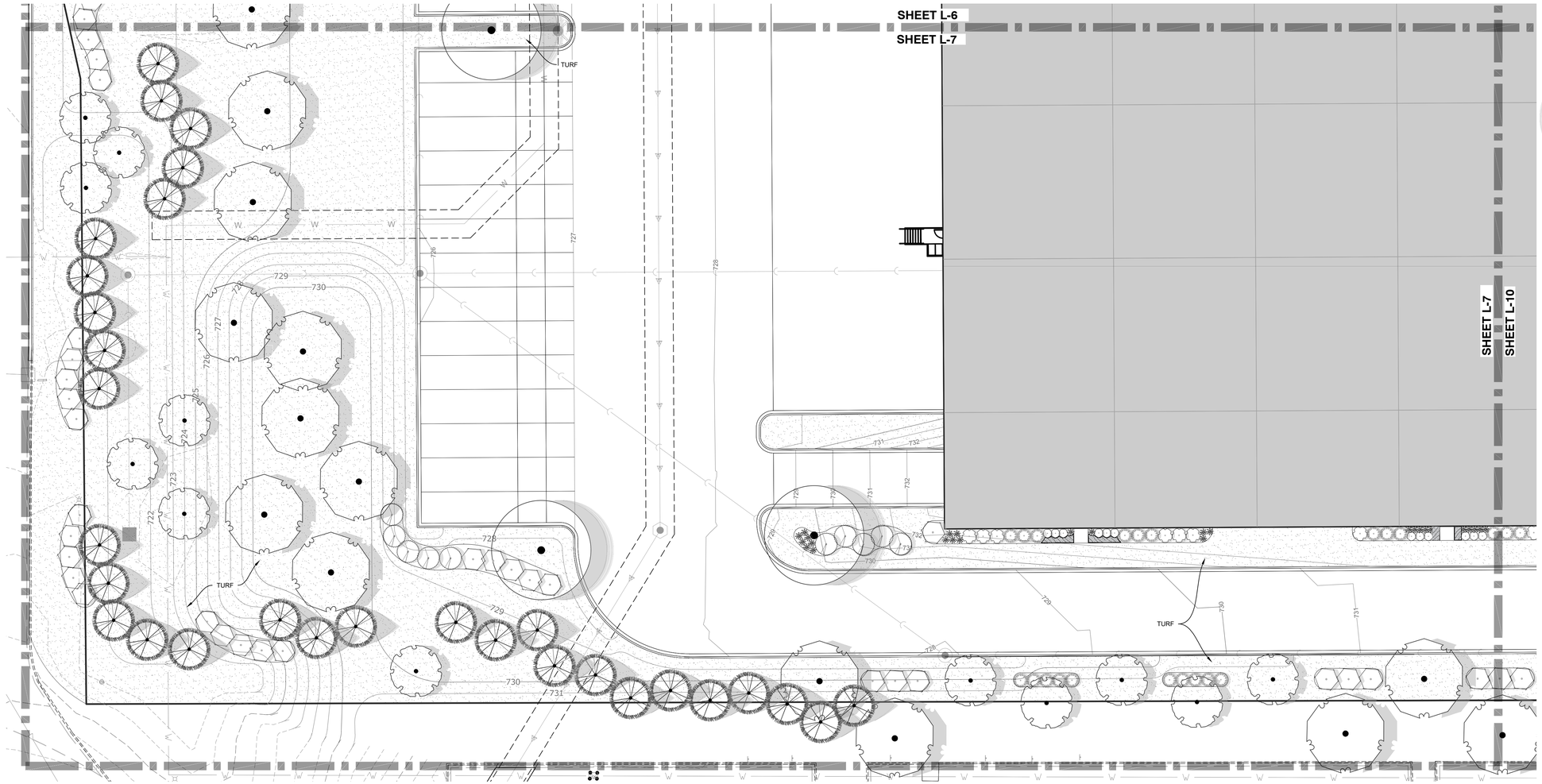
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PEG PM: DJB
START DATE: 04/09/21
SCALE: 1" = 20'

SHEET L-6 OF L-11

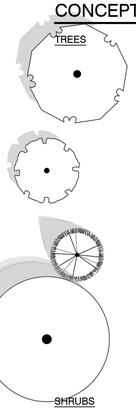
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CONCEPT PLANT KEY



TREES

BOTANICAL / COMMON NAME

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ORNAMENTAL TREE
Amelanchier g `A B` / Autumn Brilliance Serviceberry- MS
Malus x `Prairie Maid` / Prairie Maid Crabapple
Malus x `Royal Raindrops` / Royal Raindrops Crabapple- MS
Malus x `Sugar Tyme` / Sugar Tyme Crabapple

EVERGREEN TREE
Abies concolor / White Fir
Picea abies / Norway Spruce
Picea glauca `Densata` / Black Hills Spruce
Pinus strobus / Eastern White Pine

PARKING ISLAND TREES
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Sambucus nigra `Black Lace` / Black Lace Elderberry
Syringa meyeri `Palibin` / Dwarf Korean Lilac

MEDIUM EVERGREEN SHRUB
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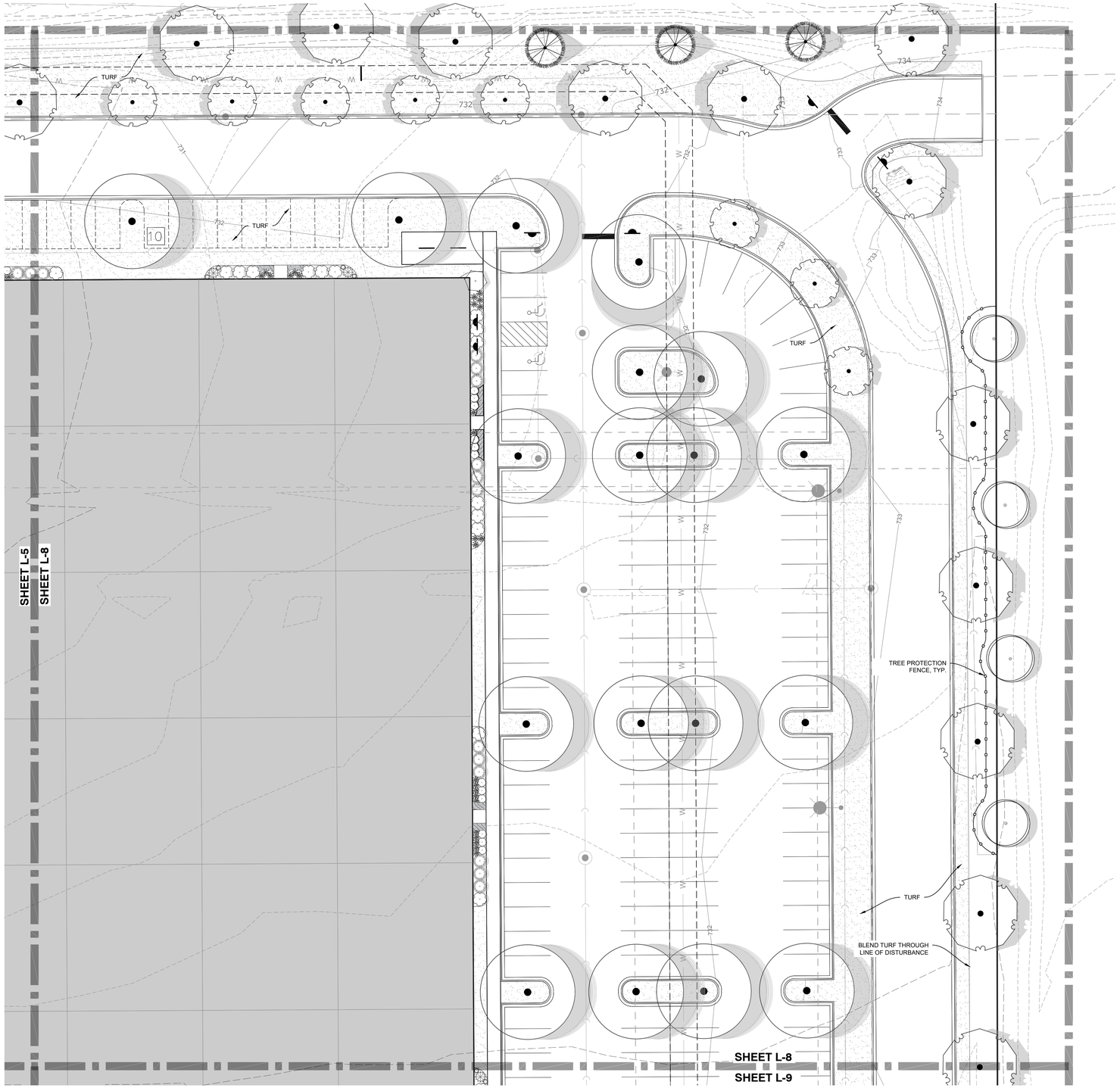
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SMALL DECIDUOUS SHRUB
Cornus stolonifera `Arctic Fire` / Arctic Fire Dogwood
Diervilla lonicera `Kodiak Orange` / Kodiak Orange Diervilla
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Spiraea japonica `Magic Carpet` / Magic Carpet Spirea

TALL ORNAMENTAL GRASS
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Schizachyrium s `B H` / Blue Heaven Little Bluestem Grass

SHORT ORNAMENTAL GRASS
Eragrostis spectabilis / Purple Love Grass
Sporobolus heterolepis `Tara` / Prairie Dropseed

PERENNIAL AREAS — BOTANICAL / COMMON NAME

PERENNIALS
Allium x `Summer Beauty` / Summer Beauty Allium
Calamintha nepeta / Calamint
Coreopsis verticillata `Zagreb` / Zagreb Coreopsis
Echinacea p `M Superior` / Magnus Superior Coneflower
Geranium c `B Carmina` / Biokovo Carmina Cranesbill
Hemerocallis x `Stella de Oro` / Stella de Oro Daylily
Nepeta x faassenii `Novanepjun` / Junior Walker Catmint
Perovskia a `Denim `n Lace` / Denim `n Lace Russian Sage
Rudbeckia f `V. Little Suzy` / Viette`s Little Suzy Rudbeckia
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Sedum x `Autumn Joy` / Autumn Joy Sedum

GROUND COVERS — BOTANICAL / COMMON NAME

TURF
Turf Hydroseed / Reinders - Cadet 70/30 Fescue/Blue Mix

NORTH

GRAPHICAL SCALE (FEET)
0 — 1" = 20' — 40'

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REVIEWED: DJB
DESIGNED: JSJ
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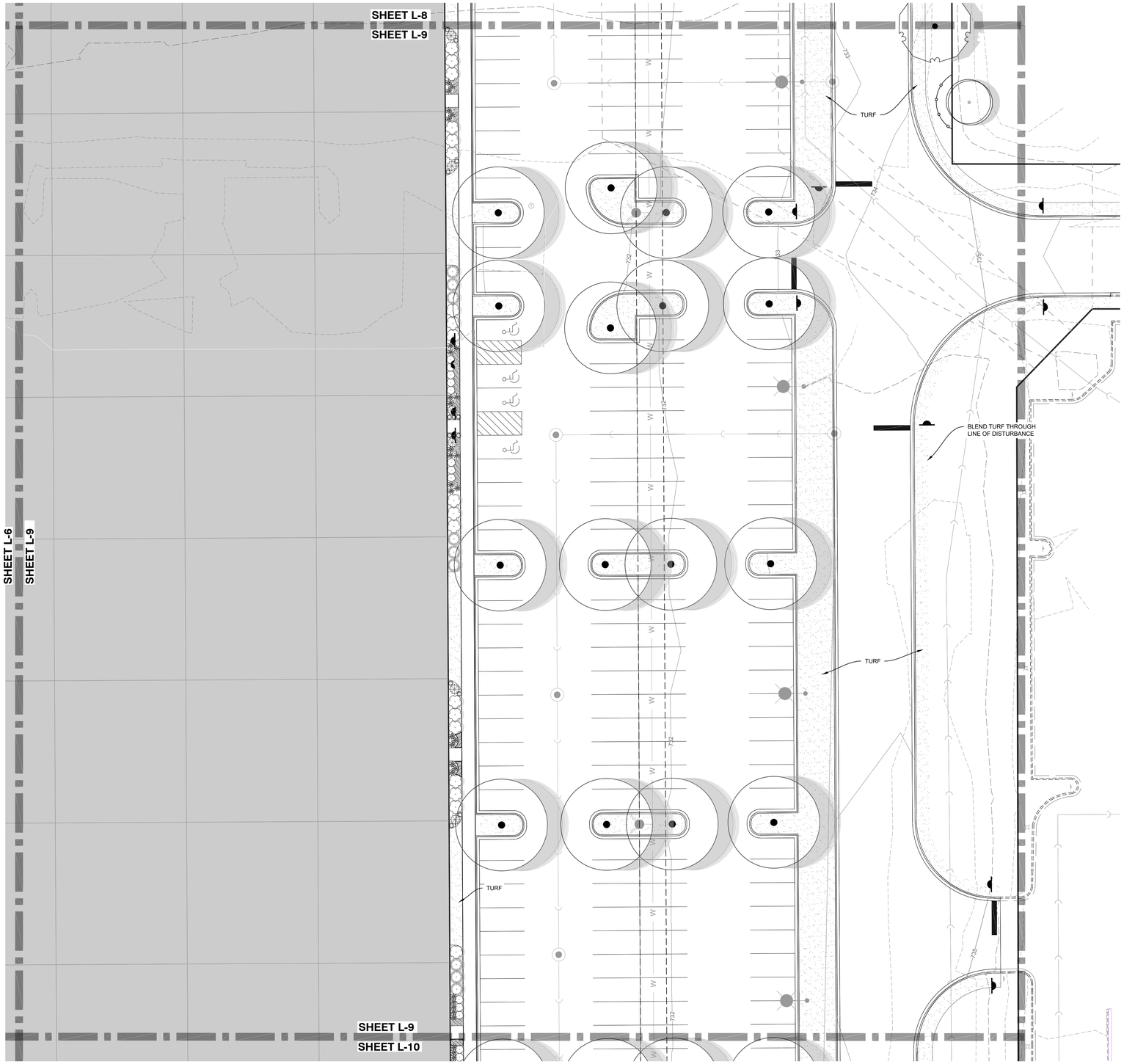
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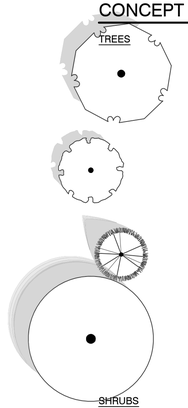
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CONCEPT PLANT KEY



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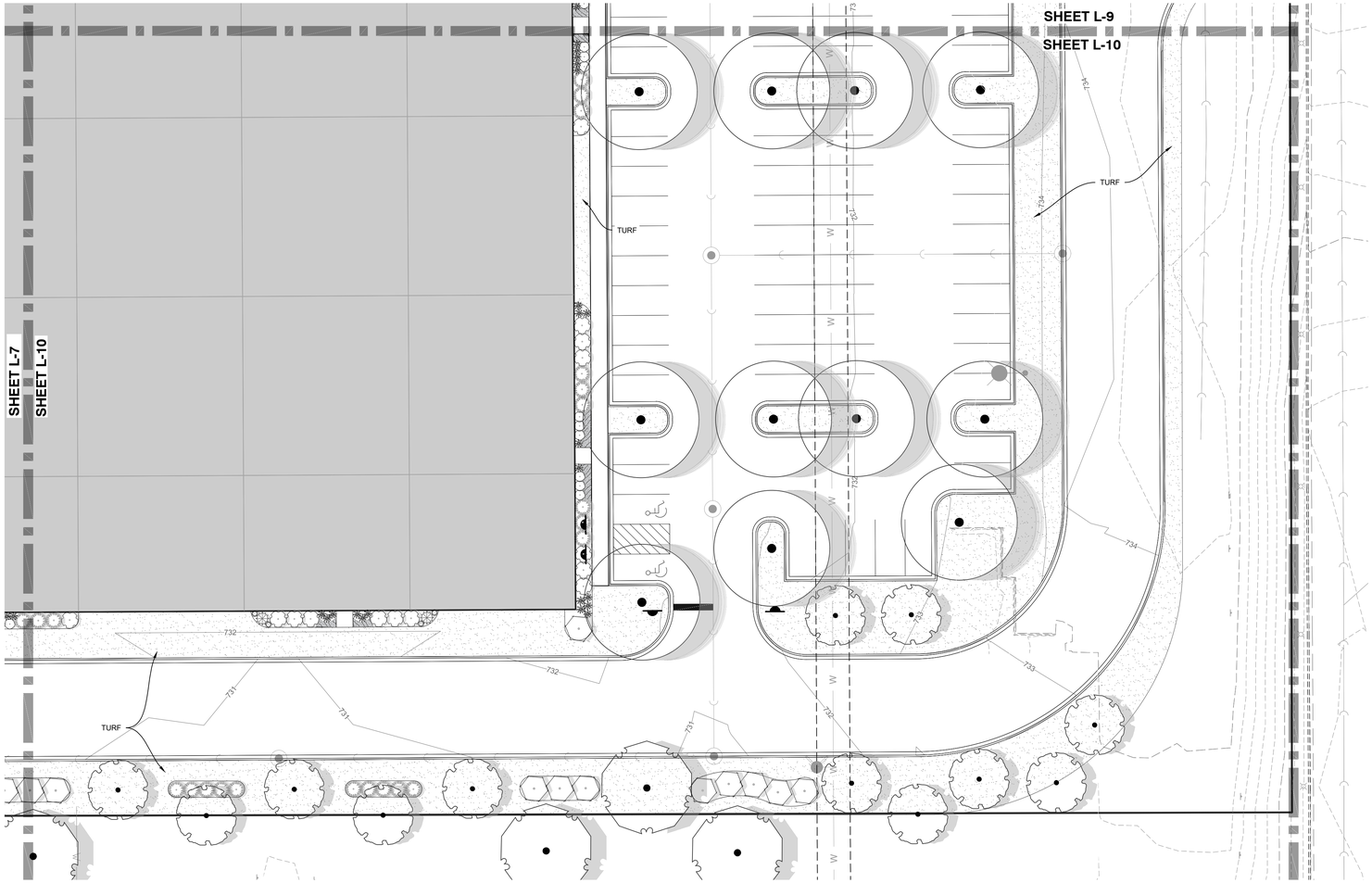
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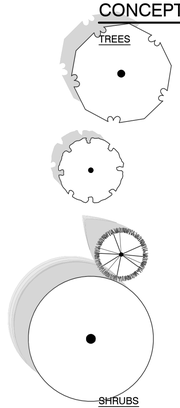
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SHEET L-10 OF L-11

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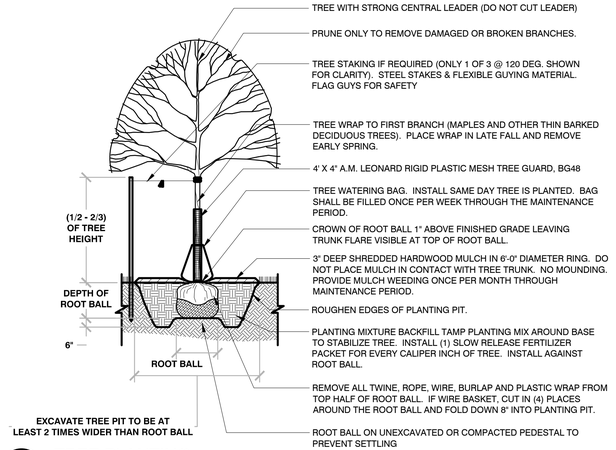
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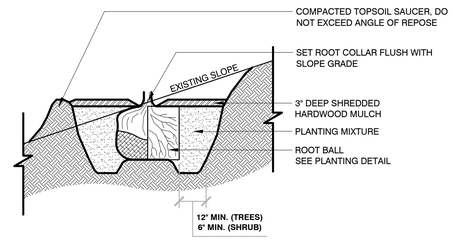
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GENERAL PLANTING NOTES:

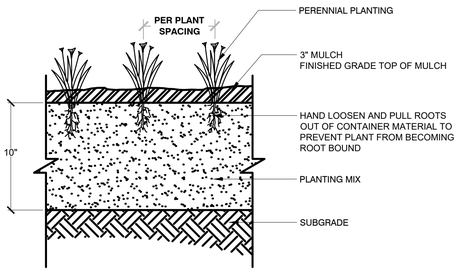
1. THE LAYOUT OF ALL PLANTING BEDS AND INDIVIDUAL TREES AND SHRUBS SHALL BE STAKED BY THE CONTRACTOR IN ADVANCE OF INSTALLATION. FLAGGING, STAKES, OR PAINT MAY BE USED TO DELINEATE LOCATIONS AS SCALED FROM THE PLANS. AN APPROVED REPRESENTATIVE WILL REVIEW THESE LOCATIONS WITH THE CONTRACTOR AND MAKE MINOR ADJUSTMENTS AS NECESSARY. BED LAYOUT SHALL ALSO INCLUDE PERENNIAL GROUPINGS BY SPECIES.
2. THE CONTRACTOR IS RESPONSIBLE FOR INDEPENDENTLY DETERMINING THE PLANT MATERIAL QUANTITIES REQUIRED BY THE LANDSCAPE PLANS. REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT.
3. NO PLANT MATERIAL OR PLANT SIZE SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL BY THE LANDSCAPE ARCHITECT. ANY CHANGES SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO INSTALLATION.
4. ALL BNB STOCK SHALL BE NURSERY GROWN IN A CLAY LOAM SOIL FOR A MINIMUM OF THREE GROWING SEASONS WITHIN 200 MILES OF PROJECT LOCATION, IN A ZONE COMPATIBLE WITH USDA HARDINESS ZONE 5A. SEED SHALL BE PROVIDED FROM A NURSERY (WITHIN 200 MILES) WITH A SIMILAR PLANT HARDINESS ZONE AS PROJECT LOCATION. EXISTING SOIL SHALL BE AMENDED PER SOIL ANALYSIS REPORT TO ENSURE A PROPER GROWING MEDIUM IS ACHIEVED.
5. ALL PLANT MATERIAL SHALL COMPLY WITH STANDARDS DESCRIBED IN AMERICAN STANDARD OF NURSERY STOCK - Z60.1 ANSI. LANDSCAPE ARCHITECT OR OWNERS AUTHORIZED REPRESENTATIVE RESERVES THE RIGHT TO INSPECT AND POTENTIALLY REJECT ANY PLANT MATERIAL DEEMED TO NOT MEET THE REQUIRED STANDARDS.
6. ALL STOCK SHALL BE FREE OF DISEASES AND HARMFUL INSECTS, DAMAGE, DISORDERS AND DEFORMITIES.
7. TREES SHALL HAVE SINGLE, STRAIGHT TRUNKS AND WELL BALANCED BRANCH SYSTEMS. MUTLI-STEM TREES SHALL HAVE 3-4 STRAIGHT TRUNKS AND WELL BALANCED BRANCH SYSTEMS. HEIGHT-TO-CALIPER RATIOS SHALL BE CONSISTENT WITH THE LATEST EDITION OF ANSI Z60.1.
8. ROOT SYSTEMS SHALL BE LARGE ENOUGH TO ALLOW FOR FULL RECOVERY OF THE TREE, AND SHALL CONFORM TO STANDARDS AS THEY APPEAR IN THE MOST CURRENT REVISION OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S AMERICAN STANDARD OF NURSERY STOCK ANSI Z60.1.
9. BNB TREES SHALL BE DUG WITH A BALL OF SOIL, NOT SOFT BALLED OR POTTED AND SHALL BE FIRM IN THEIR ROOTBALL. ROOT BALL SHALL BE WRAPPED (WITH BIODEGRADABLE MATERIAL). THE TREE ROOT FLARE, OR COLLAR, SHALL BE AT OR WITHIN THE TOP THREE INCHES OF GRADE.
10. ALL SPRING TREES MUST BE FRESHLY DUG IN THE MOST RECENT SPRING.
11. ALL AUTUMN TREES MUST BE FRESHLY DUG IN THE MOST RECENT AUTUMN.
12. TREES SHALL BE ALIVE, HEALTHY AND APPROPRIATELY MOIST, AT TIME OF DELIVERY. TREES SHALL BE SUBJECT TO INSPECTION FOR CONFORMITY TO SPECIFICATION REQUIREMENTS AND APPROVAL BY THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE. THE LANDSCAPE ARCHITECT OR OWNERS REPRESENTATIVE RESERVES THE RIGHT TO REJECT ANY TREES THAT DO NOT MEET THE SPECIFICATIONS OR THAT HAVE BEEN DAMAGED DURING SHIPMENT. THE LANDSCAPE INSTALLER MUST RECEIVE APPROVAL FROM LANDSCAPE ARCHITECT FOR ANY SUBSTITUTIONS OR ALTERATIONS.
13. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH PLANTING DETAILS.
14. ALL PLANTING BEDS SHALL HAVE A MINIMUM 10" DEPTH OF PREPARED SOIL. WITH APPROVAL, EXISTING SOIL MAY BE UTILIZED PROVIDED THE PROPER SOIL AMENDMENTS ARE TILLED THOROUGHLY INTO THE TOP 10" OF SOIL. REFER TO SOIL PLACEMENT NOTES.
15. WHILE PLANTING TREES AND SHRUBS, BACKFILL ⅔ OF PLANTING HOLE AND WATER TREE THOROUGHLY BEFORE INSTALLING THE REMAINDER OF SOIL MIXTURE. AFTER ALL SOIL HAS BEEN PLACED INTO THE PLANTING HOLE WATER THOROUGHLY AGAIN.
16. THE CONTRACTOR MUST LABEL ALL TREES WITH THE COMMON AND BOTANICAL NAMES PRIOR TO FINAL INSPECTION.
17. OAK TREES SHALL BE TREATED FOR TWO-LINE CHESTNUT BORER BOTH AT THE TIME OF INSTALLATION AND DURING THE SECOND GROWING SEASON.
18. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" DEEP SHREDDED HARDWOOD MULCH, AND ALL TREES PLANTED IN TURF AREAS SHALL RECEIVE A 3" DEEP SHREDDED HARDWOOD MULCHED RING AS SHOWN IN PLANTING DETAILS.
19. ALL PLANTING BEDS AND TREE RINGS SHALL HAVE A 4" DEEP TRENCHED BED EDGE CREATED BY EITHER A FLAT LANDSCAPE SPADE OR MECHANICAL EDGER. BED EDGES ARE TO BE CUT CLEAN AND SMOOTH AS SHOWN ON LANDSCAPE PLANS WITH A CLEAN DEFINITION BETWEEN TURF AND PLANTING AREAS.
20. ALL TURF SEED AREAS SHALL RECEIVE A MINIMUM OF 6" DEPTH OF TOPSOIL. WITH APPROVAL, EXISTING SOIL MAY BE UTILIZED PROVIDED THE PROPER SOIL AMENDMENTS ARE TILLED THOROUGHLY INTO THE TOP 6" OF SOIL AS INDICATED IN THE SOIL PLACEMENT NOTES. REQUIRED AMENDMENTS SHALL BE DETERMINED BASED ON A SOIL ANALYSIS TO BE PERFORMED. ALL TOPSOIL AMENDMENT SHALL BE AGED WEED FREE MANURE OR CLASS 1 ORGANIC MATTER.
21. FOR LAWN SEEDING, APPLY A STARTER FERTILIZER AND SEED UNIFORMLY AT THE RATE RECOMMENDED BY MANUFACTURER, AND PROVIDE A MULCH COVERING THAT IS SUITABLE TO PROMOTE SEED GERMINATION AND TURF ESTABLISHMENT. CONTRACTOR TO PROVIDE FERTILIZER, SEED, AND MULCH SPECIFICATIONS TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. EROSION CONTROL MEASURES ARE TO BE INSTALLED IN THOSE AREAS REQUIRING STABILIZATION (SWALES, SLOPES EXCEEDING 1:3, AND THOSE LOCATIONS INDICATED IN CIVIL DRAWINGS).
22. THE CONTRACTOR TO ENSURE A SMOOTH, UNIFORM QUALITY TURF IS ACHIEVED WITH NO BARE SPOTS LARGER THAN 6" X 6". ANY BARE SPOTS LARGER THAN 6" X6" AT THE END OF ESTABLISHMENT PERIOD SHALL BE RESEEDED AT THE CONTRACTORS EXPENSE TO OBTAIN A DENSE, UNIFORM LAWN.
23. ALL FINISH GRADING AND LAWN AREAS TO BE INSTALLED BY LANDSCAPE CONTRACTOR.
24. ALL DISTURBED AREAS WITHIN THE PROJECT SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION.
25. ALL DISTURBED AREAS OUTSIDE THE LIMITS OF WORK SHALL BE RESTORED TO ORIGINAL OR BETTER CONDITION AT NO ADDITIONAL COST TO THE OWNER.
26. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES, INCLUDING ANY IRRIGATION LINES, PRIOR TO DIGGING. CONSULT J.U.L.I.E. HOTLINE.
27. TREES SHALL BE INSTALLED NO CLOSER THAN:
    - 10 FEET FROM ANY FIRE HYDRANT
    - 7 FEET FROM STORM SEWER, SANITARY SEWER LATERALS, AND WATER SERVICE
28. THE CONTRACTOR SHALL ENSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL AREAS
29. THE CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS, FEES, AND LICENSES NECESSARY FOR THE INSTALLATION OF THIS PLAN.
30. THE CONTRACTOR IS TO REVIEW ALL SITE ENGINEERING DOCUMENTS PRIOR TO INSTALLATION. ANY CONFLICTS MUST BE REPORTED TO THE LANDSCAPE ARCHITECT. THESE LANDSCAPE DRAWINGS ARE FOR THE INSTALLATION OF PLANT MATERIALS ONLY UNLESS OTHERWISE STATED.
31. THE CONTRACTOR SHALL PROVIDE WATERING AND MAINTENANCE SERVICES FOR A PERIOD OF 60 DAYS TO ENSURE VEGETATIVE ESTABLISHMENT. UPON COMPLETION OF THE PROJECT, CONTRACTOR SHALL SUPPLY THE OWNER IN WRITING WITH ONGOING WATERING AND MAINTENANCE INSTRUCTIONS.
32. PLANT MATERIALS SHALL BE GUARANTEED FOR A PERIOD OF ONE (1) YEAR FROM TIME OF OWNER ACCEPTANCE. ONLY ONE REPLACEMENT PER PLANT WILL BE REQUIRED DURING THE WARRANTY PERIOD EXCEPT IN THE EVENT OF FAILURE TO COMPLY WITH THE SPECIFIED REQUIREMENTS.
33. THE CONTRACTOR IS RESPONSIBLE TO CONDUCT A FINAL WALK THROUGH WITH THE LANDSCAPE ARCHITECT AND OR OWNERS REPRESENTATIVE TO ANSWER QUESTIONS, PROVIDE INSTRUCTIONS, AND ENSURE THAT PROJECT REQUIREMENTS HAVE BEEN MET.



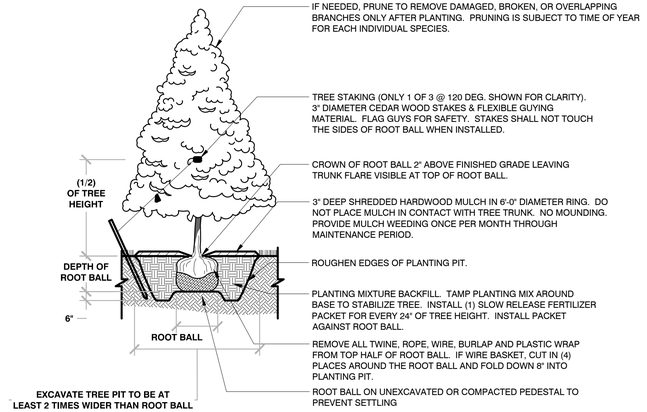
1 TREE PLANTING
1/4" = 1'-0" 329343-01



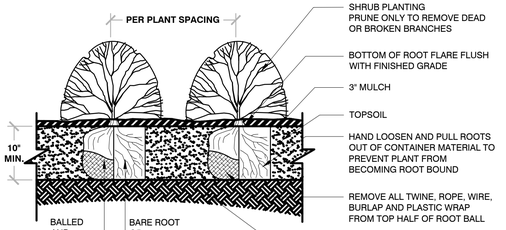
3 TREE PLANTING ON SLOPE
3/8" = 1'-0" 329343-02



5 PERENNIAL PLANTING
1" = 1'-0" 3293-01

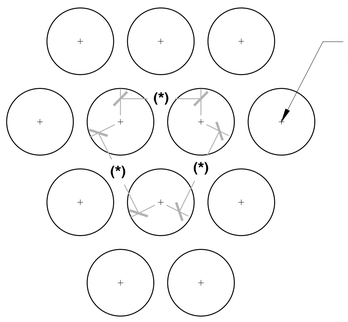


2 EVERGREEN TREE PLANTING
1/4" = 1'-0" 329343-03



BAREROOT PLANTING NOTES:
1. SOAK ROOTS IN WATER FOR AT LEAST ONE HOUR BUT NOT MORE THAN 24 HOURS PRIOR TO PLANTING.
2. SCARIFY SIDES AND BOTTOMS OF HOLE.
3. PROCEED WITH CORRECTIVE PRUNING OF THE TOP AND BOTTOM ROOTS.
4. TRANSFER PLANT DIRECTLY FROM WATER TO HOLE. SET PLANT SO THE ROOT FLARE IS APPROXIMATELY AT THE FINISHED SOIL ELEVATION. SPREAD ROOTS OUT EVENLY. PLUMB AND IMMEDIATELY BACKFILL WITH PLANTING SOIL MIX.
5. WATER THOROUGHLY WITHIN 2 HOURS TO SETTLE PLANTS AND FILL VOIDS.
6. BACKFILL VOIDS AND WATER SECOND TIME.
7. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

4 SHRUB PLANTING
1/2" = 1'-0" 329333-02

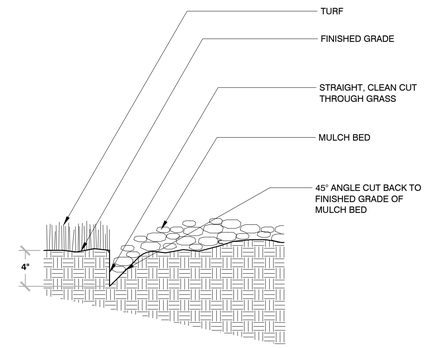


(*) = SPECIFIED PLANT SPACING PER PLANTING LIST

6 PLANT SPACING
3/4" = 1'-0" 3293-02

SOIL PLACEMENT NOTES

1. LOOSEN SUBGRADE TO A MINIMUM DEPTH INDICATED IN PLANTING NOTES USING A CULTI-MULCHER OR SIMILAR EQUIPMENT, AND REMOVE STONES MEASURING OVER 1-1/2 INCHES IN ANY DIMENSION, STICKS, RUBBISH AND OTHER EXTRANEOUS MATTER. AREAS ADJACENT TO WALKS AND PAVEMENT SHALL BE FREE OF EXCESS STONE AND PAVING MATERIALS SO AS TO PROVIDE AN UNINTERRUPTED CROSS SECTION OF SOIL. INTERNAL PARKING ISLANDS SHALL BE LOOSENED TO A DEPTH OF 30".
2. THOROUGHLY BLEND PLANTING SOIL MIX FOR PLANTING BED AREAS. (1 PART EXISTING SOIL, 1 PART TOPSOIL, 1 PART ORGANIC SOIL AMENDMENT, 2.9 POUNDS PER CUBIC YARD OF 4-4-4 ANALYSIS SLOW-RELEASE FERTILIZER)
3. TREE AND SHRUB HOLES SHALL BE FILLED WITH A PREPARED PLANTING MIXTURE OF 1 PART TOPSOIL, 2 PARTS PLANTING SOIL MIX.
4. SPREAD SOIL AND SOIL AMENDMENTS TO DEPTH INDICATED ON DRAWINGS, BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER NATURAL SETTLEMENT. (FINISH GRADE OF PLANTING BEDS SHALL BE 3" BELOW ALL ADJACENT SURFACES. FINISH GRADE OF TURF SEEDING AREAS SHALL BE 1" BELOW ALL ADJACENT HARD SURFACES, WALKS, AND CURBS.)
5. PLACE APPROXIMATELY 1/2 OF TOTAL AMOUNT OF SOIL REQUIRED. WORK INTO TOP OF LOOSENED SUBGRADE TO CREATE A TRANSITION LAYER, THEN PLACE REMAINDER OF THE SOIL. SOIL TRANSITION LAYER SHALL BE TILLED TO A MINIMUM DEPTH OF 6" BELOW THE DEPTH OF NEWLY PLACED SOIL. PARKING LOT ISLANDS SHALL BE CROWNED TO A HEIGHT OF 6" TO PROVIDE PROPER DRAINAGE UNLESS OTHERWISE NOTED.
6. DO NOT SPREAD IF PLANTING SOIL OR SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET.
7. FINISH GRADING: GRADE SOIL TO A SMOOTH, UNIFORM SURFACE PLANE WITH A LOOSE, UNIFORMLY FINE TEXTURE.
8. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES.
9. RESTORE PLANTING BEDS IF ERODED OR OTHERWISE DISTURBED AFTER FINISH GRADING AND BEFORE PLANTING.



7 TRENCHED BED EDGE
3/4" = 1'-0" 3293-03

DRAFTED: JSJ
DESIGNED: JSJ
REVIEWED: DJB

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PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300
CHICAGO | MILWAUKEE : NATIONWIDE

NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21			
2	VILLAGE COMMENTS	7/7/21			
3	VILLAGE COMMENTS	8/6/21			

LANDSCAPE GENERAL NOTES & DETAILS

PEG JOB No. 2283.00-1L
PEG PM BDJ
START DATE 04/09/21
SCALE VARIES

SHEET L-11 OF L-11

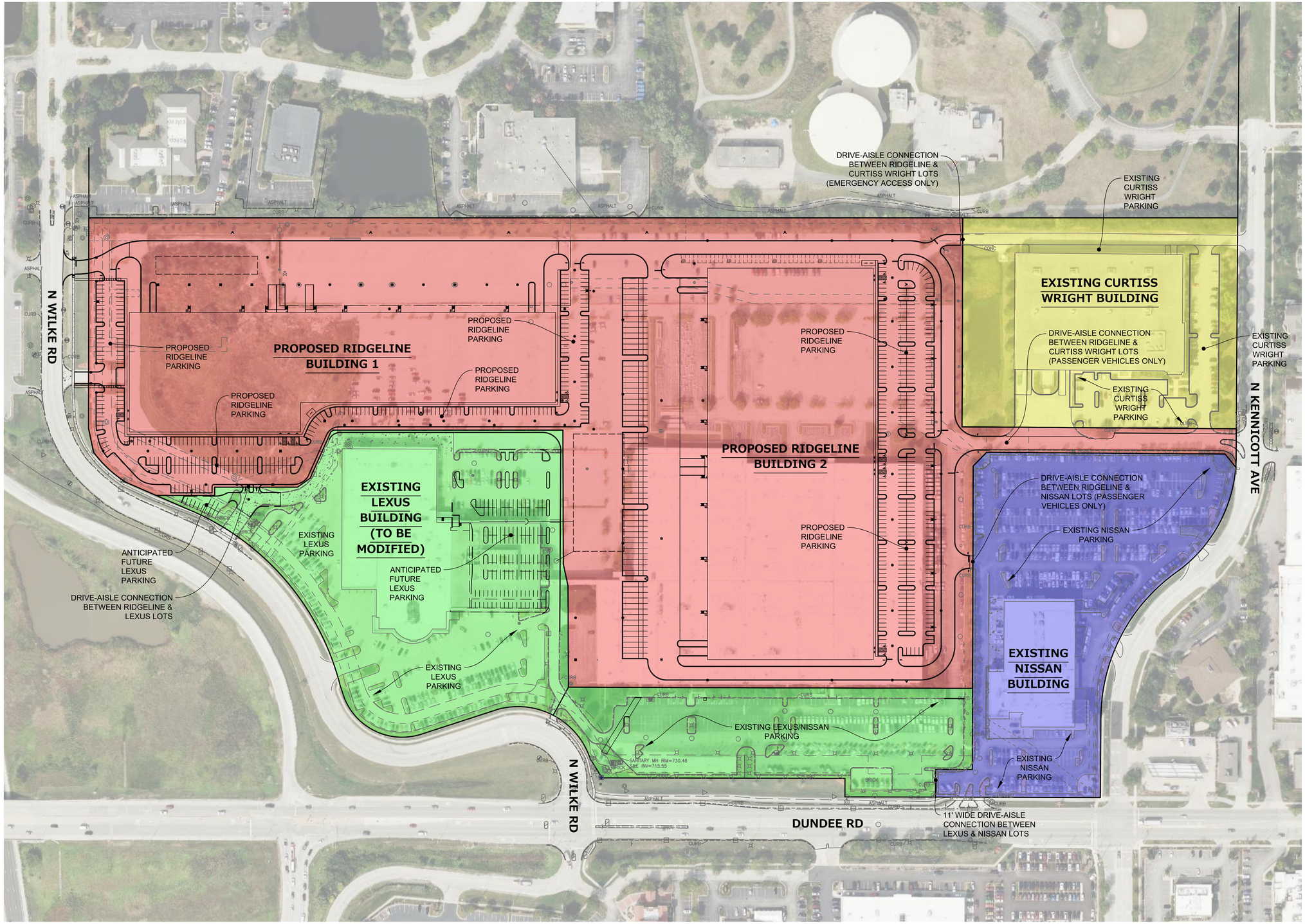
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LANDSCAPE GENERAL NOTES & DETAILS

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8/6/2021 4:46 PM – Z:\Projects\2020\2283.00-IL\12 – ENGINEERING\FINAL\SHEETSET\OVERALL PUD SITE PLAN.dwg
REVIEWED: BDJ
DESIGNED: JKB
DRAFTED: MSL



LEGEND

- RIDGELINE LOT
- LEXUS LOTS
- NISSAN LOT
- CURTISS WRIGHT / ARENS CONTROL LOT

NOTE

THE GENERAL LAYOUT OF EXISTING DRIVE AISLE CONNECTIONS, PARKING AREAS, AND BUILDINGS IS DEPICTED IN THIS EXHIBIT, TO THE BEST OF OUR KNOWLEDGE. HOWEVER, NOT ALL GEOMETRY IS DERIVED FROM A LAND SURVEY, AND MUCH OF IT IS FAR LESS PRECISE THAN A LAND SURVEY. SOME GEOMETRY IS DERIVED FROM HISTORICAL DESIGN DRAWINGS, AND OTHER GEOMETRY IS DERIVED FROM AERIAL IMAGERY.

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

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PINNACLE ENGINEERING GROUP
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CHICAGO | MILWAUKEE : NATIONWIDE
CHICAGO OFFICE:
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EAST DUNDEE, IL 60118
(847) 551-5300
IL Design Firm 184.006289-0010

NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21
2	VILLAGE COMMENTS	7/7/21
3	VILLAGE COMMENTS	8/6/21

OVERALL PUD SITE PLAN EXHIBIT

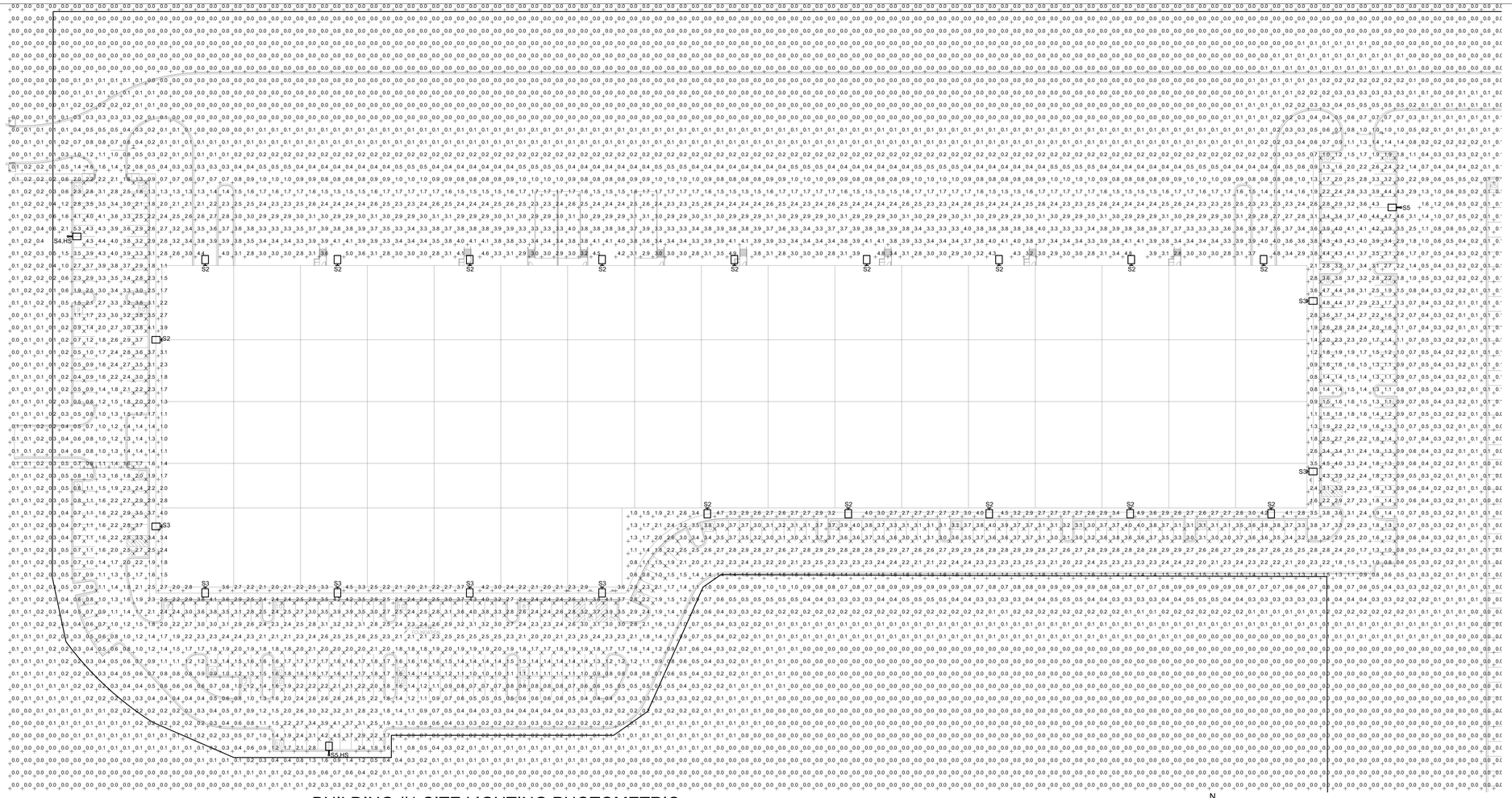
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PEG PM BDJ
START DATE 04/09/21
SCALE 1"=100'

SHEET 1 OF 1

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OVERALL PUD SITE PLAN EXHIBIT

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1 BUILDING #1 SITE LIGHTING PHOTOMETRIC
SCALE 1" = 40'-0"

N

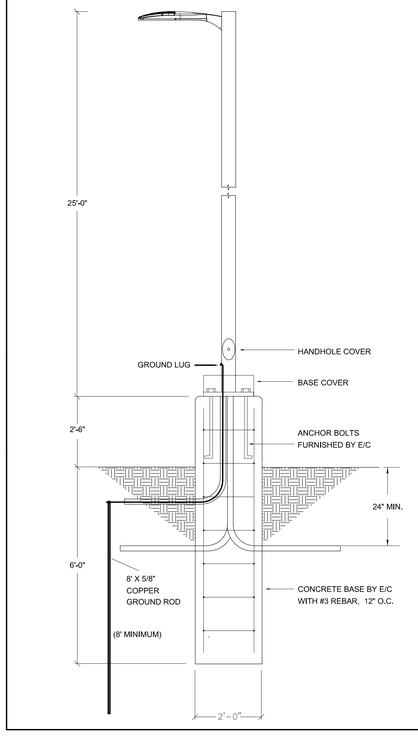
BUILDING #1 PHOTOMETRIC STATISTICS

	AVERAGE	MINIMUM	UNIFORMITY RATIO
CAR PARKING EAST	2.3fc	0.8fc	2.9:1
CAR PARKING SOUTH	2.4fc	0.6fc	4.0:1
CAR PARKING WEST	2.4fc	0.6fc	4.0:1

SITE LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	MODEL	TOTAL VA	VOLTS
S1		LED WALL MOUNTED FIXTURE (TYPE II DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T2S-MVOLT-WBA-DDBXD	241	277V 1P 2W
S2		LED WALL MOUNTED FIXTURE (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T3M-MVOLT-WBA-DDBXD	241	277V 1P 2W
S3		LED WALL MOUNTED FIXTURE (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T4M-MVOLT-WBA-DDBXD	241	277V 1P 2W
S4		LED FIXTURE MOUNTED ON A 25'-0" POLE (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T3M-MVOLT-SPA-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S4.HS		LED FIXTURE MOUNTED ON A 25'-0" POLE W/ HOUSE-SIDE SHIELD (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T3M-MVOLT-SPA-HS-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S5		LED FIXTURE MOUNTED ON A 25'-0" POLE (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T4M-MVOLT-SPA-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S5.HS		LED FIXTURE MOUNTED ON A 25'-0" POLE W/ HOUSE-SIDE SHIELD (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T4M-MVOLT-SPA-HS-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W

POLE BASE DETAIL (NTS)



CONNELLY ELECTRIC
40 S. ADDISON ROAD
ADDISON, IL 60101
630-543-9059
www.connellyelectric.com

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	04/02/2021

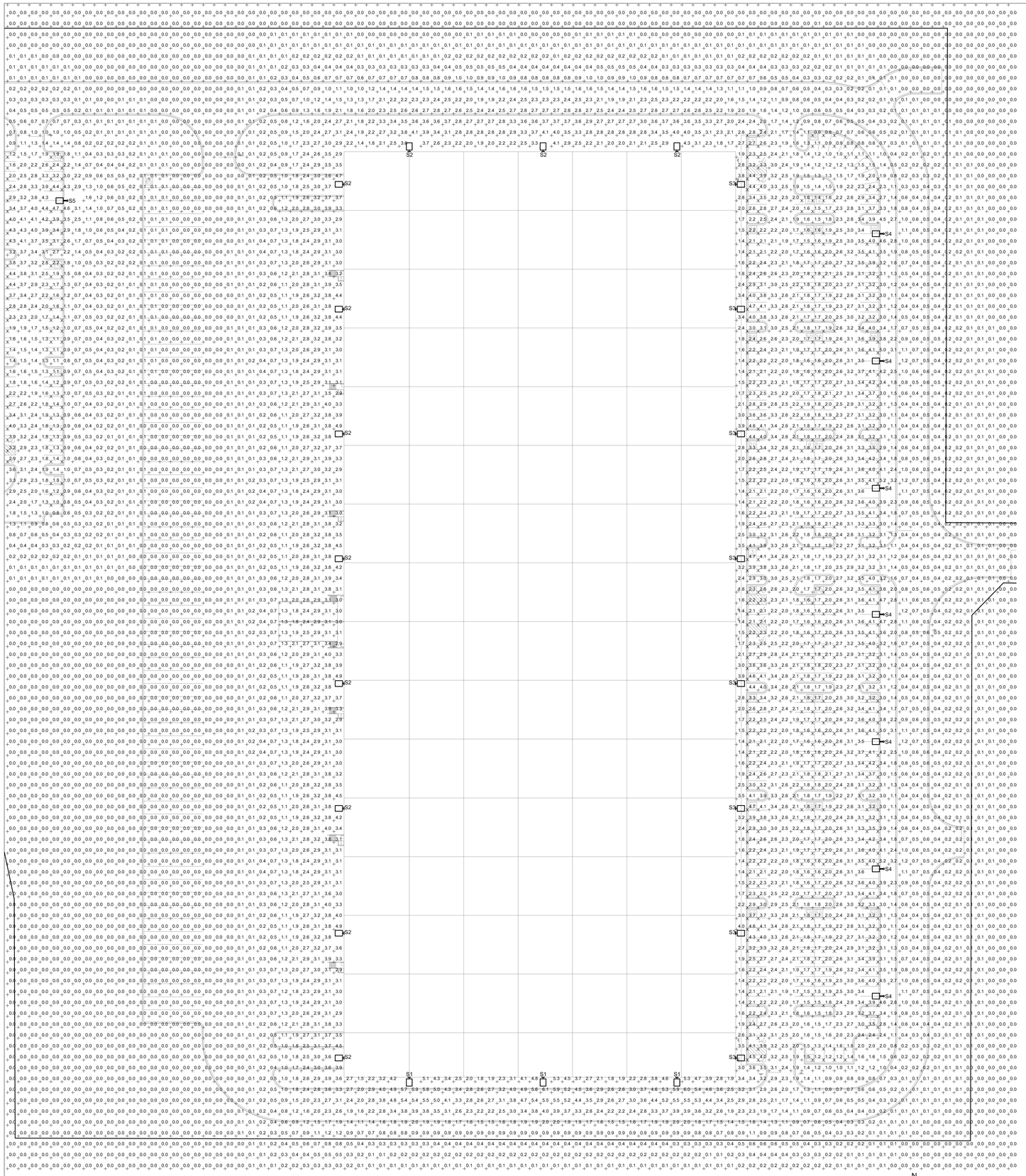
ARLINGTON HEIGHTS TWO SPEC BUILDINGS BUILDING #1

ARLINGTON HEIGHTS, IL

SITE LIGHTING PHOTOMETRIC

PROJECT NUMBER	21-0000
DATE	04/02/2021
DRAWN BY	TMF
CHECKED BY	JJC

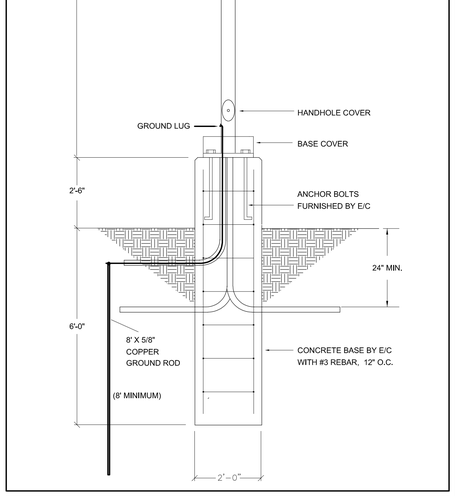
E101



1 BUILDING #2 SITE LIGHTING PHOTOMETRIC
SCALE 1" = 40'-0"

N

POLE BASE DETAIL (NTS)



BUILDING #2 PHOTOMETRIC STATISTICS

	AVERAGE	MINIMUM	UNIFORMITY RATIO
CAR PARKING EAST	2.6fc	0.7fc	3.7:1

SITE LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	MODEL	TOTAL VA	VOLTS
S1		LED WALL MOUNTED FIXTURE (TYPE II DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T2S-MVOLT-WBA-DDBXD	241	277V 1P 2W
S2		LED WALL MOUNTED FIXTURE (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T3M-MVOLT-WBA-DDBXD	241	277V 1P 2W
S3		LED WALL MOUNTED FIXTURE (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-40K-T4M-MVOLT-WBA-DDBXD	241	277V 1P 2W
S4		LED FIXTURE MOUNTED ON A 25'-0" POLE (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T3M-MVOLT-SPA-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S4.HS		LED FIXTURE MOUNTED ON A 25'-0" POLE W/ HOUSE-SIDE SHIELD (TYPE III DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T3M-MVOLT-SPA-HS-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S5		LED FIXTURE MOUNTED ON A 25'-0" POLE (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T4M-MVOLT-SPA-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W
S5.HS		LED FIXTURE MOUNTED ON A 25'-0" POLE W/ HOUSE-SIDE SHIELD (TYPE IV DISTRIBUTION)	LITHONIA (OR EQUAL) DSX1-LED-P9-50K-T4M-MVOLT-SPA-HS-DDBXD POLE: SSS-25-4C-DM19AS-DDBXD	241	277V 1P 2W

CONNELLY ELECTRIC
40 S. ADDISON ROAD
ADDISON, IL 60101
630-543-9059
www.connellyelectric.com

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	04/02/2021

ARLINGTON HEIGHTS TWO SPEC BUILDINGS BUILDING #2

ARLINGTON HEIGHTS, IL

SITE LIGHTING PHOTOMETRIC

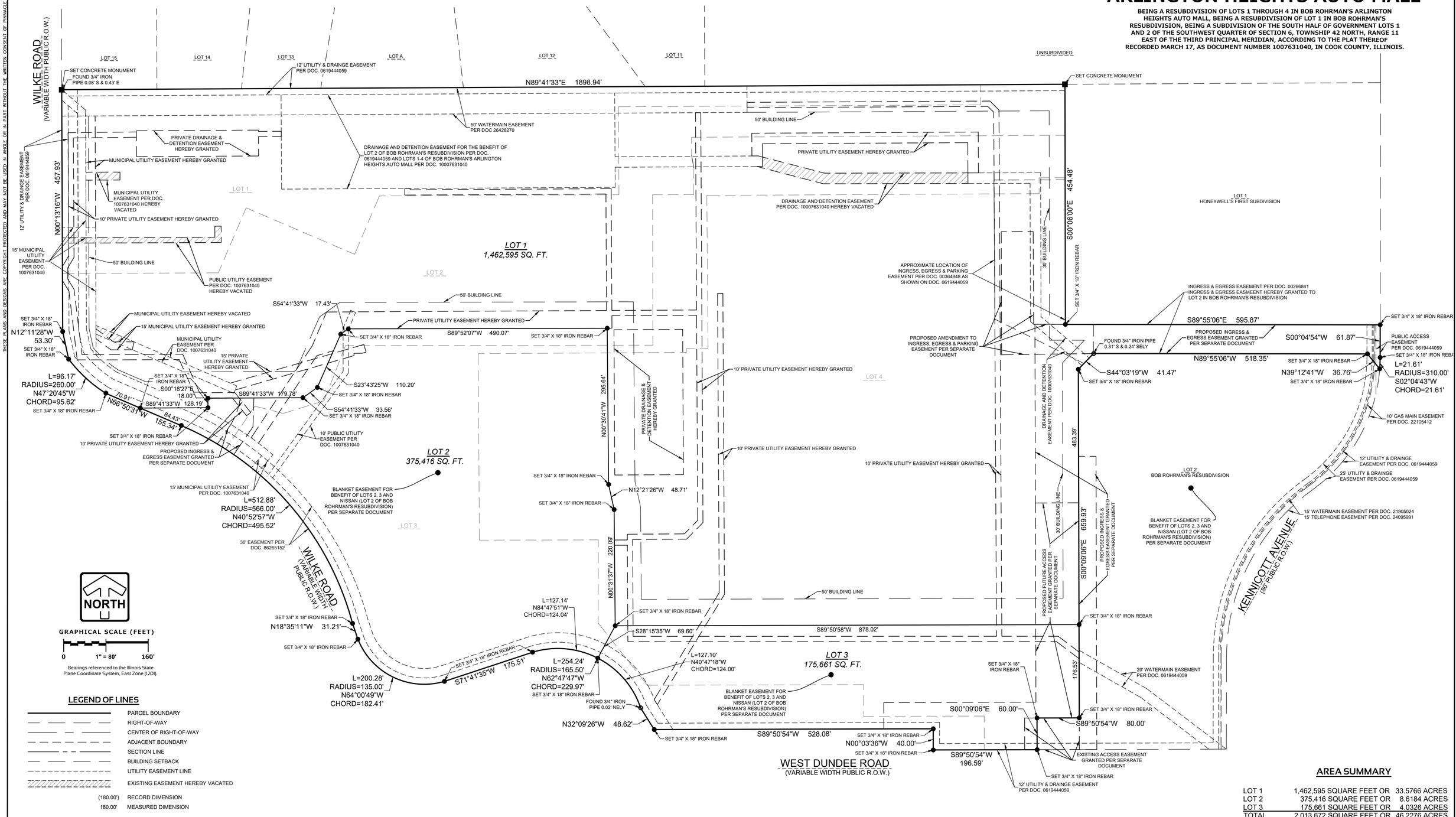
PROJECT NUMBER	21-0000
DATE	04/02/2021
DRAWN BY	TMF
CHECKED BY	JJC

E102

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PRELIMINARY PLAT OF SUBDIVISION
1ST AMENDMENT TO BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL

BEING A RESUBDIVISION OF LOTS 1 THROUGH 4 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL, BEING A RESUBDIVISION OF LOT 1 IN BOB ROHRMAN'S RESUBDIVISION, BEING A SUBDIVISION OF THE SOUTH HALF OF GOVERNMENT LOTS 1 AND 2 OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, AS DOCUMENT NUMBER 1007631040, IN COOK COUNTY, ILLINOIS.



NORTH

GRAPHICAL SCALE (FEET)

0 1" = 80' 160'

Bearings referenced to the Illinois State Plane Coordinate System, East Zone (1201).

LEGEND OF LINES

- PARCEL BOUNDARY
- RIGHT-OF-WAY
- CENTER OF RIGHT-OF-WAY
- ADJACENT BOUNDARY
- SECTION LINE
- BUILDING SETBACK
- UTILITY EASEMENT LINE
- EXISTING EASEMENT HEREBY VACATED
- (180.00') RECORD DIMENSION
- 180.00' MEASURED DIMENSION

AREA SUMMARY

LOT 1	1,462,595 SQUARE FEET OR	33.5766 ACRES
LOT 2	375,416 SQUARE FEET OR	8.6184 ACRES
LOT 3	175,661 SQUARE FEET OR	4.0326 ACRES
TOTAL	2,013,672 SQUARE FEET OR	46.2276 ACRES

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CHICAGO | MILWAUKEE : NATIONWIDE
ILLINOIS OFFICE:
1051 E. MAIN STREET - SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

1ST AMENDMENT TO BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY PLAT OF SUBDIVISION

REVISIONS

1	Village comments	5/18/2021	5	Village comments	7/29/2021
2	Village comments	6/24/2021			
3	Add proposed Ingress & Egress	6/30/2021			
4	Add existing & future access	7/07/2021			

PEG JOB No.: 2283.00 | JB
PEG PM: | 4/30/2021
DATE: | 1"=80'
SCALE:

SHEET 1 OF 2

SURVEY

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CORPORATE OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

This is to certify that _____ is the owner of the land described on the plat hereon drawn and shown hereon as subdivided; that he (they) has (have) caused said land to be surveyed, subdivided, staked and platted as shown hereon, for the purpose of having this plat recorded provided by law; and to the best of my (our) knowledge and belief the drainage of surface waters will not be changed by the construction of such subdivision or part thereof, or, that if such surface water drainage will be changed, reasonable provision has been made for the collection and diversion of such surface waters into public areas, or drains which the subdivider has a right to use, and that such surface waters will be planned for in accordance with generally accepted engineering practices so as to reduce the likelihood of damage to the adjoining property because of the construction of the subdivision.

Also to the best of my knowledge, the lots that are hereby created by the annexed Plat are within the School Districts known as:

CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25
TOWNSHIP HIGH SCHOOL DISTRICT #214
HARPER COMMUNITY COLLEGE DISTRICT #512

In witness where I (we) have hereunder set my (our) hand (s) of

Seal (s) this _____ day of _____, A.D., 20____.

_____President

_____Secretary

NOTARY CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, _____, a Notary Public in and for said County, in the State aforesaid, do hereby certify that

_____, personally known to me to be the

_____ of _____corporation,

and _____ personally known to me to be the

_____ of said corporation, and personally known to me to be the same persons whose names are subscribed to the foregoing instrument appeared before me this day in person and severally

acknowledged that as such _____ and

_____ signed and delivered the said instrument as

_____ and _____ of said corporation, and caused the Corporate Seal of said corporation to be affixed thereto, pursuant to the authority given by the Board of Directors of said corporation as their own free and voluntary act, and as the free and voluntary act and deed of said corporation, for uses and purposes therein set forth, Given under my hand and Notarial

Seal this _____ day of _____, A.D., 20_____.

_____ _____
Notary Public My Commission Expires

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I,_____, County Clerk in Cook County, Illinois do hereby certify that there are no delinquent general taxes, no unpaid current general taxes, no unpaid forfeited taxes, and no redeemable tax against any of the land included in the annexed plat.

I further certify that I have received all statutory fees in connection with the annexed plat.

Given under my hand and seal of the County at _____, Illinois,

this _____day of _____, 20___, A.D.

_____
Cook County Clerk

EXISTING OWNERS PER COOK COUNTY GIS

LOT 1 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ROBERT V ROHRMAN
1510 W DUNDEE RD
ARLINGTON HTS, IL 60004-1436

LOT 2 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ROBERT V ROHRMAN
1510 W DUNDEE RD
ARLINGTON HTS, IL 60004-1436

LOT 3 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ROBERT V ROHRMAN
1510 W DUNDEE RD
ARLINGTON HTS, IL 60004-1436

LOT 4 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ROHRMAN GENERAL LLC
3900 SOUTH ST
LAFAYETTE, IN 47905-4882

PLANNING AND ZONING COMMISSION CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I hereby certify that on _____ the annexed plat was presented to and duly approved by the Planning & Zoning Commission of the Village of Arlington Heights and that said plat conforms in all respects to the requirements of the Subdivision Control Ordinance of the Village of Arlington Heights, Illinois.

_____
Chairman, Planning and Zoning Commission

VILLAGE CLERK CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF COOK)

I, _____, Village Clerk of the Village of Arlington Heights, Illinois hereby certify that the Annexed Plat was presented to and by resolution duly approved by the Board of Trustees of said Village

at its meeting held on _____ 20____, and that all dedications to the Village of Arlington Heights, Illinois depicted thereon, were accepted by the Village Board of Trustees on said date, and that the required bond or other guarantee has been posted for the completion of the improvements required by the regulations of the Village. In witness whereof, I have hereunder set my hand and seal of the Village of Arlington Heights,

Illinois, this _____day of _____, 20____.

_____
Village Clerk

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, _____, Village Engineer of the Village of Arlington Heights, Illinois, certify that the land improvements described in the Annexed Plat and the Plans and specifications therefore, meet the minimum requirements of said Village. Dated at Arlington Heights, Cook County,Illinois,

this _____ day of _____, 20__.

_____
Village Engineer

VILLAGE TREASURER CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, _____, Village Treasurer of the Village of Arlington Heights, Illinois, do hereby certify that there are no delinquent or unpaid current or forfeited special assessments or any deferred installments thereof that have been apportioned against the tract of land included in the Plat.

Dated at Arlington Heights, Cook County, Illinois,

this _____ day of _____, 20___.

SUPERINTENDENT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I certify that I have reviewed the related plans and specifications as they relate to the area of my responsibility and that the water and sewer lines, storm sewers, streets, sidewalks, meet with my approval subject to such recommendations that I have made in writing to the Village Board.

Director of Public Works _____

Chief of Police _____

Director of Community Development _____

Arlington Heights Fire Protection District _____

SURFACE WATER DRAINAGE CERTIFICATE

I, _____, owner, and

I, _____, Licensed Engineer of the State of Illinois, do hereby certify that to the best of our knowledge and belief the drainage of surface waters will not be changed by the construction of this Subdivision or any part thereof, or that if such surface water drainage will be changed, reasonable provision has been made for collection and diversion of such surface waters into public areas, or drains which the subdivider has the right to use, and that such surface waters will be planned for in accordance with generally accepted engineering practices so as to reduce the likelihood or damage to the adjoining property because of the construction of the Subdivision.

By: _____

Title: _____

Attest: _____

Title: _____

By: _____
Licensed Professional Engineer of Illinois

Name:_____

Address:_____

_____

WASTEWATER LAND TREATMENT CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, _____, a Professional Engineer of the State of Illinois, do hereby certify that the wastewater land treatment facility servicing this subdivision has been designed in accordance with generally accepted engineering practices so as (1) to properly treat the wastewater from the service area under all conditions, (2) to prevent any groundwater contamination, (3) to prevent the movement of any effluent from the application site either as runoff or surface flow or as mist and (4) to prevent causing any condition of ill-being to any person.

_____
Registered Professional Engineer of Illinois

PUBLIC UTILITY CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF DUPAGE)

VACATION OF THAT PART OF THE EASEMENT SHOWN AND DESCRIBED HEREON APPROVED AND ACCEPTED.

COMMONWEALTH EDISON COMPANY

BY: _____
SIGNATURE

ITS: _____
TITLE

AMERITECH/SBC

BY: _____
SIGNATURE

ITS: _____
TITLE

COMCAST CABLE

BY: _____
SIGNATURE

ITS: _____
TITLE

WIDE OPEN WEST, LLC

BY: _____
SIGNATURE

ITS: _____
TITLE

RECORDER'S CERTIFICATE

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

This instrument filed for record in the Recorder's Office of Cook

County, Illinois, on this _____ day of

_____, 20____, A.D.,

at _____ o'clock____M. and recorded as Document number

_____
Cook County Recorder

ILLINOIS DEPARTMENT OF TRANSPORTATION

This plat has been approved by the Illinois Department of Transportation with respect to roadway access pursuant to Paragraph 2 of "An Act to revise the law in relation to plats," as amended. A plan that meets the requirements contained in the Department's "Policy on Permits for Access Driveways to State Highways" will be required by the Department.

_____
Anthony J. Quigley, P.E.
Region One Engineer

DRAINAGE, UTILITY AND DETENTION EASEMENT PROVISIONS:

The individual lot owners shall be responsible for maintaining to satisfaction of the Village of Arlington Heights. All areas on said lot owners property designated as drainage and utility easement area. If lot owners do not maintain said areas, Village is authorized, in its discretion, to access said areas to maintain and/or repair said areas. Reimbursement of all Village expenses shall be the responsibility of said lot owners. In the event of nonpayment of any said expenses, the amount due shall act as a lien on the property of said lot owners. In addition, Village shall have right to all other rights afforded by law to recover its expenses, including attorney fees.

THESE NON-EXCLUSIVE EASEMENTS ARE HEREBY RESERVED AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER ALL PUBLIC UTILITY, DRAINAGE AND DETENTION EASEMENTS SHOWN HEREON FOR INGRESS, EGRESS AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES, INCLUDING WATER MAIN, STORM AND SANITARY SEWER AND RELATED MAINTENANCE OPERATIONS, INCLUDING RELOCATION, RENEWAL, AND REMOVAL OF THESE FACILITIES.

MUNICIPAL UTILITY EASEMENT PROVISIONS:

Non-exclusive Easements for serving the subdivision and other private property with domestic water, sanitary sewer and/or storm water drainage is hereby reserved for and granted to the Village of Arlington Heights, Illinois, their successors and assigns, to install, operate, maintain, relocate, renew and remove facilities used in connection with sewer and watermains, in, under, across, along, and upon the surface of the property shown on the plat within the areas marked as "Municipal Utility Easement" (M.U.E.) and those parts designated on the plat as dedicated for public street, together with the right to cut, trim, or remove trees, bushes, and roots as may be reasonably required incident to the rights herein given, and the right to enter upon the property for all such purposes.

Each individual entity or other party accepting title to all or any part of the Municipal Utility Easement (M.U.E.) shall conclusively be deemed to have covenanted and agreed, jointly and severally, to maintain the surface of that portion of the Municipal Utility Easement which is located on such party's property so that it is in good condition for its intended purpose as a Municipal Utility Easement (which maintenance shall include, but shall not be limited to, the regular seeding, watering and mowing of all lawns).

No titleholder of any part or portion of the Municipal Utility Easement (or any party acting on behalf of the titleholder) shall:

1) Install, construct, erect, place or plant any building, structures, improvements or vegetation (other than grass or minor plantings approved by the Village) upon the Municipal Utility Easement, including, but not limited to fences, walls, patios, sheds, posts, trees, plants or shrubbery, except as may be approved by the village, or

2) Alter, modify or change in any way the topography or elevations of the Municipal Utility Easement unless authorized by a separate approval from the Village.

Said easements may be used for driveways and parking. However, the grade of the property within the M.U.E. shall not be altered in any manner so as to interfere with the proper operation and maintenance thereof, or with the surface drainage thereon. The property owner and/or the property owner association are completely responsible for landscape and/or paving restoration, should maintenance or repair of the utility be required.

Only perpendicular crossings of the M.U.E. are permitted by other public utilities except as may be approved by the Village. The M.U.E.'s are exclusive of any blanket easement that might exist for other public utilities.

PRELIMINARY PLAT OF SUBDIVISION
1ST AMENDMENT TO BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL

BEING A RESUBDIVISION OF LOTS 1 THROUGH 4 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL, BEING A RESUBDIVISION OF LOT 1 IN BOB ROHRMAN'S RESUBDIVISION, BEING A SUBDIVISION OF THE SOUTH HALF OF GOVERNMENT LOTS 1 AND 2 OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, AS DOCUMENT NUMBER 1007631040, IN COOK COUNTY, ILLINOIS.

PUBLIC UTILITY EASEMENT PROVISIONS:

Commonwealth Edison Company, NICOR
and SBC/Ameritech Telephone Company,
Grantees and Cable Television
Company or Franchises,

their respective licensees, successors, and assigns, jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under , across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 IL.CS 605/2, as amended form time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an apportionment to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking", and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT I, PAUL A. KUBICEK, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THE FOLLOWING DESCRIBED PROPERTY:

LOTS 1 THROUGH 4 IN BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL, BEING A RE-SUBDIVISION OF LOT 1 IN BOB ROHRMAN'S RE-SUBDIVISION, BEING A SUBDIVISION OF THE SOUTH HALF OF GOVERNMENT LOTS 1 AND 2 OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, AS DOCUMENT NO. 1007631040, IN COOK COUNTY, ILLINOIS.

CONTAINING 2,013,672 SQUARE FEET OR 46.2276 ACRES, MORE OR LESS.

I FURTHER CERTIFY THAT IRON STAKES HAVE BEEN SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS AND MAG NAILS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND SUBDIVISION. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

I FURTHER CERTIFY THAT THE FOREGOING PROPERTY FALLS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, AND I FURTHER CERTIFY THAT PART OF SAID PROPERTY IS SITUATED WITHIN A FLOOD HAZARD AREA ZONE "AE", WITH THE REMAINDER SITUATED IN ZONE "X", AS PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP, MAP NUMBER 17031C0063J & 17031C0044J, MAP REVISED AUGUST 19, 2009.

DATED AT EAST DUNDEE, ILLINOIS, THIS 30th DAY OF APRIL, 2021.

FOR REVIEW

PAUL A. KUBICEK, ILLINOIS PROFESSIONAL LAND SURVEYOR 035-003296
EXPIRES 11/30/2022
PINNACLE ENGINEERING GROUP, LLC #184006289-0010
EXPIRES 04/30/2023

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CHICAGO I MILWAUKEE : NATIONWIDE
ILLINOIS OFFICE:
1051 E. MAIN STREET - SUITE 217
EAST DUNDEE, IL 60118
(847) 551-5300

1ST AMENDMENT TO BOB ROHRMAN'S ARLINGTON HEIGHTS AUTO MALL
ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY PLAT OF SUBDIVISION

REVISIONS

1	Village comments	5/18/2021			
2	Village comments	6/24/2021			

PEG JOB No. 2283.00 JB
PEG PM 4/30/2021
DATE
SCALE 1"=80'

SHEET 2 OF 2

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SURVEY

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PRELIMINARY
STORMWATER MANAGEMENT REPORT

Northwest Gateway Center

1400-1500 W. Dundee Rd.
Arlington Heights, IL 60004

Prepared For:
Ridgeline Property Group
Ben Harris
2015 Spring Road, Suite 235
Oak Brook, IL 60523

Prepared By:
Pinnacle Engineering Group
Jana Bryant, P.E.
1051 E. Main Street, Suite 217
East Dundee, IL 60118
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PEG Job No. 2283.00-IL
Dated: April 8, 2021





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(To be provided in Final Stormwater Management Report)

SECTION 1: INTRODUCTION & SITE LOCATION

This report was prepared to evaluate the existing drainage conditions and proposed stormwater management design for the site redevelopment at the property located at 1400-1500 W. Dundee Road in Arlington Heights, Illinois. The onsite development area is approximately 33.58 acres and the offsite future development area is 2.38 acres. See location map in **Appendix A**.

A Watershed Management Permit is required as the proposed development property holdings are over 36 acres in size requiring stormwater requirements (site runoff, volume control and detention). In addition, the owner proposes a qualified sewer construction (sanitary sewer) for a non-residential use. The site has an existing detention vault located under a section of the parking lot along the north property line. The Village of Arlington Heights has a more restrictive allowable release rate than the MWRD allowable release rate, therefore, both calculations will be provided for comparison, and the more restrictive volume will be provided.

SECTION 2: EXISTING CONDITIONS

2.1 Site History

The existing property contains a Lexus dealership, a Nissan dealership and two industrial buildings connected by an aerial walkway. The development area contains the industrial buildings and portions of the parking areas, refer to the location map in **Appendix A** for the approximate boundary of the development area. Development at the site began in the early 1970s, the MWRD permits for the area are summarized below.

2.1.1 MWRD Permit History

- 1970-984
    - Initial Development of property, including main Honeywell building and a smaller building to the west
    - Detention not required prior to January 1, 1972
    - Compensatory storage provided by excavation

- 1978-649 Pl
    - Addition to the west building
    - Added 3.39 acres of additional impervious area to site's existing 25 acres of impervious area for a total of 28.39
    - Detention volume required for new impervious area only
    - Allowable release rate 0.15 * 3 yr rainfall intensity (1.21281 in/hr) * site area (ac) = 13.6441
    - Compensatory storage required of 1.38 ac-ft

- 99-065
    - Development of Curtiss-Wright property (3602 Kennicott Ave.)
    - Site is 5.45 acres and includes detention pond that serves the property
    - MWRD Allowable release rate 0.15 x 3-year storm intensity (1.47 in/hr) x site area (ac) = 1.20 cfs
    - Arlington Heights allowable release rate = 0.18 cfs/acre x 5.45 acres = 0.981 cfs – More restrictive, therefore village release rate was used

- 06-291
    - Development of Nissan building

  - Detention provided on west side of site using a detention pond
  - MWRD Allowable release rate 0.15 x 3-year storm intensity (1.49 in/hr) x site area = 11.84 cfs
  - Arlington Heights Allowable = 0.18 cfs/acre
  - Upstream area (Curtiss-Wright) = 5.45 acres (Curtiss-Wright property)
  - Interim detention facility on north side of site
  - Required 11.82 ac-ft of compensatory storage for filling BFE at a 1 to 1 ratio
  - LOMR submitted to FEMA, Village of Arlington Heights requested to maintain BFE of 713.0

- 09-217
  - Addition to west building (Lexus) and two proposed buildings in the northwest corner of the site.
  - Detention provided in underground vault
  - MWRD Allowable Release Rate = 0.15 x 3-year storm intensity (1.49 in/hr) x 52.98 acres = 11.84 cfs
  - Outlet is controlled by 13.00-inch steel plate restrictor

Permit No	Size of Site (ac)	Project Area (ac)	Release Rate Information			Detention Volume Information		
			MWRD Allowable (cfs)	Arlington Heights Allowable (cfs)	Designed (cfs)	MWRD Required (ac-ft)	Arlington Heights Required (ac-ft)	Provided (ac-ft)
70-984	75	75	N/A	N/A	N/A	N/A	N/A	N/A
78-649	63	63	1.38	N/A	1.29	0.68	N/A	0.684
99-065	59.226	5.45	1.20	0.981	0.84	1.05	2.04	2.45
06-291	52.98	6.75	11.84 (Site)/ 1.44 (Proj. Area)	1.22 (Proj. Area)	5.63	19.05	--	19.24
09-217	52.98	36.037	11.84	9.54	9.46	10.888	29.33	29.57

2.2 MWRD Watershed

The site is within the Des Plaines River Watershed Planning area, which has an allowable runoffs of 0.20 cfs per acre.

2.3 Existing Drainage Conditions

Stormwater from the total site area, including the development area is captured in the existing detention tank, which was permitted under MWRD permit number 09-217.

In addition to the on-site area, drainage from the Curtiss-Wright detention basin is directed through the swale between the north edge of pavement and the north property line.

2.4 Soil Types

According to the United States Department of Agriculture – National Resources Conservation Service Web Soil Survey, the improvement area contains four soil types. The soil map symbols, descriptions, and hydrologic soil groups (HSG) are listed in **Table 1** below and the Web Soil Survey is in **Appendix D**.

Table 1 – Soil Types Present Onsite

Map Symbol	Map Unit Name	HSG
152A	Drummer silty clay load	B/D
223B	Varna silt loam, 2 to 4 percent slopes	C
232A	Ashkum silty clay loam, 0 to 2 percent slopes	C/D
290B	Warsaw silt loam, 2 to 4 percent slopes	B
442A	Mundelein silt loam, 0 to 2 percent slopes	B/D
805B	Orthents, clayey, undulating	D

Note, these soil types were present prior to the original development.

2.5 Weighted Curve Number

The table below summarizes the weighted curve numbers for the existing onsite and offsite conditions.

A CN of 98 was used for all impervious surfaces and a CN of 80 (Open Space, Good Condition, hydrologic soil group D) was used for all open space turf grass.

Table 2 – Existing Conditions Weighted Curve Numbers

Area	Total Area (acres)	Impervious Area – CN 98 (acres)	Pervious Area – CN 80 (acres)	Weighted Curve Number
Development Area (onsite and offsite)	35.96	27.40	8.54	93.72

2.6 Wetlands

The National Wetlands Inventory (NWI) Map does not depict any wetlands on the development area, the NWI map does show a freshwater pond in the northwest corner of the development area and is possibly associated with the previously identified regulatory floodplain area. See **Appendix D** for the wetlands documentation.

2.7 Floodplain

Map Numbers 17031C0044J & 17031C0063J, effective Date 8/19/2008 show an area of Zone AE near the north property line that appears to be associated with a detention/retention basin north of the property. There is also a LOMR (09-05-1547P) for the property in question to remove floodplain from the grass area on the western part of the properties in question.

The north border of the site contains an area of "Zone AE" with a Base Flood Elevation of 713 which is determined to be a special flood hazard area and the remaining area is located in the Area of minimal flood hazard as shown on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Firm)ette created on 8/19/2008 and based on panel numbers 17031C0044J and 17031C0063J. See **Appendix F** for the firmette.

FLOOD PROTECTION AREA CERTIFICATION
THE PROPERTY IS PARITALLY LOCATED IN ZONE AE (FLOOD HAZARD AREA) AND X MINIMAL FLOOD HAZARD) PER COOK COUNTY, ILLINOIS FLOOD INSURANCE RATE MAP NOs. 17031C0044J and 17031C0063J, EFFECTIVE DATE AUGUST 19, 2008.

DATED THIS 8th DAY OF April, 2021.

Jaca Bryant
ENGINEER

SECTION 3: SECTION 3: PROPOSED CONDITIONS

This project is located in the Village of Arlington Heights, the site area is 52.98 acres, with 35.96 acres being developed (Development Area). The development area includes 33.58 acres of onsite area and 1.80 acres of offsite area. The 1.80-acre offsite area is planned to be developed as a parking lot in the future, with the detention and volume control being provided onsite within the eastern detention facility, as a condition of the selling agreement with the Lexus Dealership Property Owners. The 52.98-acres site has an existing underground detention system that was designed to provide detention for the site under the applicable regulations in 2009, which used TP-40 rainfall data. The current regulations require using Bulletin 75 (updated Bulletin 70) rainfall data. Due to the update in regulations, the required detention volume for the Development Area is greater than the provided detention volume. The difference between the required and provided detention volume for the Development Area will be provided for via two underground CMP detention systems.

3.1 Proposed Drainage Conditions

The proposed improvements include the demolition of one onsite building and development of two new buildings, along with required parking, utilities, and stormwater management systems. The existing Lexus and Nissan dealerships will not be disturbed as part of this development, except for the 2.38-acre future parking area that will be developed under a separate permit, and a small parking area adjustment to the west of the Lexus building.

3.2 Additional Tributary Areas

Please refer to the MWRD Drainage Exhibit that is provided with the project plan set for this information.

3.3 Proposed Conditions Weighted Curve Number

The calculation below summarizes the weighted curve numbers and the MWRD adjusted curve numbers for the proposed onsite and offsite conditions, based on the MWRD spreadsheet.

Table 3 – Proposed Conditions Weighted Curve Numbers

Drainage Area		Impervious Area – CN 98 (acre)	Pervious Area – CN 80 (acre)	Weighted Curve Number	Adjusted Curve Number
West Facility	West	7.08	1.95	94.11	87.60
East Facility	East	18.86	5.69	93.98	87.53
	Future Parking Lot	1.61	0.19		

See **Appendix H** for the associated calculations.

3.4 Site Rate Control

3.4.1 MWRD

The site is within the Des Plaines River Watershed Planning area, which has an allowable runoff of 0.20 cfs per acre. The development area, including the proposed future parking lot is 35.96 acres, therefore the allowable release rate under the MWRD regulations is 7.192 cfs.

3.4.2 Village of Arlington Heights

The Village of Arlington Heights allowable release rate is 0.18 cfs per acre.

The development area, including the proposed future parking lot is 35.96 acres, therefore the allowable release rate in under the Village of Arlington Heights regulations is 6.472 cfs.

See **Appendix H** for stormwater calculations.

3.5 Proposed Detention Basins

3.5.1 Introduction

In addition to the existing in-place detention vault on the north side of the site, two additional underground detention systems will be installed at the site. The systems will be made up of corrugated metal pipe and stone. The systems will be equipped with an outfall and an underdrain system. The bottom portion of the systems will provide the required MWRD volume control.

3.5.2 Existing Detention Tank

As mentioned in Section 2.1 above, detention was provided for the 52.98-acre site via an underground storage tank under MWRD permit No. 09-217. The existing underground tank is 29.57 acre-feet and uses a pump system to discharge the stormwater from the tank to an outfall structure that features a 13-inch orifice, which acts as a restrictor. The tank was designed to provide compensatory storage due to filling of the Base Flood Elevation of 11.82 acre-feet as well as the required storage to meet the Arlington Heights release rate of 0.18 cfs per acres, which is 9.54 cfs for the 52.98-acre site.

3.5.3 Provided Detention for Development Area

The calculations from the 2009-217 permit prepared by Condon Consulting were recreated to set a baseline, then revised to determine detention volume provided for the proposed 2021 site.

Both the Village of Arlington Heights and MWRD calculations were evaluated to determine the required detention volume. The MWRD regulations require greater detention volume, therefore the MWRD volume was used for comparison.

The development area, including the future parking lot is 35.38 acres and has three drainage areas, the West Drainage area is 9.03 acres, the East Drainage area is 24.55 acres, and the Future Parking Lot drainage area is 1.80 acres. The West drainage area is tributary to the West Detention Facility and the East and Future Parking areas are tributary to the East Detention Facility. Each drainage area was analyzed using the 2009 baseline calculations to determine the detention volume provided for each of the drainage areas under the 2009-217 permit.

3.5.3.1 MWRD Calculations

The total required detention for each of the drainage areas were determined using the MWRD Spreadsheets. Please refer to **Appendix H.2** for calculations.

Detention Facility	Trib Area (acres)	Composite Curve Number	Adjusted Curve Number	Allowable Release Rate		Total Required Detention (ac-ft)	Existing Detention Provided (ac-ft)[1]	New Required Detention (ac-ft)	Provided Detention at HWL (ac-ft)
				(cfs/ acre)	(cfs)				
West	9.03	94.11	87.60	0.20	1.806	3.386	2.754	0.632	0.675
East	26.34	93.98	87.53	0.20	5.268	9.863	8.696	1.167	2.627
Total	**35.96**	--	--	**0.20**	**7.191**	**13.479**	**11.641**	**1.838**	**3.302**
Notes: Existing Detention Provided based on calculations in permit number 2009-217 and release rate of 0.18 cfs/acre									

3.5.3.2 Village of Arlington Heights Calculations

Detention Facility	Trib Area (acres)	Runoff Factor	Allowable Release Rate		Total Required Detention (ac-ft)	Existing Detention Provided (ac-ft)	New Required Detention (ac-ft)	Provided Detention (ac-ft)
			(cfs/ acre)	(cfs)				
West	9.03	0.853	0.18	1.625	3.382	2.754	0.628	0.675
East	26.34	0.850	0.18	4.741	9.825	8.696	1.129	2.627
Total	**35.96**	--	**0.18**	**6.472**	**13.438**	**11.641**	**1.797**	**3.302**

See **Appendix H** for the associated calculations.

3.6 Site Runoff Requirements

The proposed development will have an on-site development area of 33.58 acres and an offsite area of 2.38 acres. The development will use two drainage facilities, which are referred to as the West Drainage Facility and the East Drainage Facility. The West Detention Facility serves the west drainage area and the East Detention Facility serves the east drainage area along with 2.38 acres of offsite area, which will be constructed under a separate development (Future Parking Lot). The 100-year, 24-hour runoff from the West Drainage Area will be directed to the West Underground Detention System, which is located on the northwest side of the site and the runoff from the East Drainage Area will be directed to the East Underground Detention System, which is located in the center of the site. Both the West and East Underground Detention Systems will outflow to the existing detention tank. The underground detention systems will also be equipped with underdrains, which are designed to drain the volume control portions of the systems. These underdrains will be connected to the outflow structure on the upstream end of the 13-inch restrictor.

3.7 Volume Control

MWRD standards dictate that volume control shall be provided based on a 1.0-inch rainfall event from the impervious area. Volume control for the site will be provided via the east and west underground detention systems.

Please refer to the table below for the project's volume control information.

Drainage Area	Impervious Area (acres)	Volume Control Required (ac-ft)	Volume Control Provided (ac-ft)
West	7.08	0.59	0.675
East	20.47	1.706	1.748

3.8 Storm Sewer Calculations

The storm sewer calculations will be provided in the Final Stormwater Management Report.

3.9 Regulatory Floodplain Fill/Compensatory Storage

As required in the 2006-291 MWRD permit, the site is required to provide 11.82 acre-feet of compensatory storage. This storage volume was originally provided in the existing underground detention tank and the volume will continue to be maintained as part of this development.

3.10 Qualified Sewer Construction PE Calculation

The West Building is 205,304 square feet, it is assumed that 10% of the building is designated as office (20,530 square feet) and 90% of the building is designated as warehouse (184,774 square feet). The estimated gallons per day from the West Building is 11,291.7 gallons per day, or 113 population equivalents (P.E.).

The East Building is 306,360 square feet, it is assumed that 10% of the building is designated as office (30,636 square feet) and 90% of the building is designated as warehouse (275,724 square feet). The estimated gallons per day from the West Building is 16,849.8 gallons per day, or 168 P.E.

SECTION 4: SUMMARY

The proposed stormwater management plan meets and/or exceeds the Arlington Heights and MWRD requirements. See the attached appendices for maps and calculations supporting the proposed development.

APPENDICES

Appendix A – Site Location Map

Appendix B – MWRD Stormwater Inundation Map

Appendix C – Floods in Lake Zurich Quadrangle, IL (Hydrologic Investigations Atlas HA-208) and Floods in Wheeling Quadrangle, IL (Hydrologic Investigations Atlas HA-71)

Appendix D – NRCS Soil Survey

Appendix E – NWI Map and Kane County ADID

Appendix F – Flood Insurance Rate Map (No. 17031C0206J)

Appendix G – Stormwater Drainage Exhibit

Appendix H – Stormwater Calculations

Appendix H.1 – 2009-217 Stormwater Calculations: Total Area

Appendix H.2 – MWRD Stormwater Calculations

Appendix H.3 – Arlington Heights Stormwater Calculations

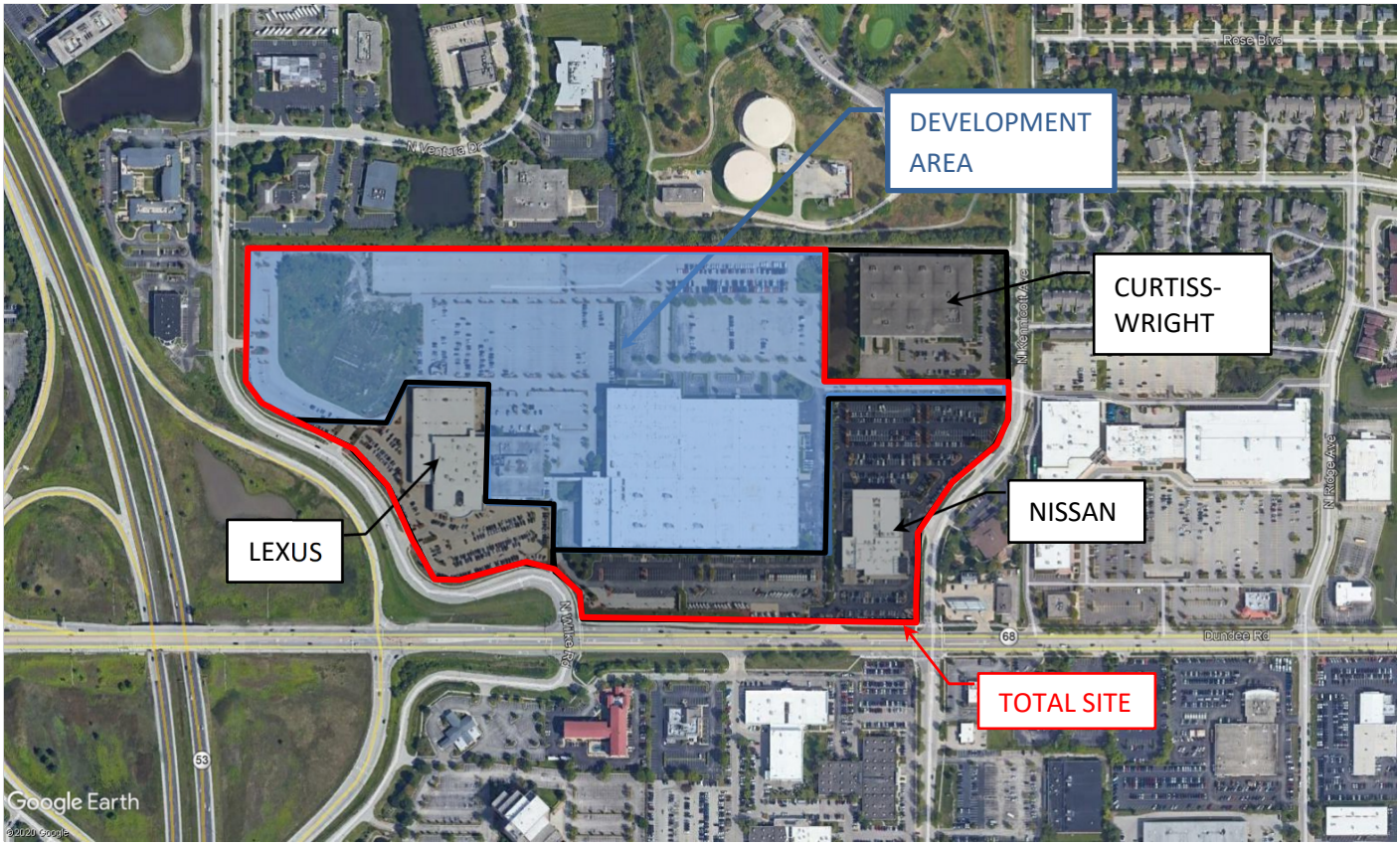
Appendix H.4 – Existing Tank Information

Appendix H.5 – HydroCAD Calculations

Appendix I – Storm Sewer Calculations

Appendix A – Site Location Map

(Source: Google Earth)

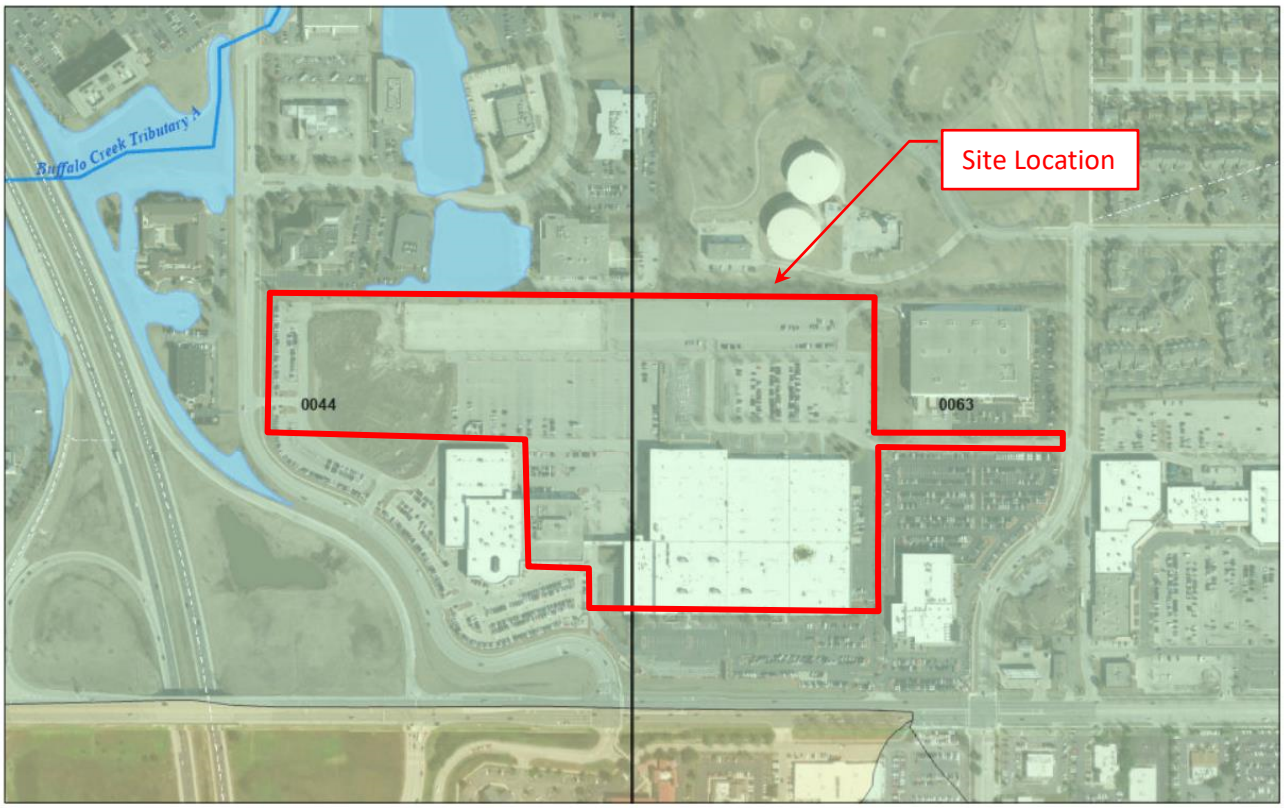


Appendix B – MWRD Stormwater Inundation Map

(Source: https://gispub.mwrd.org/swima/)

NORTH

SIMA - A.H. Auto Mall Redev



February 8, 2021

Available

Modeled Waterways

MWRD 100-yr Inundation Area

Subwatersheds

1:6,470

0 0.05 0.1 0.2 mi

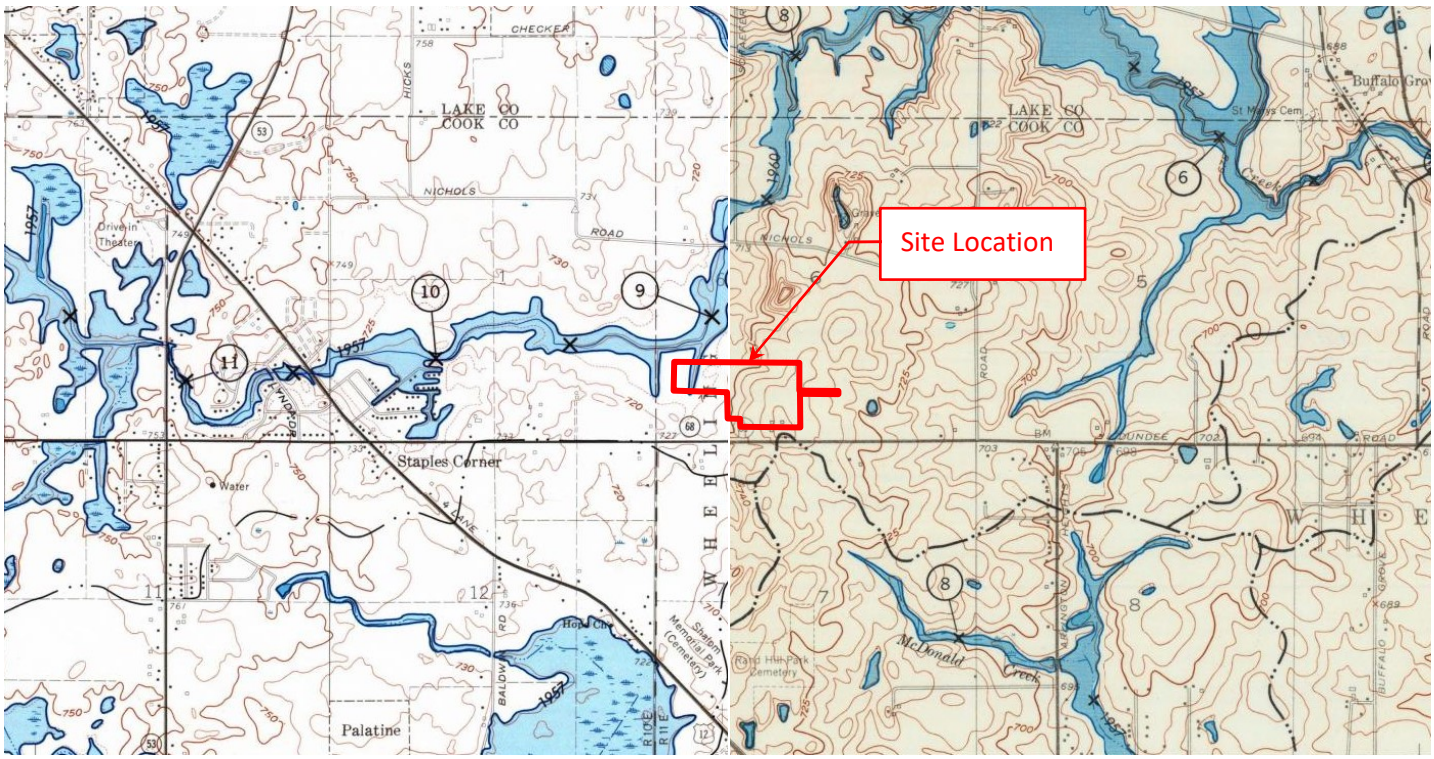
0 0.075 0.15 0.3 km

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Appendix C – Floods in Lake Zurich Quadrangle, IL (Hydrologic Investigations Atlas HA-208) and Floods in Wheeling Quadrangle, IL (Hydrologic Investigations Atlas HA-71)

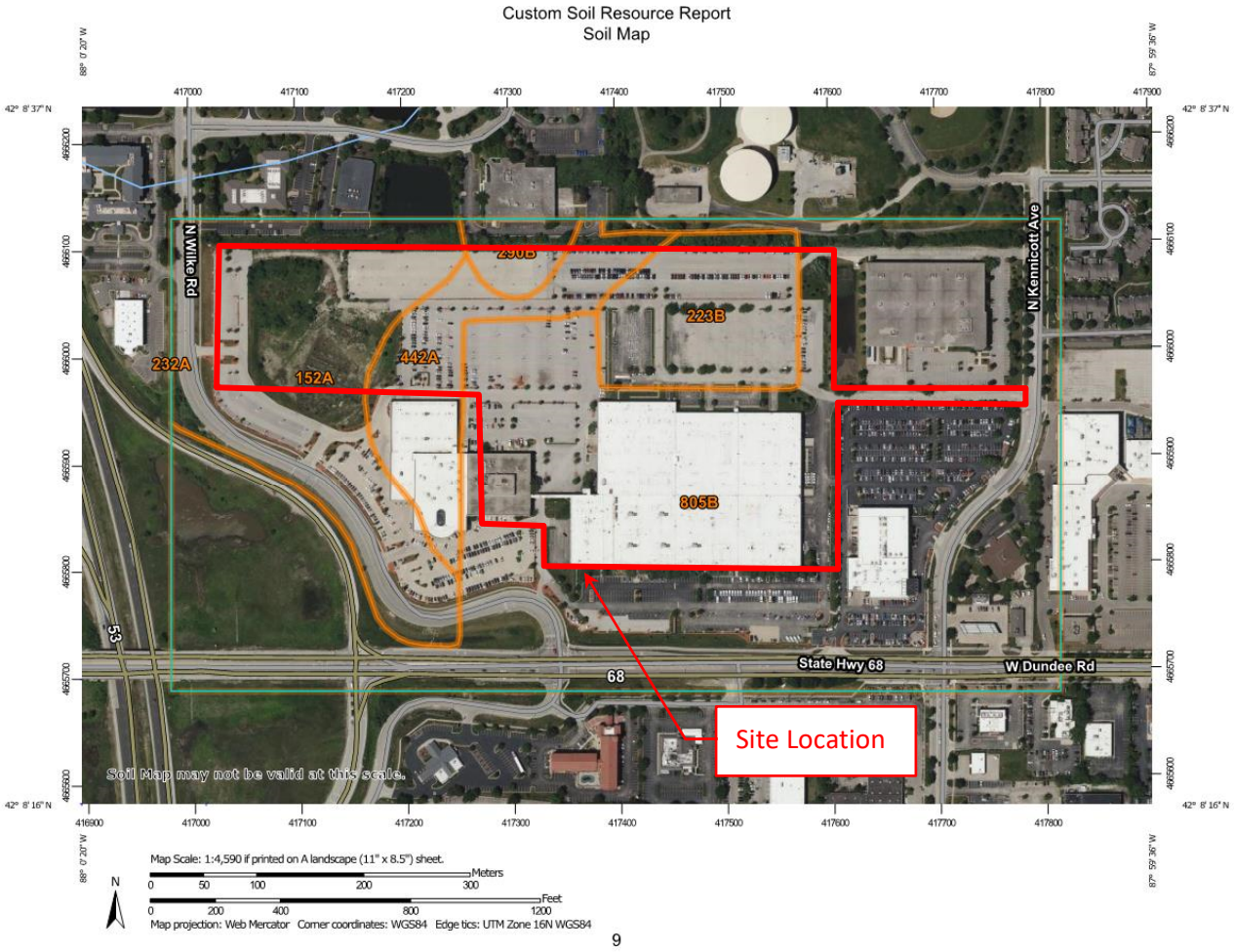
(Source: United States Geological Survey)

NORTH



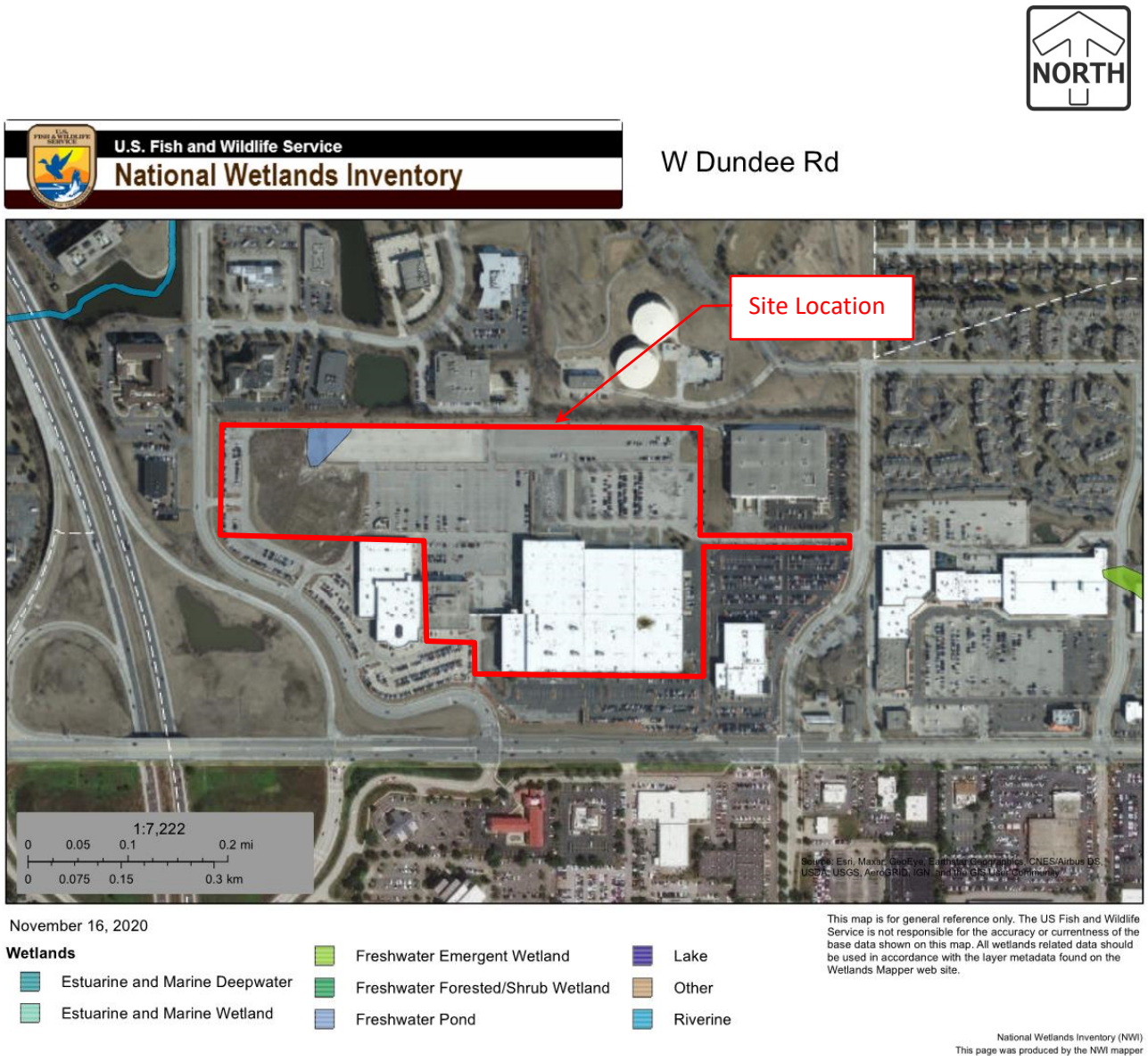
Appendix D – NRCS Soil Survey

(Source: USDA & NRCS)



Appendix E - National Wetlands Inventory

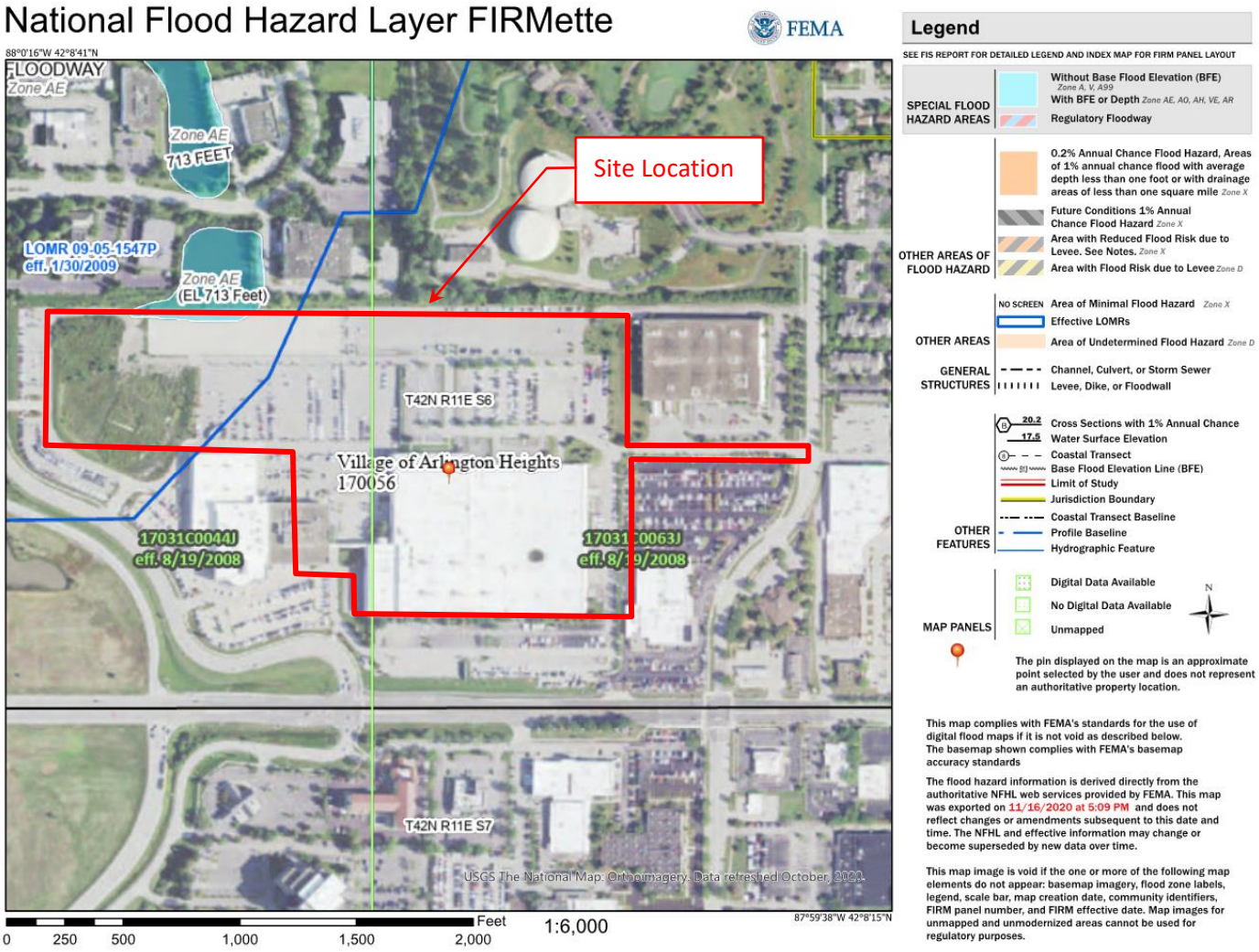
(Source: U.S. Fish and Wildlife Service)



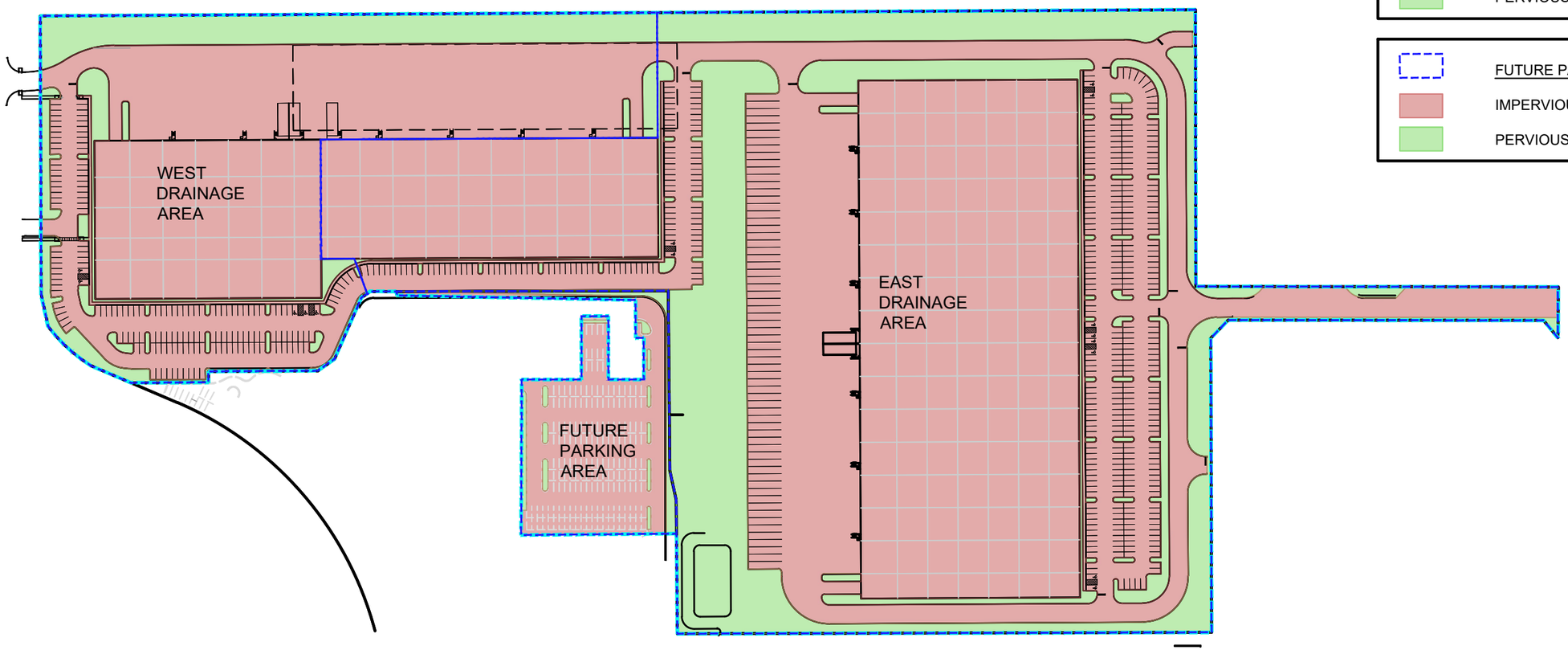
Appendix F – Flood Insurance Rate Map (FIRM)ette (Based on Panel No. 17031C0063J)

(Source: Federal Emergency Management Agency, https://msc.fema.gov/portal/search?) effective date 8/19/2008

NORTH



Appendix G – Stormwater Drainage Exhibit
(Please refer to full size exhibit in the plan set)



	WEST DRAINAGE AREA	= 9.03 AC
	IMPERVIOUS AREA	=7.08 AC
	PERVIOUS AREA	= 1.95 AC

	EAST DRAINAGE AREA	= 24.55 AC
	IMPERVIOUS AREA	=18.86 AC
	PERVIOUS AREA	= 5.69 AC

	FUTURE PARKING AREA	= 1.80 AC
	IMPERVIOUS AREA	=1.61 AC
	PERVIOUS AREA	= 0.19 AC

NORTH

SCALE: 1"=200'

4/8/2021 11:09 AM – Z:\Projects\2020\2283.00-IL\312 – ENGINEERING\FINAL\EXHIBITS\PROPOSED PERVIOUS-IMPERVIOUS AREA EXHIBIT2.dwg

PROPOSED PERVIOUS/IMPERVIOUS EXHIBIT - NORTHWEST GATEWAY CENTER

JOB NO. 2283.00-IL 4/8/21

PINNACLE ENGINEERING GROUP

1051 E. MAIN STREET | SUITE 217 | EAST DUNDEE, IL 60118 | WWW.PINNACLE-ENGR.COM | CHICAGO@PINNACLE-ENGR.COM

PLAN | DESIGN | DELIVER

Appendix H – Stormwater Calculations

Project: Arlington Heights Automall Redevelopment
Project No.: 2283.00-IL
Date: 4/5/2021

MWRD Requirements

Drainage Area Name	Area	Composite Curve Number	Adjusted Curve Number	Allowable Release Rate		Total Required Detention	Existing Detention Provided	New Required Detention		Volume Control Required	
	(acres)			(cfs/acre)	(cfs)	(ac-ft)	(ac-ft)	(CF)	(ac-ft)	CF	(ac-ft)
West	9.03	94.11	87.60	0.20	1.806	3.386	2.754	27,530	0.632	25,690	0.59
East	26.34	93.98	87.53	0.20	5.268	9.863	8.696	50,835	1.167	74,300	1.71
Total	**35.37**				**7.074**	**13.249**	**11.45**	**78,364**	**1.799**	**99,990**	2.30

Village of Arlington Heights Requirements (Spreadsheet)

Drainage Area Name	Area	Runoff Factor	Allowable Release Rate		Total Required Detention	Existing Detention Provided	New Required Detention	
	(acres)		(cfs/acre)	(cfs)	(ac-ft)	(ac-ft)	(CF)	(ac-ft)
West	9.03	0.853	0.18	1.625	3.382	2.754	27,356	0.628
East	26.34	0.85	0.18	4.741	9.825	8.696	49,179	1.129
Total	**35.37**			**6.367**	**13.207**	**11.45**	**76,535**	**1.757**

Appendix H.1 – 2009-217 Stormwater Calculations: Total Area & West and East Facility Tributary Areas

BOB ROHRMAN'S ARLINGTON HEIGHTS AUTOMALL				Condon Consulting Engineers, P.C.			
ROHR-07023-3				5415 Business Parkway			
DETENTION CALCULATIONS				Ringwood, IL 60072			
				7/5/2007	4/15/2008		
				1 of 1			
DETENTION TANK CALCULATIONS							
100-Year Modified Rational Method							
Proposed Runoff Coeff.(C)	Storm Duration Time	Rainfall Intensity I for 100yr	Area (A)	Inflow Rate Qi=CIA	Release Rate Qo	Storage Rate Qi-Qo	Storage Volume (Qi-Qo)T*60
	(hr)	(IN/HR)	(acres)	(CFS)	(CFS)	(CFS)	(AC-FT)
0.89	0.08	10.92	52.98	514.90	9.49	505.41	3.342
0.89	0.17	10.02	52.98	472.47	9.49	462.98	6.505
0.89	0.25	8.2	52.98	386.65	9.49	377.16	7.793
0.89	0.5	5.6	52.98	264.05	9.49	254.56	10.519
0.89	1	3.56	52.98	167.86	9.49	158.37	13.089
0.89	2	2.24	52.98	105.62	9.49	96.13	15.889
0.89	3	1.62	52.98	76.39	9.49	66.90	16.586
0.89	6	0.95	52.98	44.79	9.49	35.30	17.506
0.89	12	0.55	52.98	25.93	9.49	16.44	16.308
0.89	18	0.39	52.98	18.39	9.49	8.90	13.239
0.89	24	0.32	52.98	15.09	9.49	5.60	11.105
0.89	48	0.17	52.98	8.02	9.49	-1.47	-5.848
PEAK DETENTION VOLUME				**17.51 AC-FT**			
COMPENSATORY STORAGE REQUIRE*				**11.82 AC-FT**			
TOTAL REQUIRED STORAGE IN DETENTION VAULT				**29.33 AC-FT**			
TOTAL PROVIDED STORAGE IN DETENTION VAULT				**29.57 AC-FT**			
(*Per the Village of Arlington Heights)							

Required for Site (2009-217) - West

Proposed Runoff Coeff, C	Storm Duration Time (hr)	100-YR Rainfall Intensity, I (in/hr)	Area (ac)	Inflow Rate Qi=CIA (cfs)	Release Rate (cfs)*	Storage Rate Qi-Qo (cfs)	Storage Volume (Qi-Qo) T*60 (ac-ft)
0.89	0.08	10.92	9.03	87.76	2.08	85.68	0.566
0.89	0.17	10.02	9.03	80.53	2.08	78.45	1.102
0.89	0.25	8.2	9.03	65.90	2.08	63.82	1.319
0.89	0.5	5.6	9.03	45.01	2.08	42.93	1.774
0.89	1	3.56	9.03	28.61	2.08	26.53	2.193
0.89	2	2.24	9.03	18.00	2.08	15.92	2.632
0.89	3	1.62	9.03	13.02	2.08	10.94	2.712
0.89	6	0.95	9.03	7.63	2.08	5.55	2.754
0.89	12	0.55	9.03	4.42	2.08	2.34	2.321
0.89	18	0.39	9.03	3.13	2.08	1.05	1.568
0.89	24	0.32	9.03	2.57	2.08	0.49	0.975
0.89	48	0.17	9.03	1.37	2.08	-0.71	-2.831

* Release rate based maximum allowable release rate per Arlington Heights (0.18 cfs/ac)

Required for Site (2009-217) - East 3.0

Proposed Runoff Coeff, C	Storm Duration Time (hr)	100-YR Rainfall Intensity, I (in/hr)	Area (ac)	Inflow Rate Qi=CIA (cfs)	Release Rate (cfs)*	Storage Rate Qi-Qo (cfs)	Storage Volume (Qi-Qo) T*60 (ac-ft)
0.89	0.08	10.92	26.35	256.09	4.743	251.35	1.662
0.89	0.17	10.02	26.35	234.98	4.743	230.24	3.235
0.89	0.25	8.2	26.35	192.30	4.743	187.56	3.875
0.89	0.5	5.6	26.35	131.33	4.743	126.59	5.231
0.89	1	3.56	26.35	83.49	4.743	78.74	6.508
0.89	2	2.24	26.35	52.53	4.743	47.79	7.899
0.89	3	1.62	26.35	37.99	4.743	33.25	8.243
0.89	6	0.95	26.35	22.28	4.743	17.54	8.696
0.89	12	0.55	26.35	12.90	4.743	8.16	8.088
0.89	18	0.39	26.35	9.15	4.743	4.40	6.550
0.89	24	0.32	26.35	7.50	4.743	2.76	5.477
0.89	48	0.17	26.35	3.99	4.743	-0.76	-3.000

* Release rate based maximum allowable release rate per Arlington Heights (0.18 cfs/ac)

Appendix H.2 – MWRD Stormwater Calculations

COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: West 2.0 Drainage Area **DATE:**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

___ OTHER:

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
impervious	D	98	7.08	693.84
Pervious	D	80	1.95	156.00
TOTALS:			9.03	849.84

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{849.84}{9.03} \rightarrow \textbf{Composite CN} = \textbf{94.11}$$

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: West 2.0 Drainage Area **DATE:**

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	9.030	acres
2.	Total Impervious Area	7.080	acres
3.	Composite CN	94.11	
4.	Volume Control Storage Provided, VC_P	0.590	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	0.63	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	7.86	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	5.92	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	0.590	ac-ft
10.	Additional Volume Control Storage Provided	0.000	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	5.326	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		7.08	inches
13.	Adjusted Maximum Retention, S_{ADJ}		1.42	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	87.60	

NOMOGRAPH: BULLETIN 70 RAINFALL DATA (2019)

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: West 2.0 Drainage Area **DATE:**

DEVELOPMENT INFORMATION

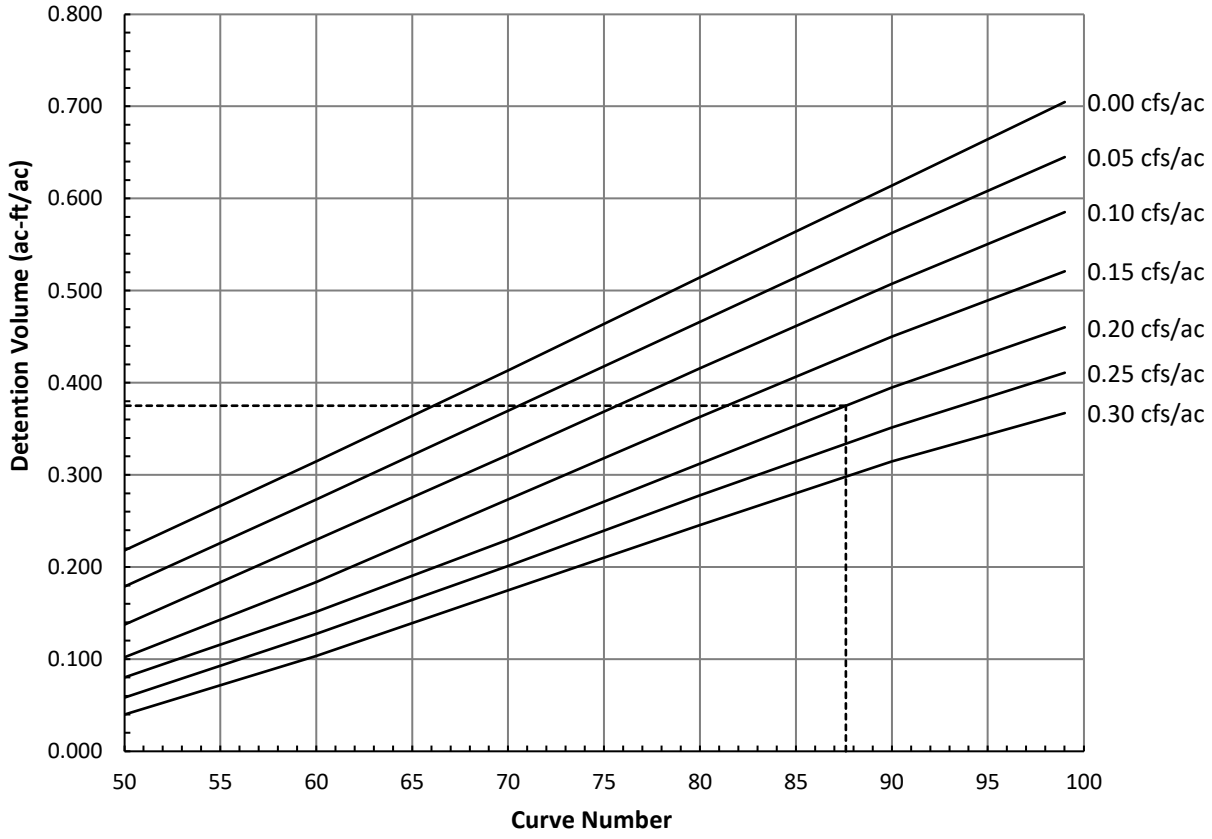
1.	Detained Area	9.030	acres
2.	Curve Number	87.60	
3.	Actual Release Rate	1.806	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	3.386	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 70 (2019)



COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: East 3.0 Drainage Area **DATE:**

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

___ OTHER:

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
Impervious	D	98	20.47	2006.06
Pervious	D	80	5.88	470.40
TOTALS:			26.35	2476.46

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{2476.46}{26.35} \rightarrow \textbf{Composite CN} = \textbf{93.98}$$

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: East 3.0 Drainage Area **DATE:**

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	26.340	acres
2.	Total Impervious Area	20.470	acres
3.	Composite CN	93.98	
4.	Volume Control Storage Provided, VC_P	1.706	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	0.64	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	7.85	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	17.22	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	1.706	ac-ft
10.	Additional Volume Control Storage Provided	0.000	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	15.517	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		7.07	inches
13.	Adjusted Maximum Retention, S_{ADJ}		1.42	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	87.53	

NOMOGRAPH: BULLETIN 70 RAINFALL DATA (2019)

PROJECT: Arlington Heights Automall Redevelopment **PERMIT NUMBER:**

LOCATION: East 3.0 Drainage Area **DATE:**

DEVELOPMENT INFORMATION

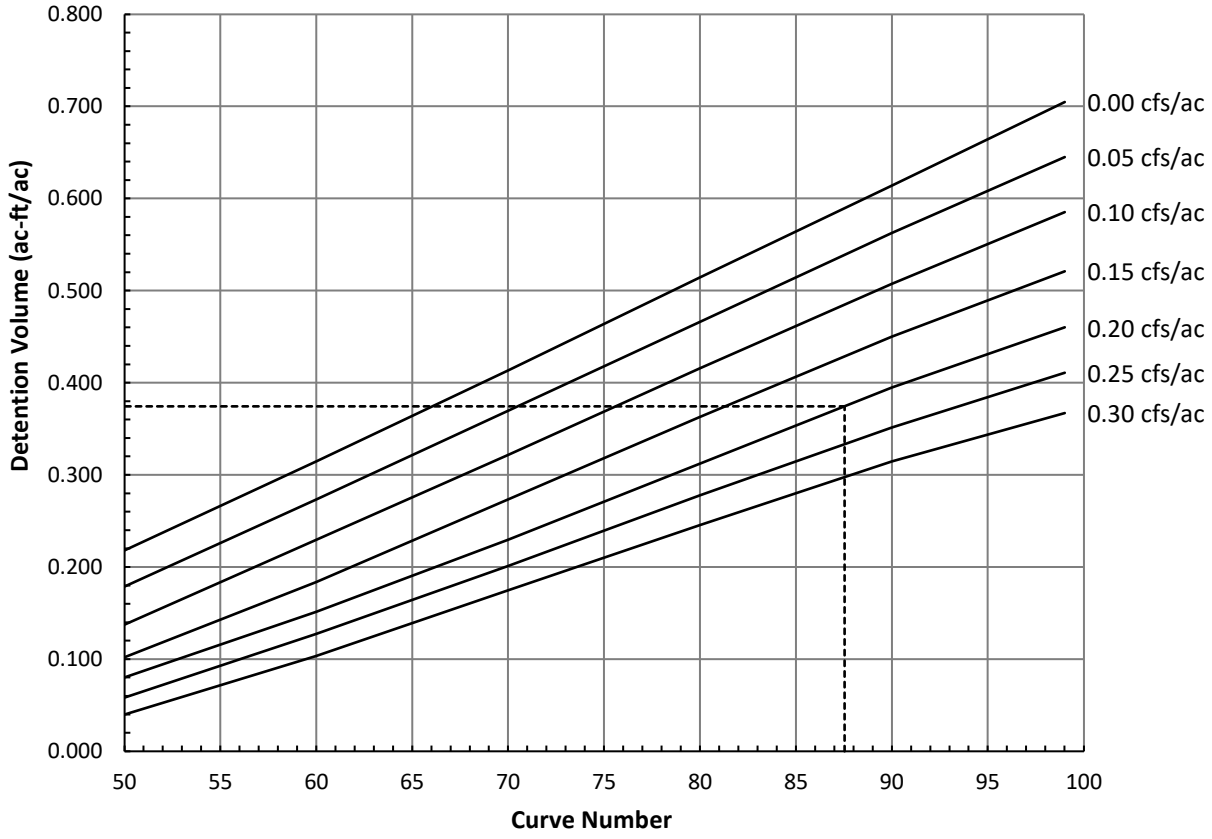
1. Detained Area	26.340	acres
2. Curve Number	87.53	
3. Actual Release Rate	5.268	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	9.863	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 70 (2019)



Appendix H.3 –Arlington Heights Stormwater Calculations

4/8/2021

Development Name

Detention Calculation Verification: PC # ____

Site Requirements

West Detention Facility

Site Area =	9.030	Acres	Pervious=	1.950	Acres
Allowed Release Rate (Area x 0.18cfs/Ac) =	1.625	cfs	Impervious=	7.080	Acres
Weighted "C" Factor =	0.853		Water=	0.000	Acres
			Synth Turf=	0.000	Acres

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		**Updated** Rainfall Intensity "I"	Site Area "A"	Inflow Rate (CxIxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	(in/hr)	(acres)	(cfs)	(cfs)	(cfs)	(cu-ft)	(Ac-ft)
0.853	5	0.083	12.34	9.030	95.05	1.625	93.42	27915	0.641
0.853	10	0.167	10.80	9.030	83.19	1.625	81.56	49036	1.126
0.853	15	0.25	9.26	9.030	71.33	1.625	69.70	62731	1.440
0.853	20	0.33	7.97	9.030	61.39	1.625	59.76	71000	1.630
0.853	30	0.50	6.34	9.030	48.83	1.625	47.21	84977	1.951
0.853	40	0.67	5.27	9.030	40.59	1.625	38.97	93990	2.158
0.853	50	0.83	4.52	9.030	34.82	1.625	33.19	99174	2.277
0.853	60	1.00	4.03	9.030	31.04	1.625	29.42	105899	2.431
0.853	90	1.50	3.03	9.030	23.34	1.625	21.71	117255	2.692
0.853	120	2.00	2.49	9.030	19.18	1.625	17.55	126392	2.902
0.853	180	3.00	1.83	9.030	14.10	1.625	12.47	134684	3.092
0.853	240	4.00	1.48	9.030	11.40	1.625	9.77	140758	3.231
0.853	300	5.00	1.25	9.030	9.63	1.625	8.00	144058	3.307
0.853	360	6.00	1.07	9.030	8.24	1.625	6.62	142922	3.281
0.853	420	7.00	0.97	9.030	7.47	1.625	5.85	147332	3.382
0.853	480	8.00	0.87	9.030	6.70	1.625	5.08	146196	3.356
0.853	540	9.00	0.79	9.030	6.09	1.625	4.46	144505	3.317
0.853	600	10.00	0.72	9.030	5.55	1.625	3.92	141151	3.240
0.853	660	11.00	0.67	9.030	5.16	1.625	3.54	140015	3.214
0.853	720	12.00	0.62	9.030	4.78	1.625	3.15	136106	3.125
0.853	1080	18.00	0.45	9.030	3.47	1.625	1.84	119308	2.739
0.853	1440	24.00	0.36	9.030	2.77	1.625	1.15	99181	2.277
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 3.382 Acre-Ft
= 147,332 cu-ft

Orifice Computation

			Free Flow	Submerged Flow
1) Allowed Release Rate, Q(cfs)	1.625			
2) High Water Elevation				0.00
3) Outfall Water Elevation	-		-	0.00
4) Invert Elevation				0.00
5) Diameter of Restrictor (inch)				0
6) Cross Section Area (sq ft)	-		0.000	0.000
7) Head (ft)	h =	0.00	0.00	0.00
8) Discharge Coefficient				0.00

Square Edge 0.79 - 0.82
Round Edge 0.93 - 0.98
Sharp Edge 0.58 - 0.64 <-- Most common=0.61
Projecting 0.50

Q = C*a*(sqrt 2*g*h)

Orifice area: $a = \frac{Q}{C*(\text{sqrt } 2*g*h)}$

Q (cfs) = 0.00 0.000

a(sq ft) = #DIV/0! dia(in) = #DIV/0!

4/8/2021

Development Name

Detention Calculation Verification: PC # ____

Site Requirements

East Detention Facility

Site Area =	26.350	Acres	Pervious=	5.880	Acres
Allowed Release Rate (Area x 0.18cfs/Ac) =	4.743	cfs	Impervious=	20.470	Acres
Weighted "C" Factor =	0.850		Water=	0.000	Acres
			Synth Turf=	0.000	Acres

A	B	C	D	E	F	G	H	J	K
Runoff Factor "C"	Storm Duration		**Updated** Rainfall Intensity "I"	Site Area "A"	Inflow Rate (CxIxA)	Release Rate	Storage Rate	Storage Required	
	(min)	(hrs)	(in/hr)	(acres)	(cfs)	(cfs)	(cfs)	(cu-ft)	(Ac-ft)
0.850	5	0.083	12.34	26.350	276.39	4.743	271.64	81167	1.863
0.850	10	0.167	10.80	26.350	241.89	4.743	237.15	142575	3.273
0.850	15	0.25	9.26	26.350	207.40	4.743	202.66	182392	4.187
0.850	20	0.33	7.97	26.350	178.51	4.743	173.77	206433	4.739
0.850	30	0.50	6.34	26.350	142.00	4.743	137.26	247063	5.672
0.850	40	0.67	5.27	26.350	118.03	4.743	113.29	273260	6.273
0.850	50	0.83	4.52	26.350	101.24	4.743	96.49	288323	6.619
0.850	60	1.00	4.03	26.350	90.26	4.743	85.52	307868	7.068
0.850	90	1.50	3.03	26.350	67.86	4.743	63.12	340856	7.825
0.850	120	2.00	2.49	26.350	55.77	4.743	51.03	367393	8.434
0.850	180	3.00	1.83	26.350	40.99	4.743	36.24	391440	8.986
0.850	240	4.00	1.48	26.350	33.15	4.743	28.41	409036	9.390
0.850	300	5.00	1.25	26.350	28.00	4.743	23.25	418570	9.609
0.850	360	6.00	1.07	26.350	23.97	4.743	19.22	415202	9.532
0.850	420	7.00	0.97	26.350	21.73	4.743	16.98	427961	9.825
0.850	480	8.00	0.87	26.350	19.49	4.743	14.74	424593	9.747
0.850	540	9.00	0.79	26.350	17.69	4.743	12.95	419613	9.633
0.850	600	10.00	0.72	26.350	16.13	4.743	11.38	409795	9.408
0.850	660	11.00	0.67	26.350	15.01	4.743	10.26	406428	9.330
0.850	720	12.00	0.62	26.350	13.89	4.743	9.14	394997	9.068
0.850	1080	18.00	0.45	26.350	10.08	4.743	5.34	345765	7.938
0.850	1440	24.00	0.36	26.350	8.06	4.743	3.32	286857	6.585
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 9.825 Acre-Ft
= 427,961 cu-ft

Orifice Computation

		Free Flow	Submerged Flow
1) Allowed Release Rate, Q(cfs)	4.743		
2) High Water Elevation			0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation			0.00
5) Diameter of Restrictor (inch)			0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	0.00	0.00	0.00
8) Discharge Coefficient			0.00

Square Edge 0.79 - 0.82
Round Edge 0.93 - 0.98
Sharp Edge 0.58 - 0.64 <-- Most common=0.61
Projecting 0.50

Q = C*a*(sqrt 2*g*h)

Orifice area: $a = \frac{Q}{C*(\sqrt{2*g*h})}$

Q (cfs) = 0.00 0.000

a(sq ft) = #DIV/0! dia(in) = #DIV/0!

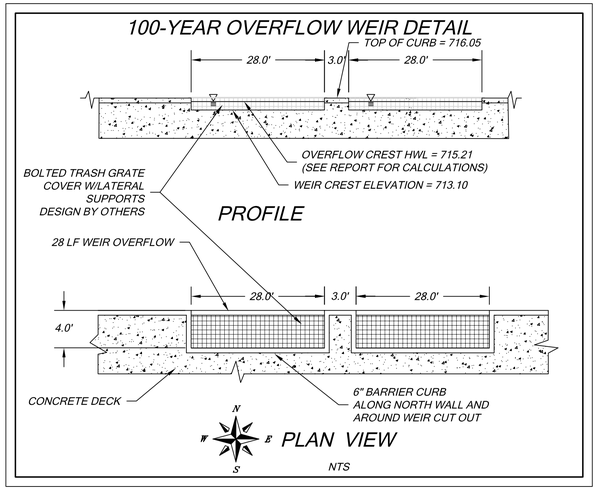
Appendix H.4 – Existing Tank Information

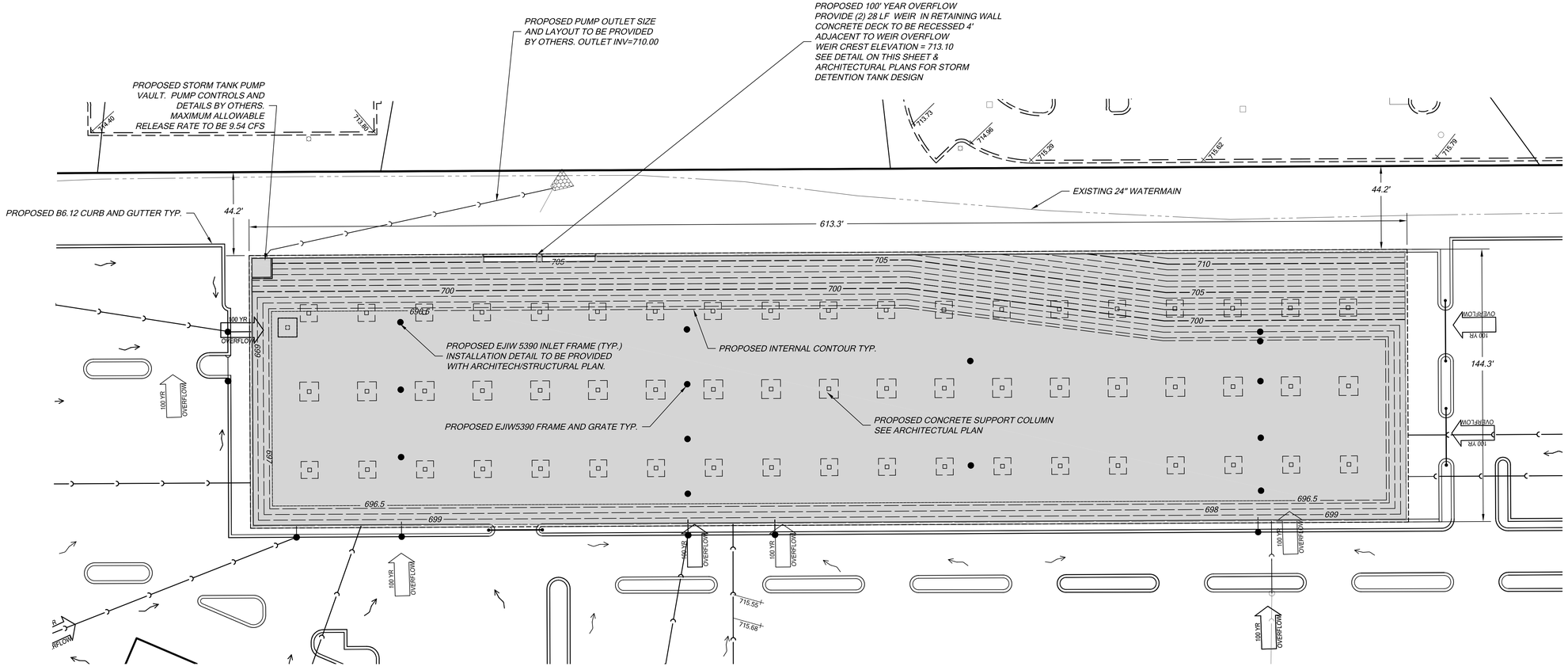
BOB ROHRMAN'S ARLINGTON HEIGHTS AUTOMALL				Condon Consulting Engineers, P.C.			
ROHR-07023-3				5415 Business Parkway			
DETENTION CALCULATIONS				Ringwood, IL 60072			
				7/5/2007			
				1 of 2			
		DETENTION TANK CALCULATIONS					
		100-Year Modified Rational Method					
Proposed Runoff Coeff.(C)	Storm Duration Time	Rainfall Intensity I for 100yr	Area (A)	Inflow Rate Qi=CIA	Release Rate Qo	Storage Rate Qi-Qo	Storage Volume (Qi-Qo)T*60
	(hr)	(IN/HR)	(acres)	(CFS)	(CFS)	(CFS)	(AC-FT)
0.89	0.08	10.92	52.98	514.90	9.54	505.36	3.341
0.89	0.17	10.02	52.98	472.47	9.54	462.93	6.504
0.89	0.25	8.2	52.98	386.65	9.54	377.11	7.791
0.89	0.5	5.6	52.98	264.05	9.54	254.51	10.517
0.89	1	3.56	52.98	167.86	9.54	158.32	13.084
0.89	2	2.24	52.98	105.62	9.54	96.08	15.881
0.89	3	1.62	52.98	76.39	9.54	66.85	16.574
0.89	6	0.95	52.98	44.79	9.54	35.25	17.482
0.89	12	0.55	52.98	25.93	9.54	16.39	16.258
0.89	18	0.39	52.98	18.39	9.54	8.85	13.164
0.89	24	0.32	52.98	15.09	9.54	5.55	11.006
0.89	48	0.17	52.98	8.02	9.54	-1.52	-6.046
PEAK DETENTION VOLUME				**17.48 AC-FT**			
COMPENSATORY STORAGE REQUIRE*				**11.82 AC-FT**			
TOTAL REQUIRED STORAGE IN DETENTION VAULT				**29.30 AC-FT**			
TOTAL PROVIDED STORAGE IN DETENTION VAULT				**29.80 AC-FT**			
(*Per the Village of Arlington Heights)							

DETENTION TANK DATA

TOP OF VAULT AT NORTH WALL = 716.05
100 YR H.W.L. = 712.27
100 YR PEAK ALLOWABLE RELEASE= 9.54 cfs
(SEE PUMP RATING CURVE FOR OUTLET RATE)
BOTTOM OF DETENTION VAULT = 695.00
VOL @ 100 YR H.W.L. = 29.80 ac-ft
100-YEAR EMERGENCY OVERFLOW WEIR = 713.10

Bob Rohrman's Arlington Heights Automall Allowable Release Rate			
Draiange area includes:			
Onsite Acreage:	46.23 Acres	(Automall/Home Depot/DHL/Access road to Kennicott)	
Impervious Area:	40.09	*.95	
Pervious Area:	6.14	*.50	
OffSite:	6.75 Acres	(Nissan Site)	
Impervious Area:	6.25	*.95	
Pervious Area:	0.5	*.50	
Total Area:	**52.98**		
Proposed Runoff Coefficient (C) =	**0.89**		
Release Rate: 0.18 cfs/acre			
Site Release Rate:	**9.54**	**cfs**	





CONDON
Consulting Engineers
5415 BUSINESS PARKWAY
RINGWOOD, ILLINOIS 60072
815.728.0068
FAX: 815.728.1608
IL DESIGN FIRM # 184-003580

BOB ROHRMAN AUTO GROUP

PALATINE, ILLINOIS

NO.	DATE	DESCRIPTION
1	7/31/07	REVISED 100-YR OVERFLOW WEIR

SCALE: 1"=30'

ISSUE DATE: 7/03/07

PROJECT MANAGER: CHRISTOPHER SCHMITT

DESIGNER: CHRISTOPHER SCHMITT

REVIEWER: CHRISTOPHER SCHMITT

BOB ROHRMAN ARLINGTON HEIGHTS AUTOMALL

ARLINGTON HEIGHTS, ILLINOIS

PROJECT NUMBER: ROHR-07023-3

SHEET TITLE: STORMWATER DETENTION TANK

SHEET NUMBER: 1 OF 1

X:\Land\Jobs\Visual\ROHR\ACAD - X-Reg_TANK Exhibit.T.ROHR 8:03:31 AM, Mark, 1:30

Appendix H.5 – HydroCAD Calculations



Subcat Reach Pond Link

Routing Diagram for 2283.00 - Proposed Conditions new systems
Prepared by Pinnacle Engineering Group, Printed 4/8/2021
HydroCAD® 10.00-21 s/n 07894 © 2018 HydroCAD Software Solutions LLC

Summary for Subcatchment 4S: East Drainage Area

Runoff = 18.66 cfs @ 14.99 hrs, Volume= 16.055 af, Depth= 7.85"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-360.00 hrs, dt= 0.01 hrs
Huff B75 0-10sm 3Q 24.00 hrs 100-YR, 24-HR Rainfall=8.57", Smoothing=Off

Area (sf)	CN	Description
821,472	98	Paved parking, HSG D
247,756	80	>75% Grass cover, Good, HSG D
1,069,228	94	Weighted Average
247,756		23.17% Pervious Area
821,472		76.83% Impervious Area

Summary for Subcatchment 5S: FutureParking Lot

Runoff = 1.38 cfs @ 14.99 hrs, Volume= 1.212 af, Depth= 8.09"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-360.00 hrs, dt= 0.01 hrs
Huff B75 0-10sm 3Q 24.00 hrs 100-YR, 24-HR Rainfall=8.57", Smoothing=Off

Area (sf)	CN	Description
70,123	98	Paved parking, HSG D
8,215	80	>75% Grass cover, Good, HSG D
78,338	96	Weighted Average
8,215		10.49% Pervious Area
70,123		89.51% Impervious Area

Summary for Subcatchment PR1: West Drainage Area

Runoff = 6.87 cfs @ 15.05 hrs, Volume= 5.907 af, Depth= 7.85"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-360.00 hrs, dt= 0.01 hrs
Huff B75 0-10sm 3Q 24.00 hrs 100-YR, 24-HR Rainfall=8.57", Smoothing=Off

Area (sf)	CN	Description
308,285	98	Paved parking, HSG D
85,084	80	>75% Grass cover, Good, HSG D
393,369	94	Weighted Average
85,084		21.63% Pervious Area
308,285		78.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					**Direct Entry,**

Summary for Pond 1P: West Pond

Inflow Area = 9.0305 ac, 78.37% Impervious, Inflow Depth = 7.85" for 100-YR, 24-HR event
Inflow = 6.87 cfs @ 15.05 hrs, Volume= 5.907 af
Outflow = 6.38 cfs @ 17.09 hrs, Volume= 5.907 af, Atten= 7%, Lag= 122.2 min
Primary = 6.38 cfs @ 17.09 hrs, Volume= 5.907 af

Routing by Dyn-Stor-Ind method, Time Span= 0.01-360.00 hrs, dt= 0.01 hrs
Starting Elev= 711.00' Surf.Area= 0.1977 ac Storage= 0.040 af
Peak Elev= 715.49' @ 17.09 hrs Surf.Area= 0.1977 ac Storage= 0.675 af (0.635 af above start)

Plug-Flow detention time= 66.8 min calculated for 5.867 af (99% of inflow)
Center-of-Mass det. time= 57.5 min (889.0 - 831.5)

Volume	Invert	Avail.Storage	Storage Description
#1A	710.50'	0.248 af	**26.75'W x 322.00'L x 5.50'H Field A** 1.088 af Overall - 0.467 af Embedded = 0.620 af x 40.0% Voids
#2A	711.00'	0.467 af	**CMP Round 54** x 4 Inside #1 Effective Size= 54.0"W x 54.0"H => 15.90 sf x 20.00'L = 318.1 cf Overall Size= 54.0"W x 54.0"H x 20.00'L Row Length Adjustment= +300.00' x 15.90 sf x 4 rows
		0.715 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	711.00'	**24.0" Round Culvert** L= 50.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 711.00' / 710.75' S= 0.0050 '/' Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 3.14 sf
#2	Device 1	711.00'	**11.0" Vert. Orifice/Grate** C= 0.600
#3	Primary	715.50'	**5.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=6.38 cfs @ 17.09 hrs HW=715.49' (Free Discharge)
- **1=Culvert** (Passes 6.38 cfs of 28.24 cfs potential flow)
  - **2=Orifice/Grate** (Orifice Controls 6.38 cfs @ 9.66 fps)
- **3=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 3P: East Pond

Inflow Area = 26.3445 ac, 77.69% Impervious, Inflow Depth = 7.87" for 100-YR, 24-HR event
Inflow = 20.04 cfs @ 14.99 hrs, Volume= 17.267 af
Outflow = 18.84 cfs @ 16.01 hrs, Volume= 17.265 af, Atten= 6%, Lag= 61.3 min
Primary = 18.84 cfs @ 16.01 hrs, Volume= 17.265 af

Routing by Dyn-Stor-Ind method, Time Span= 0.01-360.00 hrs, dt= 0.01 hrs
Starting Elev= 712.00' Surf.Area= 0.7191 ac Storage= 0.560 af
Peak Elev= 715.99' @ 16.01 hrs Surf.Area= 0.7191 ac Storage= 2.627 af (2.067 af above start)

Plug-Flow detention time= 126.6 min calculated for 16.705 af (97% of inflow)
Center-of-Mass det. time= 85.0 min (901.7 - 816.7)

Volume	Invert	Avail.Storage	Storage Description
#1A	710.50'	0.875 af	**82.00'W x 382.00'L x 6.00'H Field A** 4.315 af Overall - 1.884 af Embedded = 2.430 af x 36.0% Voids
#2A	711.00'	1.884 af	**CMP Round 60** x 11 Inside #1 Effective Size= 60.0"W x 60.0"H => 19.63 sf x 20.00'L = 392.7 cf Overall Size= 60.0"W x 60.0"H x 20.00'L Row Length Adjustment= +360.00' x 19.63 sf x 11 rows
		2.759 af	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	712.00'	**24.0" Round Culvert** L= 310.0' RCP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 712.00' / 709.45' S= 0.0082 '/' Cc= 0.900 n= 0.012 Concrete pipe, finished, Flow Area= 3.14 sf
#2	Device 1	712.00'	**20.1" Vert. Orifice/Grate** C= 0.600
#3	Primary	716.00'	**5.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)

Primary OutFlow Max=18.84 cfs @ 16.01 hrs HW=715.99' (Free Discharge)
└**1=Culvert** (Passes 18.84 cfs of 24.54 cfs potential flow)
└**2=Orifice/Grate** (Orifice Controls 18.84 cfs @ 8.55 fps)
└**3=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Appendix I – Storm Sewer Calculations

Appendix I – Storm Sewer Calculations
(To be provided in Final Stormwater Management Report)



SOUTHWEST PERSPECTIVE

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.



NORTHEAST PERSPECTIVE

RIDGELINE PROPERTY GROUP
Integrity | Experience | Performance

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance.

Traffic Impact Study
Proposed Warehouse/Distribution Development

Arlington Heights, Illinois



Prepared For:

RIDGELINE PROPERTY GROUP

KLOA

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

August 6, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in Arlington Heights, Illinois.

The site, which is currently located approximately 1,100 feet north of Dundee Road to the north and east of the Lexus of Arlington auto dealership, is currently occupied by surface parking lots. As proposed, the site will be redeveloped with two warehouse/distribution buildings totaling approximately 511,664 square-feet. Access to the development will be provided via two full movement access drives off Wilke Road and via a full movement access drive off Kennicott Avenue. Additional access to the development will be provided via a connection to the existing access roadway located on the north side of the Arens Controls building, however, this access will be utilized as emergency access only.

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

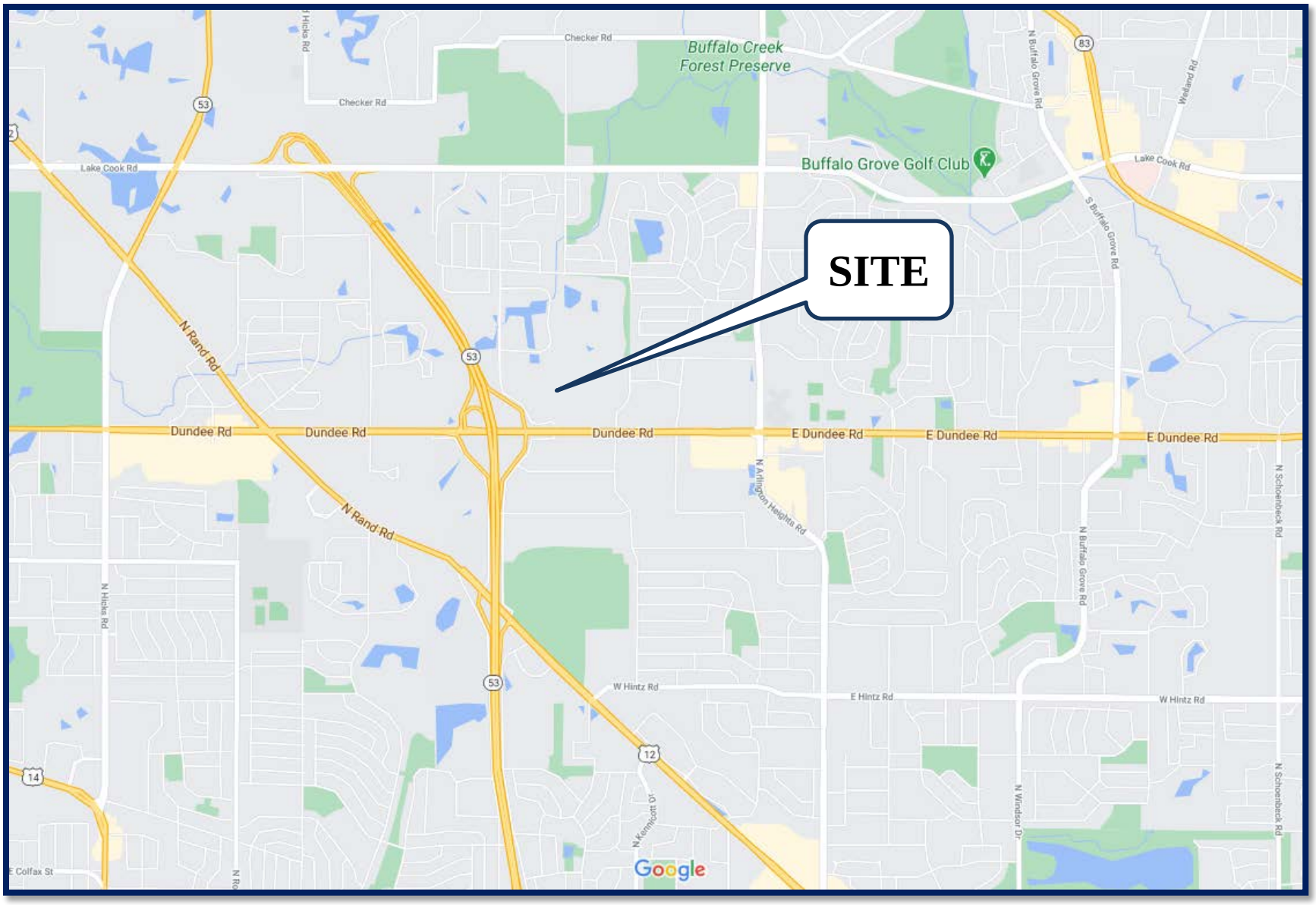
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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

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

1. Year 2021 Base Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area, adjusted to reflect pre-COVID-19 conditions.

2. Year 2027 No-Build Conditions – Analyzes the capacity of the future roadway system using projected traffic volumes that include the existing traffic volumes and ambient area growth not attributable to any particular development.

3. Year 2027 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

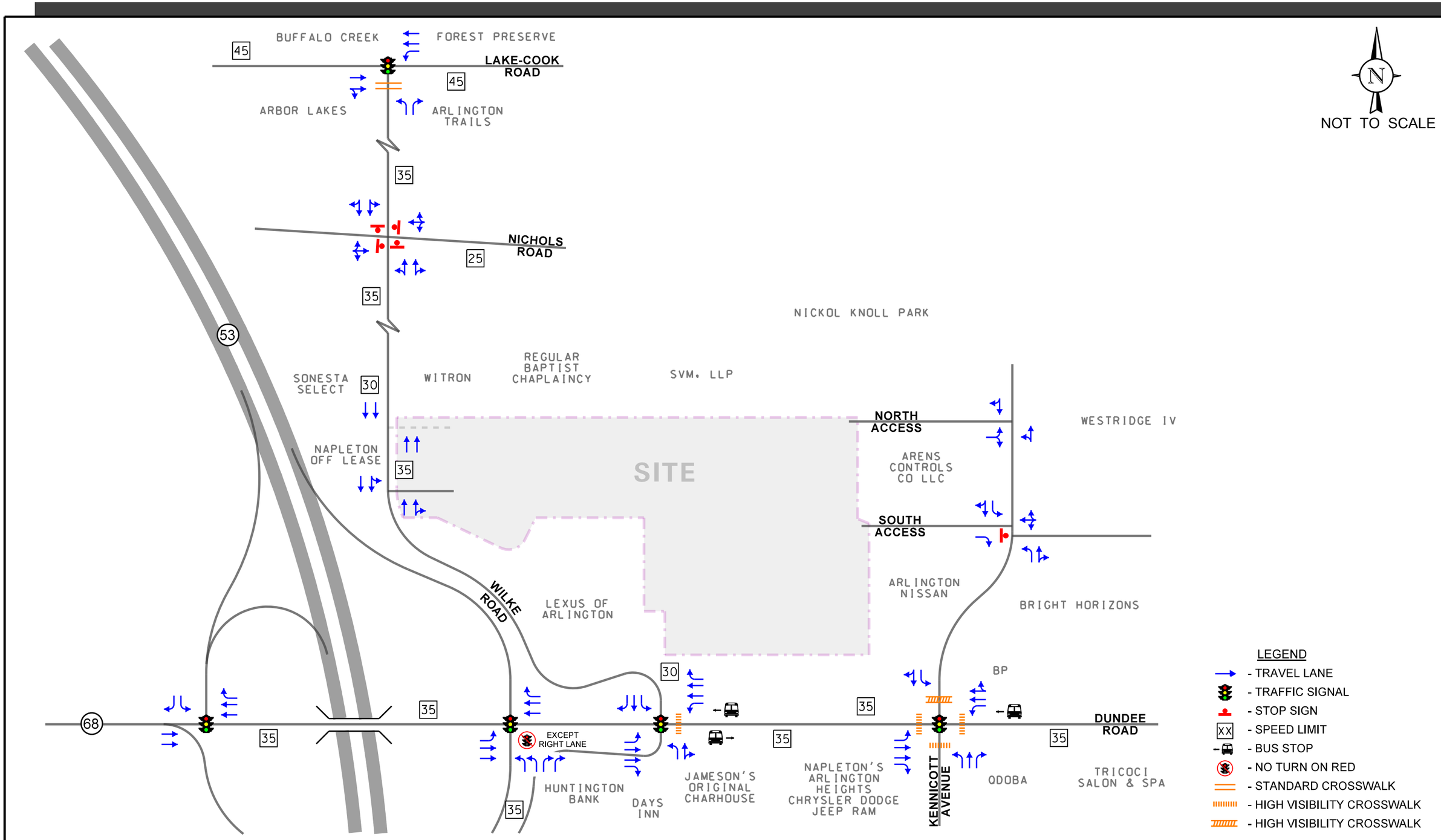
The site is located on the north side of Dundee Road, approximately 1,500 east of IL Route 53, within the Arlington Business Park in Arlington Heights, Illinois. The site is bordered by Witron Pointe, Regular Baptist Chaplaincy, SVM, LP and Nickol Knoll Park to the north, the industrial building at 3602 North Kennicott Avenue and Arlington Nissan to the east, Lexus of Arlington to the south, and Napleton Off Lease and Sonesta Select Arlington Heights North to the west.

Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

IL Route 53 is a north-south freeway that provides three travel lanes in each direction. IL Route 53 has a signalized interchange with Dundee Road. At its signalized intersections with Dundee Road, the northbound off ramp provides dual left-turn lanes and dual right-turn lanes, and the southbound off ramp provides an exclusive left-turn lane and an exclusive right-turn lane. Turning movements onto the northbound on ramp are under traffic signal control and right-turning movements onto the southbound on ramps operate under free flow conditions. IL Route 53 is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries an annual average daily traffic (AADT) volume of 85,200 vehicles of which 4,200 vehicles are trucks (IDOT 2019).

Dundee Road (IL Route 68) is an east-west other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with the IL 53 southbound ramps, Dundee Road provides two through lanes on the eastbound and westbound approaches. At its signalized intersections with the IL 53 northbound ramps, Dundee Road provides an exclusive left-turn lane and two through lanes on the eastbound approach and two through lanes and an exclusive right-turn lane on the westbound approach. At its signalized intersection with Wilke Road, Dundee Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. At its signalized intersection with Kennicott Avenue, Dundee Road provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the westbound approach. Dundee Road is under the jurisdiction of IDOT, carries an AADT volume of 25,700 vehicles of which 800 vehicles of trucks (IDOT 2019), and has a posted speed limit of 35 miles per hour.



PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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

Job No: 21-030 Figure: 3

Lake Cook Road is an east-west other principal arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with Wilke Road, Lake Cook Road provides a through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. Lake Cook Road is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an AADT volume of 49,900 vehicles of which 2,900 vehicles are trucks, and has a posted speed limit of 45 miles per hour.

Kennicott Avenue is a north-south minor collector roadway that in the vicinity of the site provides one travel lane in each direction. At its signalized intersection with Dundee Road, Kennicott Avenue provides an exclusive left-turn, a through lane, and an exclusive right-turn lane on the northbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach. Kennicott Avenue is under the jurisdiction of the Village of Arlington Heights, carries an AADT volume of 4,300 vehicles of which 385 vehicles are trucks.

Wilke Road is a north-south frontage roadway that extends from Rand Road to the south up to Lake Cook Road on the north. In the vicinity of the site, Wilke Road provides two travel lanes in each direction and has a boulevard cross section between the south leg of Ventura Drive and Nichols Road. At its signalized intersection with Dundee Road, Wilke Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the southbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the northbound approach. At its signalized intersection with Lake Cook Road, Wilke Road provides an exclusive left-turn lane and an exclusive right-turn lane on the northbound approach. At its all-way stop-sign controlled intersection with Nichols Road, Wilke Road provides a shared left-turn/through lane and a shared through/right-turn lane on the northbound and southbound approaches. Wilke Road is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 30 miles per hour along the site frontage.

Nichols Road is an east-west local roadway that in the vicinity of the site provides one travel lane in each direction. At its all-way stop-sign controlled intersection with Wilke Road, Nichols Road provides a shared left/through/right-turn lane on the eastbound and westbound approaches. Nichols Road is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 25 miles per hour.

Traffic Signal Interconnect

The traffic signals along Dundee Road (IL 68) that are included in this study are part of a ten-signal interconnect system that is maintained by IDOT. The system runs from the traffic signal at Baldwin to the west to the Weidner/Crofton intersection to the east. The intersection of Dundee Road and Arlington Heights Road is the master controller. All the traffic signals operate at a 140 second cycle length during the weekday morning and evening peak hours.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period classification and traffic counts using Miovision Scout Video Collection Units on Tuesday, February 16, 2021 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- Dundee Road with IL 53 Southbound Ramps
- Wilke Road with Lake Cook Road
- Wilke Road with Nichols Road
- Kennicott Avenue with Northerly Access Easement
- Kennicott Avenue with Southerly Access Easement

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M.

Given the ongoing COVID-19 pandemic, it is anticipated that traffic volumes in the study area do not reflect normal or typical conditions. As such, the 2020 traffic counts were supplemented with counts previously conducted by KLOA, Inc. utilizing Miovision Scout Video Collection Units at the intersections of Dundee Road with the IL 53 Northbound Ramps, Dundee Road with Wilke Road, and Wilk Road with Kennicott Avenue. These counts were conducted during the weekday morning and weekday evening peak periods in June 2017. The Year 2017 were increased by a regional growth factor, as discussed later, for four years to estimate Year 2021 traffic volumes.

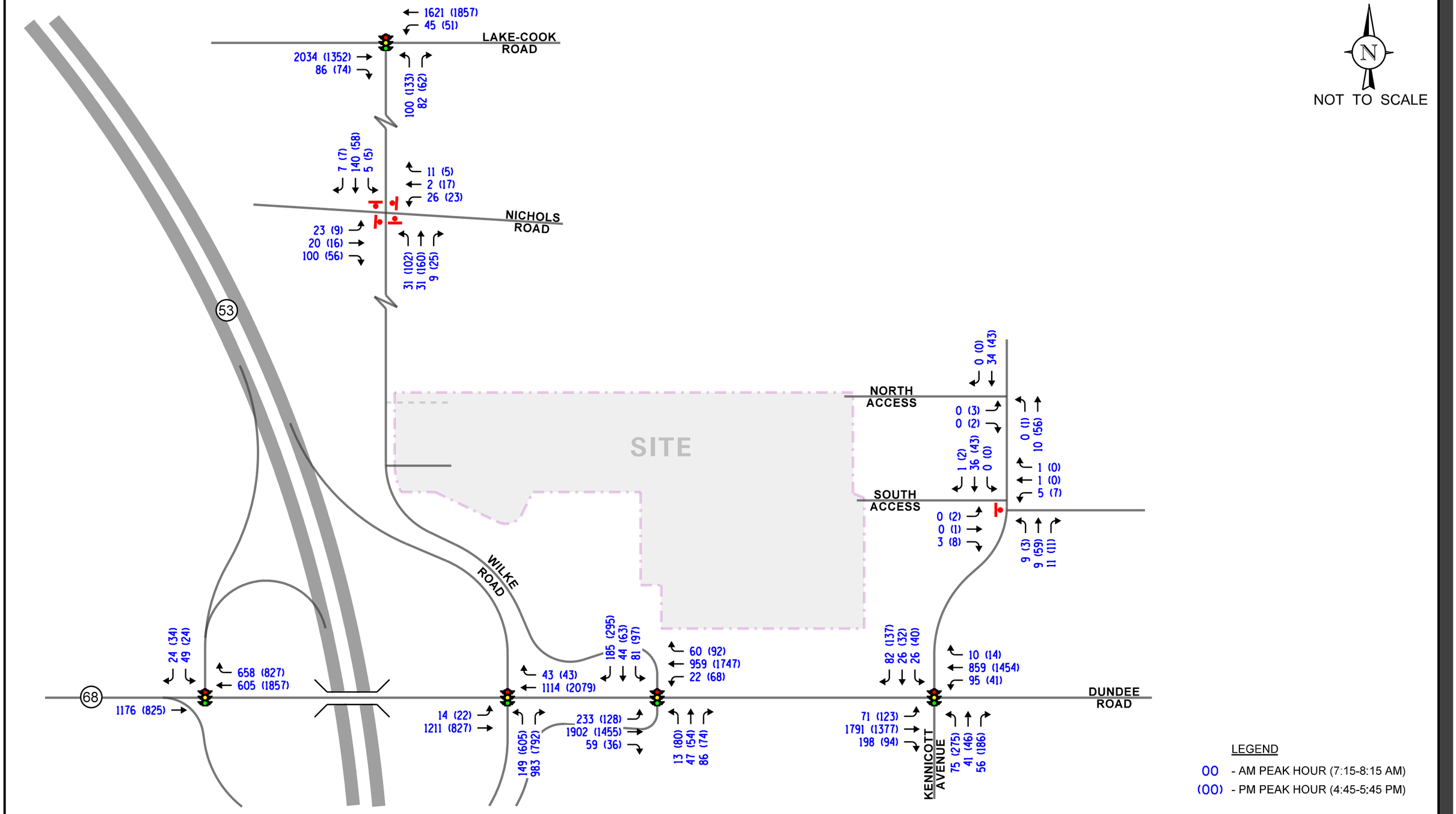
To account for any potential decrease in traffic due to the ongoing COVID-19 conditions, the traffic volumes among Dundee Road were balanced to the highest volumes and the traffic volumes along Lake Cook Road and the through volumes on Wilke Road were increased by 54 percent during the weekday morning peak hour and 58 percent during the weekday evening peak hour based on the Dundee Road increases based on balancing.

The Year 2021 base traffic volumes inclusive of heavy vehicles are shown in **Figure 4.** The existing heavy vehicle peak hour volumes are shown in **Figure 5.**

Crash Analysis

KLOA, Inc. obtained crash data[1] from IDOT for the most recent past five years available (2015 to 2019) for the study area intersections. A review of the crash data indicated that there were no accidents reported at the intersections of Kennicott Avenue with the two access drives located on the north and south side of the 3602 North Kennicott Avenue building and no fatalities reported at any of the intersections. **Tables 1** through **6** summarize the crash data.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

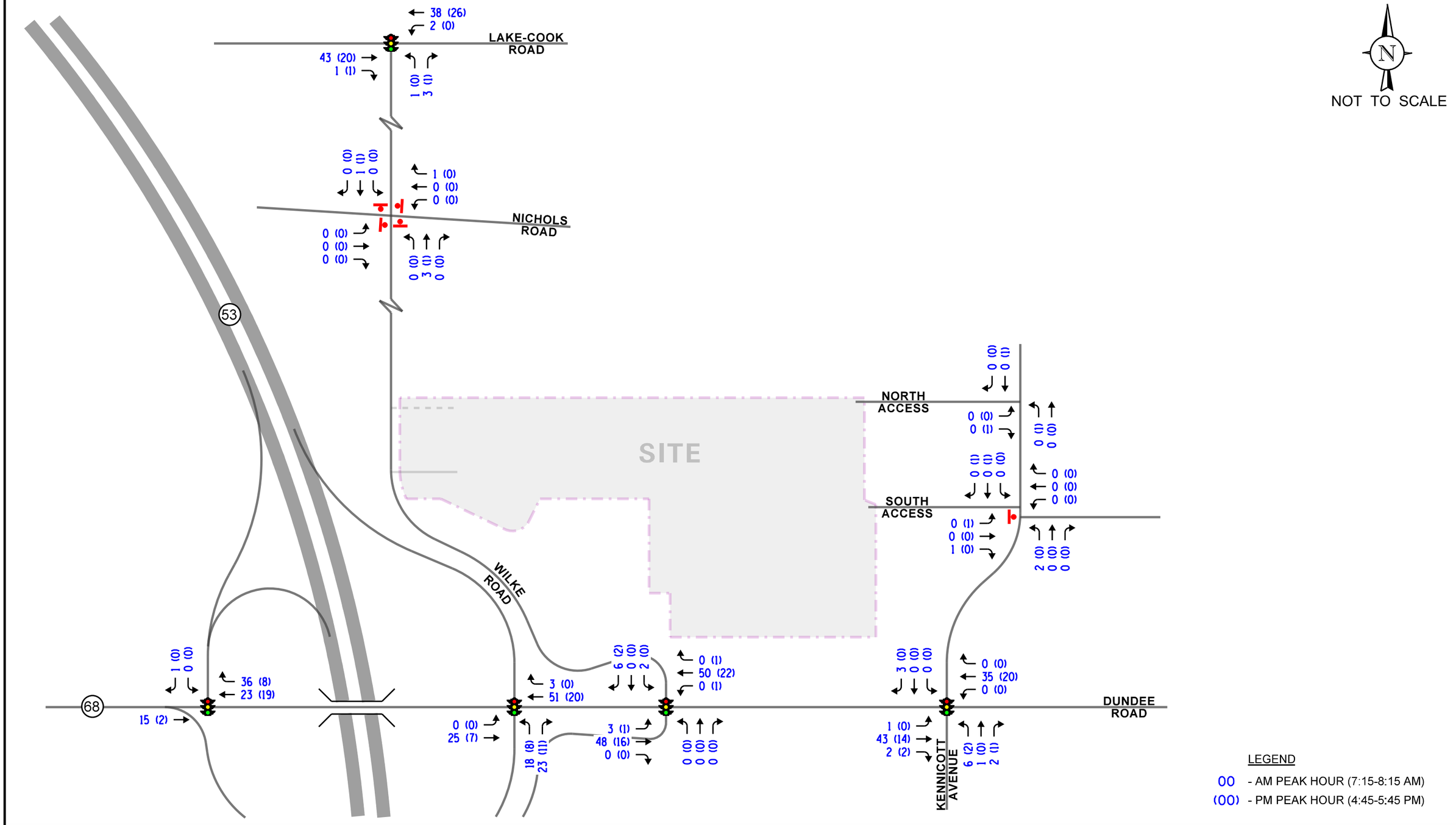


PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2021 BASE TRAFFIC VOLUMES

KLOA
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Job No: 21-030 Figure: 4



PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2021 BASE TRUCK TRAFFIC VOLUMES

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

Job No: 21-030 Figure: 5

Table 1
DUNDEE ROAD WITH IL 53 SOUTHBOUND RAMPS – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	0	1	0	0	1
2016	0	0	0	1	0	0	1
2017	0	3	4	0	0	0	7
2018	0	0	0	1	0	0	1
2019	0	2	1	0	0	0	3
Total	**0**	**5**	**5**	**3**	**0**	**0**	**13**
Average/Year	**0**	**1**	**1**	**< 1**	**0**	**0**	**2.6**

Table 2
DUNDEE ROAD WITH IL 53 NORTHBOUND RAMPS – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	1	7	0	2	0	10
2016	0	0	2	1	1	0	4
2017	0	0	6	1	0	0	7
2018	0	0	5	2	1	0	8
2019	0	0	4	1	0	1	6
Total	**0**	**1**	**24**	**5**	**4**	**1**	**35**
Average/Year	**0**	**< 1**	**4.8**	**1**	**< 1**	**< 1**	**7**

Table3
DUNDEE ROAD WITH WILKE ROAD – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	1	0	4	0	8	0	13
2016	2	0	9	0	8	1	20
2017	2	0	12	0	2	0	16
2018	0	1	10	2	3	0	16
2019	0	1	3	0	3	0	7
Total	**5**	**2**	**38**	**2**	**24**	1	**72**
Average/Year	**1**	**< 1**	**7.6**	**< 1**	**4.8**	**< 1**	**14.4**

Table4
DUNDEE ROAD WITH KENNICOTT AVENUE – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	2	1	1	0	4
2016	1	0	6	0	1	1	9
2017	1	0	6	0	1	1	9
2018	0	0	3	0	4	0	7
2019	1	0	4	0	5	0	10
Total	**3**	**0**	**21**	**1**	**12**	**2**	**39**
Average/Year	**< 1**	**0**	**4.2**	**< 1**	**2.4**	**< 1**	**7.8**

Table 5
WILKE ROAD WITH LAKE COOK ROAD – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	1	0	6	0	1	0	8
2016	0	0	3	0	0	0	3
2017	0	1	4	2	1	0	8
2018	0	0	4	0	0	0	4
2019	0	6	0	1	0	0	7
Total	**1**	**7**	**17**	**3**	**2**	**0**	**30**
Average/Year	**< 1**	**1.4**	**3.4**	**< 1**	**< 1**	**0**	**6**

Table 6
WILKE ROAD WITH NICHOLS ROAD – ACCIDENT SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	0	0	0	0	1	0	1
2016	0	0	0	0	0	0	0
2017	0	0	1	0	1	0	2
2018	0	0	0	0	0	0	0
2019	2	0	0	0	0	0	2
Total	**2**	**0**	**1**	**0**	**2**	**0**	**5**
Average/Year	**< 1**	**0**	**< 1**	**0**	**< 1**	**0**	**1**

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be developed with two warehouse/distribution buildings with a total of 511,664 square feet. The development will provide approximately 599 passenger vehicle parking spaces, approximately 65 trailer parking stalls, nine drive-in doors, and approximately 92 truck loading docks. A copy of the preliminary site plan is included in the Appendix.

Site Access

Access to the development is proposed to be provided via the following:

- A full movement access drive on Wilke Road located approximately one-third of a mile north of Dundee Road located in the approximate location of the existing full movement access drive serving the ancillary parking lot serving the Lexus of Arlington Car Dealership. This access drive will provide one inbound lane and one outbound lane, will only serve passenger vehicles, and outbound movements should be under stop sign control.

- A full movement access drive on Wilke Road that will be located approximately 2000 feet north of Dundee Road (250 feet north of the passenger vehicle access drive). This access drive will provide one inbound lane and one outbound lane, will be utilized by both passenger vehicles and truck traffic, and outbound movements should be under stop sign control. It should be noted that signage should be provided at this access drive prohibiting trucks from traveling north on Wilke Road toward Lake Cook Road.

- Access easement to the existing access roadway located on the south side of the industrial building at 3602 N. Kennicott Avenue. Under existing conditions, this access roadway provides one travel lane in each direction and is under stop-sign control at its intersection with Kennicott Avenue. Furthermore, it should be noted that eastbound movements form the access roadway on to Kennicott Avenue are restricted to right-turns only via signage and via a mountable median. This access easement will be utilized by both passenger vehicle and trucks and will be the main access off Kennicott Avenue.

- Access easement to the existing access roadway located on the north side of the industrial building at 3602 N. Kennicott Avenue, which provides one travel lane in each direction. It should be noted that given the design and location of the access drive, this access drive will be utilized as emergency access only.

A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which employees, visitors, and trucks will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distributions of passenger vehicles and trucks to/from the proposed development.

Development-Generated Traffic Volumes

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour and daily vehicle trips estimated to be generated by the proposed warehouse/distribution development was based on the following methodologies:

- Vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE) for Land-Use Code 150 (Warehousing)

- Per the request of Village of Arlington Heights staff, vehicle trip generation rates contained in the ITE *Trip Generation Manual*, assuming that 90 percent of the proposed building area is occupied by warehousing (Land-Use Code 150) and the remaining 10 percent of the proposed building area is occupied general office (Land-Use Code 710)

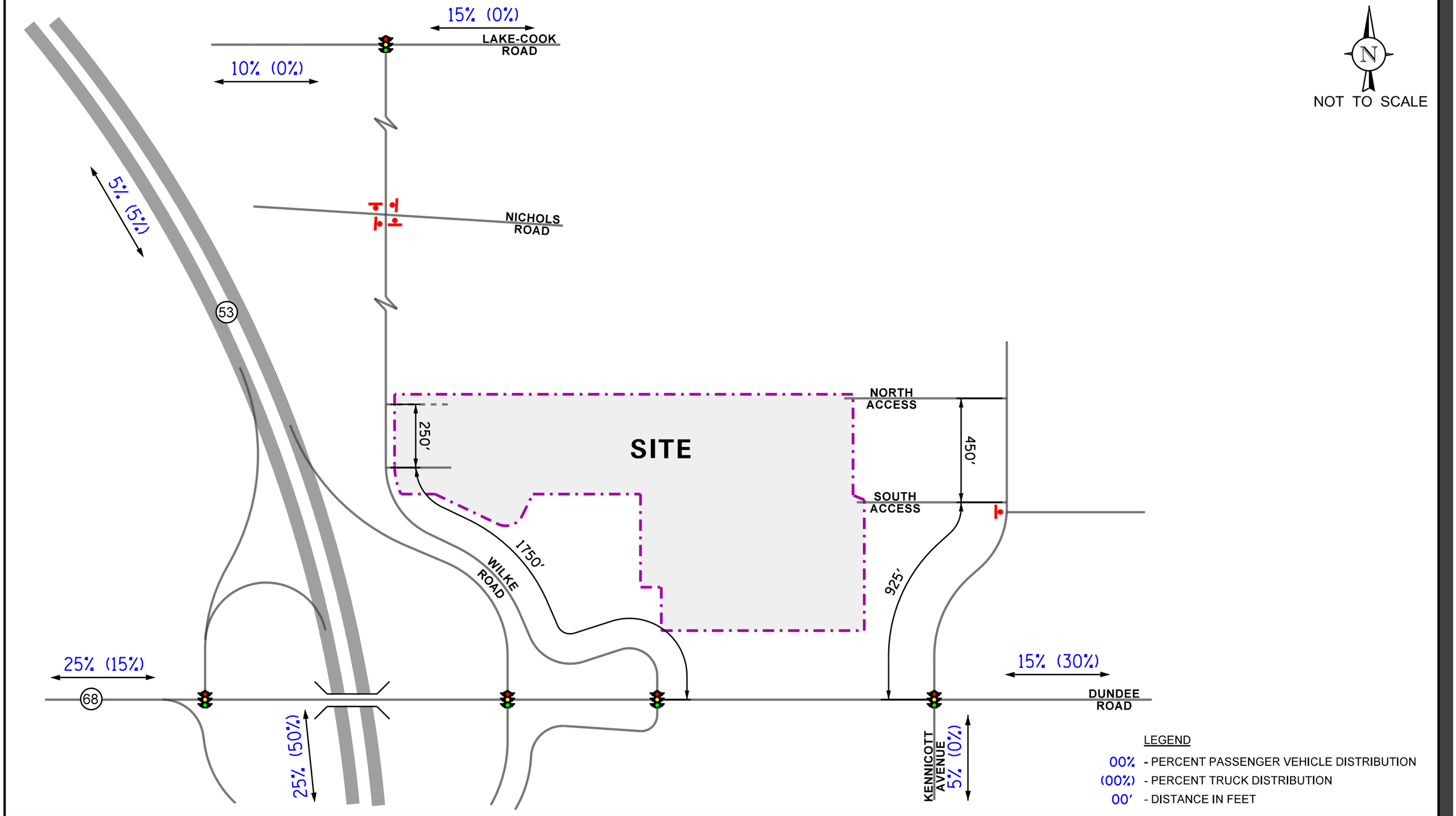
- Trip generation surveys previously conducted by KLOA, Inc. at an existing development located at 1701 Nicholas Boulevard in Elk Grove Village. This site contains a single building that is approximately 150,000 square-feet and is occupied by NNR Global Logistics.

- Trip generation surveys previously conducted by KLOA, Inc. at the existing Prologis Park 55 in Romeoville. This Park contains four buildings totaling approximately 2.6 million square-feet and consists of the following main tenants: Ryder Warehousing, Menasha Romeoville, K-C Global, LeSaint Logistics, Sandvick, and Kimberly-Clark Corporation.

It should be noted that based on data published in the ITE *Trip Generation Manual* indicates that approximately 12 percent of the weekday morning peak hour and 16 percent of the weekday evening peak hour traffic volumes are trucks. Furthermore, based on the trip generation surveys conducted, approximately 15-17 percent of the weekday morning peak hour and 4-13 percent of the weekday evening peak hour traffic volumes are trucks. However, in order to provide a conservative analysis, 20 percent of the peak hour trips were assumed to be trucks.

Table 7 through **10** shows the truck and passenger vehicle trips estimated to be generated for the proposed development during the weekday morning and weekday evening peak hours, as well as the two-way weekday daily traffic volumes based on each methodology, respectively. Copies of the ITE trip generation summary sheets and the KLOA, Inc. trip generation surveys are included in the Appendix.

As can be seen from Tables 7 through 10, the trip estimates based on the existing logistics development located in Elk Grove Village results in the most conservative trip generation and as such, the trip generation as summarized in **Table 9** was utilized for the purposes of this evaluation.



PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION

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

Job No: 21-030 Figure: 6

Table 7
ESTIMATED TRIP GENERATION – ITE TRIP GENERATION MANUAL

ITE Land Use	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150	Passenger Vehicles (80%)	54	16	70	21	57	78	342	342	684
150	Trucks (20%)	13	4	17	5	14	19	85	85	170
150	Warehouse Total (511,664 s.f.)	**67**	**20**	**87**	**26**	**71**	**97**	**427**	**427**	**854**

Table 8
ESTIMATED TRIP GENERATION – ITE TRIP GENERATION MANUAL

ITE Land Use	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
710	General Office (51,166 s.f.)	65	10	75	10	50	60	277	277	554
150	Passenger Vehicles (80%)	48	14	62	19	51	70	310	310	620
150	Trucks (20%)	12	4	16	4	13	17	77	77	154
150	Warehouse Total (460,498 s.f.)	60	18	78	23	64	87	387	387	774
Development Total[1]		**125**	**28**	**153**	**33**	**114**	**147**	**664**	**664**	**1,328**

1 – Sum of total general office and warehouse trips (rows one and two)

Table 9
ESTIMATED TRIP GENERATION – SURVEYS – ELK GROVE VILLAGE

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Passenger Vehicles (80%)	107	15	122	22	110	132	646	646	1,292
Trucks (20%)	27	4	31	5	27	32	161	161	322
Warehouse Total (511,664 s.f.)	**134**	**19**	**153**	**27**	**137**	**164**	**807**	**807**	**1,614**

Table 10
ESTIMATED TRIP GENERATION – SURVEYS – ROMEOVILLE

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
Passenger Vehicles (80%)	32	9	39	21	53	74	397	397	794
Trucks (20%)	8	2	10	5	13	18	100	100	200
Warehouse Total (511,664 s.f.)	**40**	**11**	**51**	**26**	**66**	**92**	**497**	**497**	**994**

4. Projected Traffic Conditions

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

Development Traffic Assignment

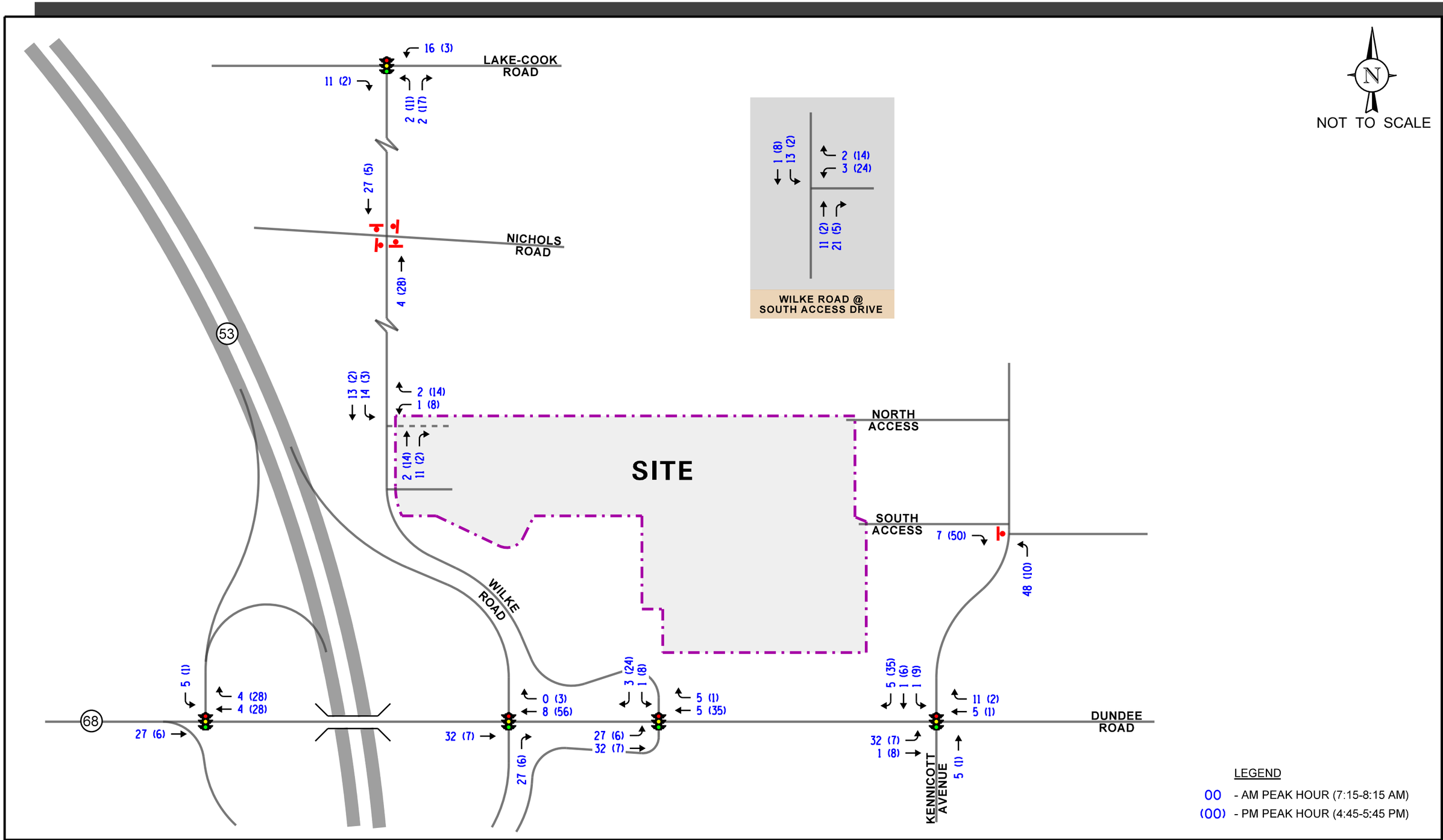
The estimated weekday morning and evening volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figures 6 and 7). The new passenger traffic assignment for the proposed warehouse/distribution development is illustrated in **Figure 7** and the new truck traffic assignment is illustrated in **Figure 8.**

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 8, 2021, an increase of approximately 0.25 percent per year compounded annually is projected. As such, a total background growth of 1.5 percent (buildout year plus five years) was added to project Year 2027 conditions. **Figure 9** shows existing peak hour traffic volumes with the 1.5 percent increase in order to illustrate Year 2027 no-build conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2027 total projected traffic volumes, as illustrated in **Figure 10**.

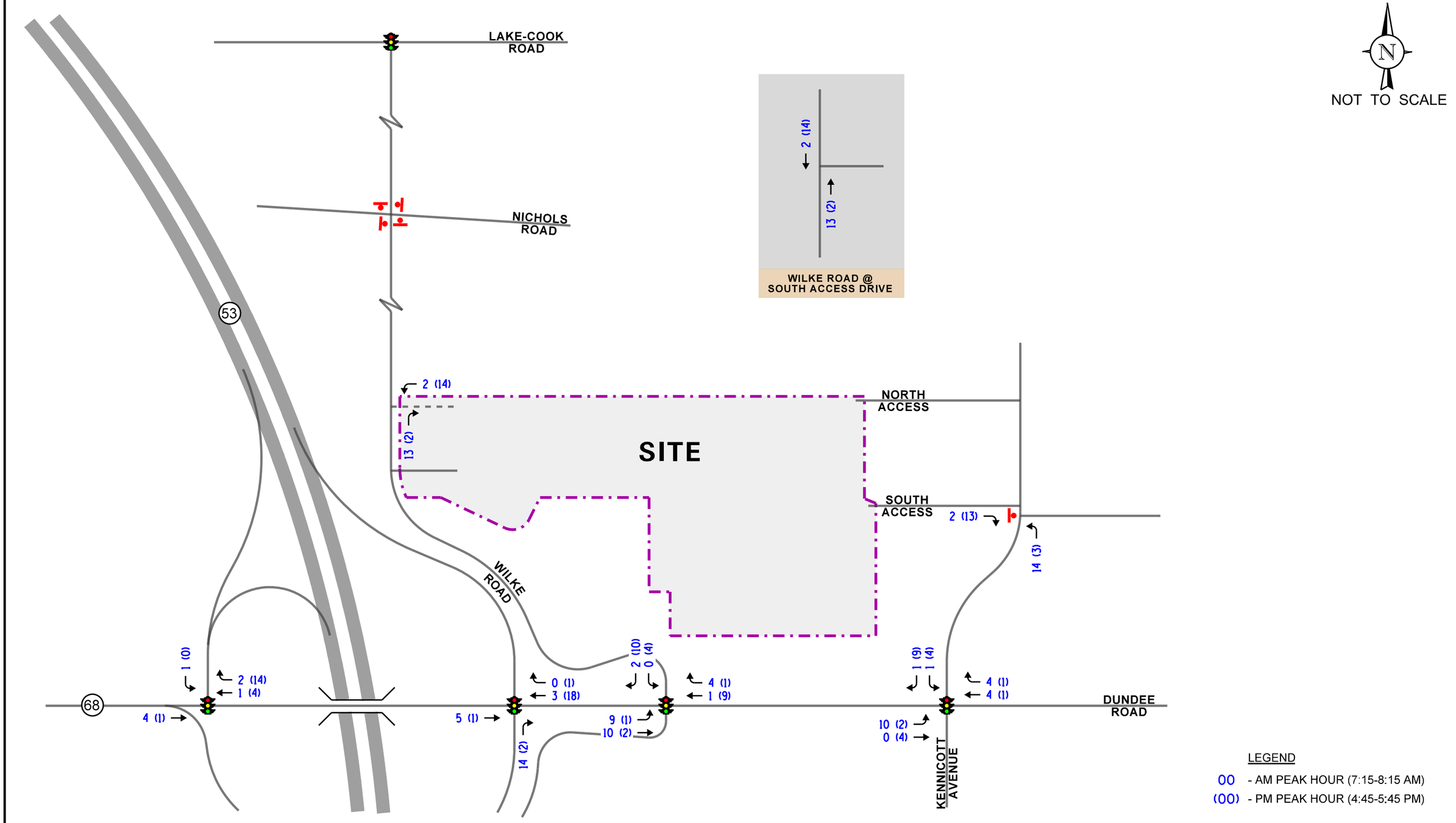


PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED SITE-GENERATED PASSENGER VEHICLE TRAFFIC VOLUMES

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

Job No: 21-030 Figure: 7

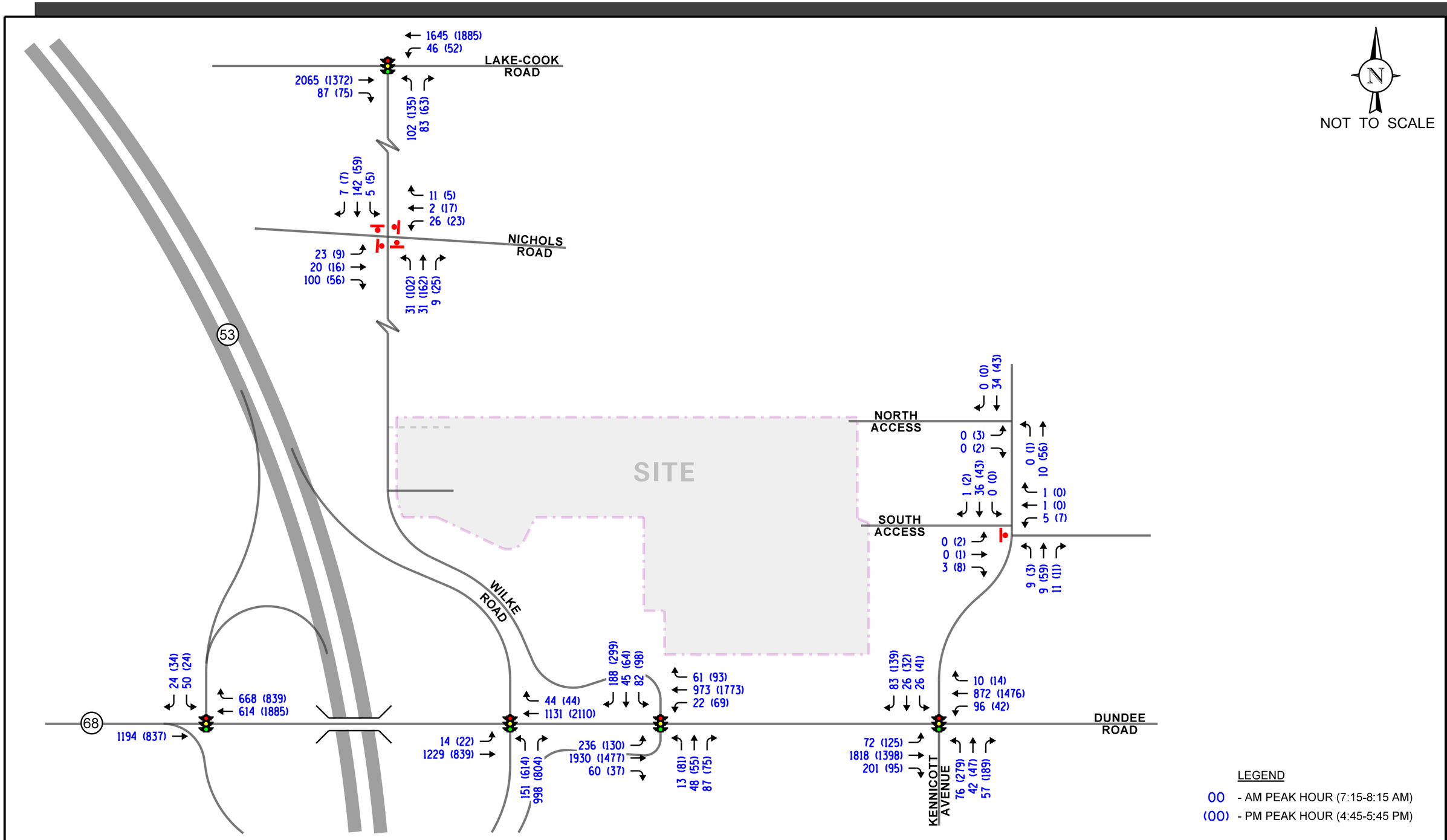


PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED SITE-GENERATED TRUCK TRAFFIC VOLUMES

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

Job No: 21-030 Figure: 8

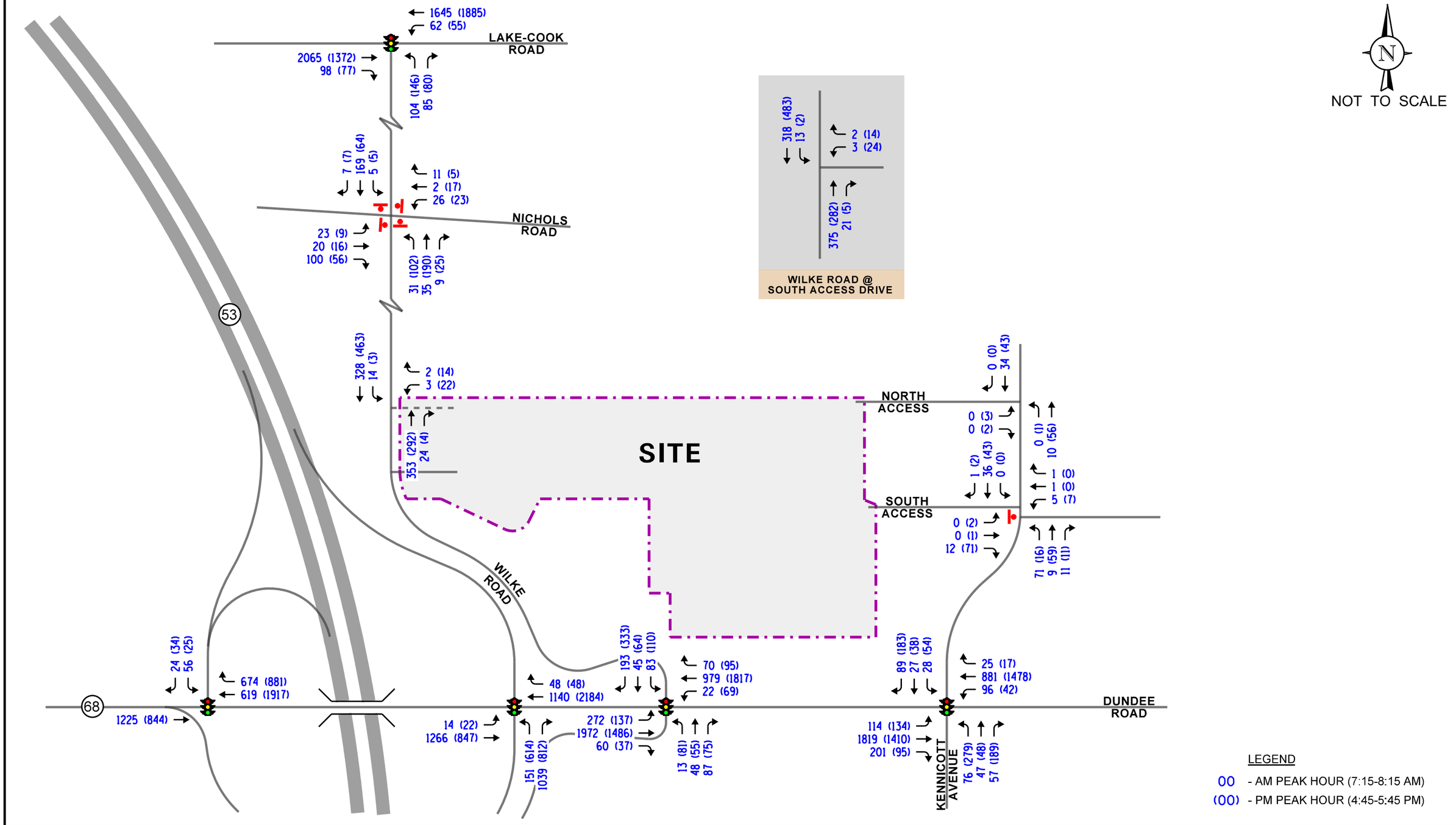


PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2027 NO-BUILD TRAFFIC VOLUMES

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Job No: 21-030 Figure: 9



PROPOSED INDUSTRIAL DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2027 TOTAL PROJECTED TRAFFIC VOLUMES

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

Job No: 21-030 Figure: 10

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2021), no-build (Year 2027), and total projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2027 no-build, and Year 2027 total projected conditions are presented in **Tables 11** through **18**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 11
CAPACITY ANALYSIS RESULTS
DUNDEE ROAD WITH IL 53 SOUTHBOUND RAMPS – SIGNALIZED

	Peak Hour	Eastbound	Westbound	Southbound		Overall
		Through	Through	Left	Right	
Year 2021 Existing Conditions	**Weekday Morning Peak Hour**	A – 2.7	A – 4.7	E 72.8	C 24.0	A – 5.3
				E – 56.7		
	Weekday Evening Peak Hour	A – 1.8	A – 4.6	E 69.5	C 24.9	A – 4.6
				D – 43.2		
Year 2027 No Build Conditions	**Weekday Morning Peak Hour**	A – 2.7	A – 4.9	E 72.7	C 23.9	A – 5.4
				E – 56.8		
	Weekday Evening Peak Hour	A – 1.8	A – 4.7	E 69.5	C 24.9	A – 4.7
				D – 43.2		
Year 2027 Projected Conditions	**Weekday Morning Peak Hour**	A – 2.9	A – 5.1	E 73.1	C 23.4	A – 5.7
				E – 58.2		
	Weekday Evening Peak Hour	A – 1.9	A – 5.0	E 69.8	C 24.9	A – 4.9
				D – 43.7		

Delay is measured in seconds.

Table 12
CAPACITY ANALYSIS RESULTS
DUNDEE ROAD WITH IL 53 NORTHBOUND RAMPS – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		Left	Through	Through	Right	Left	Right	
Year 2021 Existing Conditions	Weekday Morning Peak Hour	E 67.0	D 38.9	C 26.1	A 0.2	C 22.2	D 37.2	C – 33.3
		D – 39.2		C – 25.1		D – 35.2		
	Weekday Evening Peak Hour	E 68.6	B 10.6	C 21.1	A 0.1	D 53.6	D 52.7	C – 29.3
		B – 12.1		C – 20.6		D – 53.1		
Year 2027 No Build Conditions	Weekday Morning Peak Hour	E 66.8	D 39.7	C 26.7	A 0.2	C 22.1	D 37.5	C – 33.8
		D – 40.0		C – 25.7		D – 35.5		
	Weekday Evening Peak Hour	E 68.5	B 10.7	C 22.6	A 0.1	D 54.0	E 57.7	C – 31.1
		B – 12.2		C – 22.1		E – 56.1		
Year 2027 Projected Conditions	Weekday Morning Peak Hour	E 67.1	D 41.6	C 28.8	A 0.1	C 21.8	D 39.4	D – 35.7
		D – 41.8		C – 27.6		D – 37.1		
	Weekday Evening Peak Hour	E 68.6	B 10.8	C 27.8	A 0.1	D 54.0	E 61.4	C – 34.1
		B – 12.2		C – 27.2		E – 58.4		

Delay is measured in seconds.

Table 13
CAPACITY ANALYSIS RESULTS – DUNDEE ROAD WITH WILKE ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2021 Existing Conditions	**Weekday Morning Peak Hour**	B 11.3	B 17.5	A 2.8	B 13.0	B 14.1	A 0.6	D 41.2	D 52.1		D 49.1	D 54.2	A 6.7	B – 17.6
		B – 16.5			B – 13.3			D – 51.1			C – 24.5			
	Weekday Evening Peak Hour	D 37.0	C 24.8	A 2.9	A 8.4	C 21.0	A 1.1	D 47.3	E 56.8		D 51.2	E 63.4	D 49.5	C – 27.0
		C – 25.3			B – 19.6			D – 53.2			D – 51.8			
Year 2027 No Build Conditions	**Weekday Morning Peak Hour**	B 12.2	B 18.0	A 2.8	B 12.5	B 14.4	A 0.6	D 41.2	D 52.9		D 49.2	D 54.1	A 7.2	B – 18.0
		B – 17.0			B – 13.5			D – 51.9			C – 24.8			
	Weekday Evening Peak Hour	D 37.0	C 25.4	A 3.0	A 8.7	C 23.8	A 1.1	D 47.3	E 57.1		D 51.2	E 63.4	D 50.4	C – 28.4
		C – 25.8			C – 22.2			D – 53.3			D – 52.4			
Year 2027 Projected Conditions	**Weekday Morning Peak Hour**	B 16.5	B 18.5	A 2.5	B 12.8	B 14.8	A 1.0	D 41.2	D 52.9		D 49.3	D 54.1	A 7.7	B – 18.7
		B – 17.9			B – 13.9			D – 51.9			C – 25.0			
	Weekday Evening Peak Hour	D 35.5	C 25.6	A 3.0	A 8.9	D 40.9	A 1.2	D 47.2	E 57.1		D 52.8	E 63.4	E 55.0	D – 36.1
		C – 25.9			D – 37.9			D – 53.3			E – 55.6			

L = Left R = Right
T = Through Delay is measured in seconds.

Table 14
CAPACITY ANALYSIS RESULTS – DUNDEE ROAD WITH KENNICOTT AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2021 Existing Conditions	Weekday Morning Peak Hour	A 2.1	B 11.8	A 0.6	D 37.5	B 11.7		D 53.9	E 58.9	B 10.7	D 46.3	C 29.9		B – 14.0
		B – 10.4			B – 14.2			D – 41.1			C – 33.1			
	Weekday Evening Peak Hour	E 59.1	A 7.6	A 0.2	B 12.2	C 30.0		E 73.1	D 47.5	B 16.6	D 37.7	C 33.2		C – 24.8
		B – 11.1			C – 29.5			D – 50.0			C – 34.1			
Year 2027 No Build Conditions	Weekday Morning Peak Hour	A 2.1	B 12.0	A 0.6	D 37.6	B 11.8		D 54.1	E 59.0	B 10.7	D 46.3	C 29.8		B – 14.2
		B – 10.6			B – 14.3			D – 41.2			C – 33.0			
	Weekday Evening Peak Hour	E 63.6	A 7.8	A 0.2	B 12.5	C 30.8		E 74.6	D 47.5	B 17.2	D 37.7	C 33.5		C – 25.5
		B – 11.7			C – 30.3			D – 51.1			C – 34.3			
Year 2027 Projected Conditions	Weekday Morning Peak Hour	A 2.6	B 11.5	A 0.5	D 37.6	B 12.6		D 54.5	E 59.5	B 10.8	D 46.4	C 30.1		B – 14.1
		B – 10.0			B – 15.0			D – 42.1			C – 33.3			
	Weekday Evening Peak Hour	E 74.1	E 8.7	A 0.2	B 13.6	C 33.5		E 71.3	D 46.4	B 18.4	D 37.1	D 42.4		C – 27.7
		B – 13.5			C – 33.0			D – 49.6			D – 41.3			

L = Left R = Right
T = Through Delay is measured in seconds.

Table 15
CAPACITY ANALYSIS RESULTS
LAKE COOK ROAD WITH WILKE ROAD - SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Overall
		Through	Right	Left	Through	Left	Right	
Year 2021 Existing Conditions	Weekday Morning Peak Hour	C – 20.8		B 14.4	A 6.0	F 80.0	D 41.5	B – 16.6
				A – 6.2		E – 62.7		
	Weekday Evening Peak Hour	A – 8.7		A 3.4	A 6.5	E 79.1	B 11.7	B – 10.2
				A – 6.4		E – 57.7		
Year 2027 No Build Conditions	Weekday Morning Peak Hour	C – 22.3		B 14.8	A 6.1	F 80.7	D 42.1	B – 17.5
				A – 6.4		E – 63.4		
	Weekday Evening Peak Hour	A – 8.8		A 3.5	A 6.6	E 79.8	B 13.2	B – 10.4
				A – 6.6		E – 58.7		
Year 2027 Projected Conditions	Weekday Morning Peak Hour	C – 24.2		C 23.0	A 6.2	F 81.5	D 41.4	B – 18.7
				A – 6.8		E – 63.5		
	Weekday Evening Peak Hour	A – 9.4		A 3.7	A 6.7	F 84.9	B 17.7	B – 11.1
				A – 6.6		E – 61.1		

Delay is measured in seconds.

Table 16
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wilke Road with Nichols Road				
• Overall	A	8.6	A	9.0
• Eastbound Approach	A	9.1	A	8.1
• Westbound Approach	A	8.0	A	8.4
• Northbound Approach	A	8.5	A	9.5
• Southbound Approach	A	8.4	A	8.2
Kennicott Avenue with North Access Drive				
• Eastbound Approach	--	--	A	9.1
• Northbound Left Turn	--	--	A	8.3
Kennicott Avenue with South Access Drive				
• Eastbound Approach	A	8.8	A	8.5
• Northbound Left Turn	A	7.5	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table 17
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – YEAR 2027 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wilke Road with Nichols Road				
• Overall	A	8.6	A	9.0
• Eastbound Approach	A	9.1	A	8.1
• Westbound Approach	A	8.0	A	8.4
• Northbound Approach	A	8.5	A	9.5
• Southbound Approach	A	8.4	A	8.2
Kennicott Avenue with North Access Drive				
• Eastbound Approach	--	--	A	9.1
• Northbound Left Turn	--	--	A	8.3
Kennicott Avenue with South Access Drive				
• Eastbound Approach	A	8.8	A	8.5
• Northbound Left Turn	A	7.5	A	7.3

LOS = Level of Service
Delay is measured in seconds.

Table 18
CAPACITY ANALYSIS RESULTS
UNSIGNALIZED INTERSECTIONS – YEAR 2027 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Wilke Road with Nichols Road				
• Overall	A	8.8	A	9.1
• Eastbound Approach	A	9.2	A	8.2
• Westbound Approach	A	8.1	A	8.5
• Northbound Approach	A	8.6	A	9.7
• Southbound Approach	A	8.6	A	8.2
Kennicott Avenue with North Access Drive				
• Eastbound Approach	--	--	A	9.1
• Northbound Left Turn	--	--	A	7.8
Kennicott Avenue with South Access Drive				
• Eastbound Approach	A	8.9	A	8.8
• Northbound Left Turn	A	7.7	A	7.3
Wilke Road with North Access Drive				
• Westbound Approach	B	12.7	B	13.8
• Southbound Left Turn	A	8.1	A	8.1
Wilke Road with South Access Drive				
• Westbound Approach	B	11.9	B	119
• Southbound Left Turn	A	8.2	A	7.8

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Dundee Road with IL Route 53 Southbound Ramps

The results of the capacity analyses indicate that overall, this intersection currently operates at level of service (LOS) A during the weekday morning and weekday evening peak hours. Under Year 2027 no-build and total projected conditions, this intersection overall is projected to continue operating at LOS A during the weekday morning and weekday evening peak hours with increases in delay of less than one second.

Furthermore, the eastbound and westbound approaches are projected to continue operating at LOS A during the peak hours and the southbound approach is projected to continue operating at LOS E during the weekday morning peak hour and at LOS D during the weekday evening peak hour with increases in delay of less than two seconds.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Dundee Road with IL Route 53 Northbound Ramps

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS C during the weekday morning and weekday evening peak hours. Under Year 2027 no-build and total projected conditions, this intersection is projected to continue operating at LOS C during the peak hours with increases in delay of approximately five seconds or less.

Furthermore, the eastbound and westbound approaches are projected to continue operating at LOS D or better during the peak hours with increases in delay of approximately seven seconds or less. The northbound approach is projected to continue operating at LOS D during the weekday morning peak hour and is projected to continue operating at LOS E during the weekday evening peak hour, compared to no-build conditions.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Dundee Road with Wilke Road

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Under Year 2027 no-build projected conditions, this intersection is projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hours with increase in delay of approximately one second.

Under Year 2027 total projected conditions, this intersection is projected to continue operating at LOS B during the weekday morning peak hour and is projected to operate at LOS D during the weekday evening peak hour with increase in delay of approximately one second and eight seconds, over no-build conditions.

Furthermore, all of the approaches are projected to continue operating at LOS D or better during the peak hours with increase in delay of 18 seconds or less, with the exception of the southbound approach which is projected to operate on the threshold of LOS D/E. It should be noted that the eastbound left-turning movement is projected to continue operating at LOS B during the weekday morning peak hour and at LOS D during the weekday evening peak hour with 95th percentile queues of 140 feet, which can be accommodated within the existing 210 feet of left-turn storage provided.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Dundee Road with Kennicott Avenue

The results of the capacity analyses indicate that overall, this intersection currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Under Year 2027 no-build and total projected conditions, this intersection is projected to continue operating at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour with increases in delay of less than one second, and approximately three seconds, respectively.

Furthermore, all of the approaches are projected to continue operating at LOS D or better during the peak hours with increases in delay of approximately six seconds or less. The eastbound left-turning movement is projected to continue operating at LOS A during the weekday morning peak hour and at LOS E during the weekday evening peak hour with 95th percentile queues of approximately 180 feet, which is an increase of approximately one vehicle length over no-build conditions. While these queues extend beyond the approximately 150 feet of left-turn lane storage provided, these queues can be accommodated within the existing taper and striped median provided along Dundee Road.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Lake Cook Road with Wilke Road

The results of the capacity analyses indicate that overall, this intersection currently operate at LOS B during the weekday morning and weekday evening peak hours. Under Year 2027 no-build and total projected conditions, this intersection is projected to continue operating at LOS B during the peak hours with increases in delay of approximately two seconds or less.

Furthermore, the eastbound and westbound approaches are projected to continue operating at LOS C or better during the peak hours with increases in delay of approximately four seconds. The northbound approach is projected to continue operating at LOS E during the peak hours with increase in delay of approximately three seconds. However, this level of service is projected for a local roadway that has a signalized intersection with a major arterial roadway such as Lake Cook Road.

Overall, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Wilke Road with Nichols Road

The results of the capacity analyses indicate that overall, this intersection and all the approaches currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2027 no-build and total projected conditions, this intersection and all the approaches are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development (consisting of only passenger vehicles) and no roadway improvements or signal modifications will be required.

Kennicott Avenue with Access Drives

The results of the capacity analyses indicate that outbound movements from the existing access roadway are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Furthermore, northbound left-turning movements from Kennicott Avenue are projected to continue operating at LOS A during the peak hours. As such, the proposed connections to the existing access drives on Kennicott Avenue will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Wilke Road with Access Drives

The results of the capacity analyses indicate that outbound movements from the proposed access drives onto Wilke Road are projected to operate at LOS B during the weekday morning and weekday evening peak hours. Furthermore, southbound left-turning movements from Wilke Road onto the proposed access drives are projected to operate at LOS A during the peak hours with 95th percentile queues of one to two vehicles. As previously indicated, truck traffic to/from the site will be restricted to/from the south toward Dundee Road. As such, all southbound left-turning movements onto the access drives will be made by passenger vehicles. Wilke Road at the proposed access drive currently provides a four-lane cross section providing two lanes in each direction. Therefore, should a vehicle be stopped waiting to turn left onto the proposed access drives, a second southbound through lane is available to bypass the stopped passenger vehicle. Overall, the proposed access drives on Wilke Road will be adequate in accommodating the traffic estimated to be generated by the proposed development, will minimize conflicts between passenger vehicles and trucks, and will ensure efficient and flexible access is provided.

Parking Evaluation

As previously indicated, the development will provide a total of approximately 599 parking spaces. Approximately 288 parking stalls (including 7 ADA spaces) will be located to the east, south and west of Building 1 and the remaining approximately 311 parking spaces (including 8 ADA spaces) will be located to the east of Building 2. Furthermore, an additional 40 land banked parking spaces will be provided along the north side of Building 2 should they be needed in the future. As such, the development will provide up to 639 parking spaces.

For the purposes of this parking evaluation, it was assumed that 10 percent of the proposed buildings will be office space and the remaining 90 percent will be warehousing space. Based on information published in the ITE *Parking Generation Manual*, 5th Edition, warehousing developments experience an average peak parking demand of 0.39 vehicles per 1,000 square feet and an 85th percentile peak parking demand of 1.11 vehicles per 1,000 square feet. Office developments experience an average peak parking demand of 2.81 vehicle per 1,000 square feet and an 85th percentile peak parking demand of 3.30 vehicles per 1,000 square feet.

With a total of 511,664 square feet of building area proposed, the development is projected to experience an average peak parking demand of 326 spaces and an 85th percentile parking demand of 680 spaces. However, it should be noted that per ITE, the 85th percentile parking demand "is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as a qualitative reference for the analyst." As such, the proposed 599 parking spaces will be adequate in accommodating the parking estimated to be generated by the proposed development.

Dundee Road Traffic Signal Warrant Evaluation

Under the current site plan (included in the Appendix), direct access to Dundee Road is not proposed. However, should direct access be provided to Dundee Road (aligned opposite the Napleton's Arlington Heights Chrysler Dodge Jeep Ramp Dealership), a traffic signal will not be warranted at this location based on the following:

- A traffic signal at this location will not meet the IDOT minimum spacing requirement for traffic signals.

- The volume of traffic generated by the proposed development will not generate an hourly outbound traffic volume greater than 150 vehicles, which is required to meet the peak hour traffic signal warrant assuming two outbound lanes published in Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD).

As such, should access from the subject development be proposed to Dundee Road, a traffic signal will not meet the peak hour traffic signal warrants and will unlikely be approved by IDOT given its proximity to the existing traffic signals on Dundee Road at Wilke Road and Kennicott Avenue.

6. Conclusion

A traffic impact study was conducted for the proposed warehouse/distribution development to be located on the north side of Dundee Road, approximately 1,500 feet east of IL Route 53 in Arlington Heights, Illinois. The plans call for the site to be developed with approximately 511,664 square feet of warehouse/distribution space. Access to the development is proposed via one existing access drive off Wilke Road, one proposed access drive off Wilke Road, and via two existing access drives off Kennicott Avenue. The southerly access drives on Wilke Road will serve passenger vehicles only while the northerly access drives on Wilke Road will serve both passenger vehicles and trucks. Given the layout of the site and proposed parking fields, the southerly access drive on Kennicott Avenue will be mostly utilized by both passenger vehicles and trucks. The north access drive on Kennicott Avenue will be utilized for emergency access only. Truck traffic from the development will be restricted to and from the south toward Dundee Road.

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

- Given that Dundee Road and IL Route 53 are established truck routes serving all of the commercial land uses on both sides of Dundee Road and given the proximity of the proposed development to the IL Route 53 ramps, the majority of the truck traffic will be oriented to/from the south on IL Route 53.

- All inbound and outbound truck traffic for the proposed development will be oriented to/from the south toward Dundee Road.

- The signalized intersections within the study area have sufficient reserve capacity to accommodate the volume of traffic estimated to be generated by the proposed development.

- The proposed access system will be adequate in accommodating the site-generated traffic and will work efficiently with the adjacent access drives.

- The proposed access system will minimize the interaction between passenger vehicles and trucks and will ensure efficient and flexible access is provided for the proposed development.

- Southbound left-turns from Wilke Road onto the proposed access drives, which will only be performed by passenger vehicles, can be accommodated by the existing four lane cross section of Wilke Road.

- The proposed 599 parking spaces, and 40 proposed land banked parking spaces, will be adequate in accommodating the estimated average peak parking demand for the development.

Appendix

Traffic Counts
Site Plan
ITE Trip/Parking Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Dundee With IL 53 West Ramps
Site Code:
Start Date: 02/16/2021

Turning Movement Data

Start Time	Dundee Road Eastbound						Dundee Road Westbound					IL 53 Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	139	40	0	179	0	247	100	0	347	0	2	10	0	12	538
4:15 PM	0	0	125	56	0	181	0	252	109	0	361	0	8	8	0	16	558
4:30 PM	0	0	136	39	0	175	0	246	104	0	350	0	12	11	0	23	548
4:45 PM	0	0	136	56	0	192	0	264	121	0	385	0	4	9	0	13	590
Hourly Total	0	0	536	191	0	727	0	1009	434	0	1443	0	26	38	0	64	2234
5:00 PM	0	0	140	48	0	188	0	257	132	0	389	0	3	9	0	12	589
5:15 PM	0	0	149	49	0	198	0	295	122	0	417	0	2	8	0	10	625
5:30 PM	0	0	156	55	0	211	0	251	97	0	348	0	7	8	0	15	574
5:45 PM	0	0	136	46	0	182	0	226	97	0	323	0	7	13	0	20	525
Hourly Total	0	0	581	198	0	779	0	1029	448	0	1477	0	19	38	0	57	2313
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	149	76	0	225	0	94	87	0	181	0	0	3	0	3	409
7:15 AM	0	0	187	81	0	268	0	115	117	0	232	0	7	6	0	13	513
7:30 AM	0	0	171	88	0	259	0	92	121	0	213	0	10	5	1	15	487
7:45 AM	0	0	157	62	0	219	0	132	131	0	263	0	5	8	0	13	495
Hourly Total	0	0	664	307	0	971	0	433	456	0	889	0	22	22	1	44	1904
8:00 AM	0	0	156	69	0	225	0	116	129	0	245	0	6	5	0	11	481
8:15 AM	0	0	168	64	0	232	0	120	109	0	229	0	10	7	0	17	478
8:30 AM	0	0	162	68	0	230	0	134	110	0	244	0	4	7	0	11	485
8:45 AM	0	0	165	52	0	217	0	160	88	0	248	0	11	13	0	24	489
Hourly Total	0	0	651	253	0	904	0	530	436	0	966	0	31	32	0	63	1933
Grand Total	0	0	2432	949	0	3381	0	3001	1774	0	4775	0	98	130	1	228	8384
Approach %	0.0	0.0	71.9	28.1	-	-	0.0	62.8	37.2	-	-	0.0	43.0	57.0	-	-	-
Total %	0.0	0.0	29.0	11.3	-	40.3	0.0	35.8	21.2	-	57.0	0.0	1.2	1.6	-	2.7	-
Lights	0	0	2377	919	-	3296	0	2913	1683	-	4596	0	97	129	-	226	8118
% Lights	-	-	97.7	96.8	-	97.5	-	97.1	94.9	-	96.3	-	99.0	99.2	-	99.1	96.8
Buses	0	0	4	0	-	4	0	16	5	-	21	0	0	0	-	0	25
% Buses	-	-	0.2	0.0	-	0.1	-	0.5	0.3	-	0.4	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	43	23	-	66	0	52	71	-	123	0	1	1	-	2	191
% Single-Unit Trucks	-	-	1.8	2.4	-	2.0	-	1.7	4.0	-	2.6	-	1.0	0.8	-	0.9	2.3
Articulated Trucks	0	0	8	7	-	15	0	20	15	-	35	0	0	0	-	0	50
% Articulated Trucks	-	-	0.3	0.7	-	0.4	-	0.7	0.8	-	0.7	-	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee With IL 53 West Ramps
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Dundee Road Eastbound						Dundee Road Westbound					IL 53 Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	187	81	0	268	0	115	117	0	232	0	7	6	0	13	513
7:30 AM	0	0	171	88	0	259	0	92	121	0	213	0	10	5	1	15	487
7:45 AM	0	0	157	62	0	219	0	132	131	0	263	0	5	8	0	13	495
8:00 AM	0	0	156	69	0	225	0	116	129	0	245	0	6	5	0	11	481
Total	0	0	671	300	0	971	0	455	498	0	953	0	28	24	1	52	1976
Approach %	0.0	0.0	69.1	30.9	-	-	0.0	47.7	52.3	-	-	0.0	53.8	46.2	-	-	-
Total %	0.0	0.0	34.0	15.2	-	49.1	0.0	23.0	25.2	-	48.2	0.0	1.4	1.2	-	2.6	-
PHF	0.000	0.000	0.897	0.852	-	0.906	0.000	0.862	0.950	-	0.906	0.000	0.700	0.750	-	0.867	0.963
Lights	0	0	655	289	-	944	0	423	460	-	883	0	28	23	-	51	1878
% Lights	-	-	97.6	96.3	-	97.2	-	93.0	92.4	-	92.7	-	100.0	95.8	-	98.1	95.0
Buses	0	0	1	0	-	1	0	9	2	-	11	0	0	0	-	0	12
% Buses	-	-	0.1	0.0	-	0.1	-	2.0	0.4	-	1.2	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	14	10	-	24	0	21	30	-	51	0	0	1	-	1	76
% Single-Unit Trucks	-	-	2.1	3.3	-	2.5	-	4.6	6.0	-	5.4	-	0.0	4.2	-	1.9	3.8
Articulated Trucks	0	0	1	1	-	2	0	2	6	-	8	0	0	0	-	0	10
% Articulated Trucks	-	-	0.1	0.3	-	0.2	-	0.4	1.2	-	0.8	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee With IL 53 West Ramps
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Dundee Road Eastbound						Dundee Road Westbound					IL 53 Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	0	136	56	0	192	0	264	121	0	385	0	4	9	0	13	590
5:00 PM	0	0	140	48	0	188	0	257	132	0	389	0	3	9	0	12	589
5:15 PM	0	0	149	49	0	198	0	295	122	0	417	0	2	8	0	10	625
5:30 PM	0	0	156	55	0	211	0	251	97	0	348	0	7	8	0	15	574
Total	0	0	581	208	0	789	0	1067	472	0	1539	0	16	34	0	50	2378
Approach %	0.0	0.0	73.6	26.4	-	-	0.0	69.3	30.7	-	-	0.0	32.0	68.0	-	-	-
Total %	0.0	0.0	24.4	8.7	-	33.2	0.0	44.9	19.8	-	64.7	0.0	0.7	1.4	-	2.1	-
PHF	0.000	0.000	0.931	0.929	-	0.935	0.000	0.904	0.894	-	0.923	0.000	0.571	0.944	-	0.833	0.951
Lights	0	0	577	204	-	781	0	1046	464	-	1510	0	16	34	-	50	2341
% Lights	-	-	99.3	98.1	-	99.0	-	98.0	98.3	-	98.1	-	100.0	100.0	-	100.0	98.4
Buses	0	0	2	0	-	2	0	2	0	-	2	0	0	0	-	0	4
% Buses	-	-	0.3	0.0	-	0.3	-	0.2	0.0	-	0.1	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	2	-	3	0	9	5	-	14	0	0	0	-	0	17
% Single-Unit Trucks	-	-	0.2	1.0	-	0.4	-	0.8	1.1	-	0.9	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	1	2	-	3	0	10	3	-	13	0	0	0	-	0	16
% Articulated Trucks	-	-	0.2	1.0	-	0.4	-	0.9	0.6	-	0.8	-	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Dundee and Rt 53 - East Ramps
Site Code:
Start Date: 06/24/2017

Turning Movement Data

Start Time	Dundee Road Eastbound						Dundee Road Westbound						53 Off-Ramp Northbound						53 On-Ramp Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	5	233	0	0	238	0	0	340	11	0	351	0	89	0	122	0	211	0	0	0	0	0	0	800
12:15 PM	0	8	253	0	0	261	0	0	385	17	0	402	0	80	0	107	0	187	0	0	0	0	0	0	850
12:30 PM	1	9	228	0	0	238	0	0	382	22	0	404	0	81	0	118	0	199	0	0	0	0	0	0	841
12:45 PM	0	6	252	0	0	258	0	0	357	23	0	380	0	69	0	97	0	166	0	0	0	0	1	0	804
Hourly Total	1	28	966	0	0	995	0	0	1464	73	0	1537	0	319	0	444	0	763	0	0	0	0	1	0	3295
1:00 PM	0	4	231	0	0	235	0	0	291	24	0	315	0	55	0	94	0	149	0	0	0	0	0	0	699
1:15 PM	2	6	235	0	0	243	0	0	312	23	0	335	0	74	1	107	0	182	0	0	0	0	2	0	760
1:30 PM	2	10	170	1	0	183	0	0	305	24	0	329	0	93	0	111	0	204	0	0	0	0	0	0	716
1:45 PM	3	9	184	0	0	196	0	0	297	17	0	314	0	88	0	104	0	192	0	0	0	0	0	0	702
Hourly Total	7	29	820	1	0	857	0	0	1205	88	0	1293	0	310	1	416	0	727	0	0	0	0	2	0	2877
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	4	274	0	0	278	0	0	257	18	0	275	0	35	0	229	0	264	0	0	0	0	0	0	817
7:15 AM	0	4	288	0	0	292	0	0	280	9	0	289	0	30	0	221	0	251	0	0	0	0	1	0	832
7:30 AM	0	4	307	0	0	311	0	0	286	14	0	300	0	34	0	238	0	272	0	0	0	0	0	0	883
7:45 AM	0	5	274	0	0	279	0	0	267	10	0	277	0	38	0	275	0	313	0	0	0	0	0	0	869
Hourly Total	0	17	1143	0	0	1160	0	0	1090	51	0	1141	0	137	0	963	0	1100	0	0	0	0	1	0	3401
8:00 AM	0	1	322	0	0	323	0	0	270	10	0	280	0	46	0	239	0	285	0	0	0	0	0	0	888
8:15 AM	0	2	257	0	0	259	0	0	218	15	0	233	0	51	0	250	1	301	0	0	0	0	0	0	793
8:30 AM	0	10	316	0	0	326	0	0	264	14	0	278	0	48	0	205	0	253	0	0	0	0	1	0	857
8:45 AM	0	3	257	0	0	260	0	0	201	15	0	216	0	51	0	241	0	292	0	0	0	0	0	0	768
Hourly Total	0	16	1152	0	0	1168	0	0	953	54	0	1007	0	196	0	935	1	1131	0	0	0	0	1	0	3306
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	9	196	0	0	205	0	0	495	13	0	508	0	144	0	148	0	292	0	0	0	0	0	0	1005
4:15 PM	0	6	181	0	0	187	0	0	524	17	0	541	0	134	0	172	1	306	0	0	0	0	0	0	1034
4:30 PM	1	9	200	0	0	210	0	0	468	11	0	479	0	136	0	168	0	304	0	0	0	0	0	0	993
4:45 PM	0	4	194	0	0	198	0	0	491	8	0	499	0	135	0	192	0	327	0	0	0	0	0	0	1024
Hourly Total	1	28	771	0	0	800	0	0	1978	49	0	2027	0	549	0	680	1	1229	0	0	0	0	0	0	4056
5:00 PM	2	10	214	0	0	226	0	0	526	9	0	535	0	157	0	203	1	360	0	0	0	0	0	0	1121
5:15 PM	0	2	223	0	0	225	0	0	540	14	0	554	0	150	0	187	0	337	0	0	0	0	0	0	1116
5:30 PM	0	6	188	0	0	194	0	0	501	12	0	513	0	157	0	202	1	359	0	0	0	0	0	0	1066
5:45 PM	2	8	201	0	0	211	0	0	401	15	0	416	0	131	0	222	0	353	0	0	0	0	0	0	980
Hourly Total	4	26	826	0	0	856	0	0	1968	50	0	2018	0	595	0	814	2	1409	0	0	0	0	0	0	4283
Grand Total	13	144	5678	1	0	5836	0	0	8658	365	0	9023	0	2106	1	4252	4	6359	0	0	0	0	5	0	21218
Approach %	0.2	2.5	97.3	0.0	-	-	0.0	0.0	96.0	4.0	-	-	0.0	33.1	0.0	66.9	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.1	0.7	26.8	0.0	-	27.5	0.0	0.0	40.8	1.7	-	42.5	0.0	9.9	0.0	20.0	-	30.0	0.0	0.0	0.0	0.0	-	0.0	-

Lights	13	143	5587	1	-	5744	0	0	8460	357	-	8817	0	2050	1	4132	-	6183	0	0	0	0	-	0	20744
% Lights	100.0	99.3	98.4	100.0	-	98.4	-	-	97.7	97.8	-	97.7	-	97.3	100.0	97.2	-	97.2	-	-	-	-	-	-	97.8
Buses	0	0	12	0	-	12	0	0	19	0	-	19	0	3	0	6	-	9	0	0	0	0	-	0	40
% Buses	0.0	0.0	0.2	0.0	-	0.2	-	-	0.2	0.0	-	0.2	-	0.1	0.0	0.1	-	0.1	-	-	-	-	-	-	0.2
Single-Unit Trucks	0	1	52	0	-	53	0	0	117	5	-	122	0	23	0	66	-	89	0	0	0	0	-	0	264
% Single-Unit Trucks	0.0	0.7	0.9	0.0	-	0.9	-	-	1.4	1.4	-	1.4	-	1.1	0.0	1.6	-	1.4	-	-	-	-	-	-	1.2
Articulated Trucks	0	0	25	0	-	25	0	0	53	3	-	56	0	29	0	47	-	76	0	0	0	0	-	0	157
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	-	-	0.6	0.8	-	0.6	-	1.4	0.0	1.1	-	1.2	-	-	-	-	-	-	0.7
Bicycles on Road	0	0	2	0	-	2	0	0	9	0	-	9	0	1	0	1	-	2	0	0	0	0	-	0	13
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	-	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee and Rt 53 - East Ramps
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Dundee Road Eastbound						Dundee Road Westbound						53 Off-Ramp Northbound						53 On-Ramp Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	4	288	0	0	292	0	0	280	9	0	289	0	30	0	221	0	251	0	0	0	0	1	0	832
7:30 AM	0	4	307	0	0	311	0	0	286	14	0	300	0	34	0	238	0	272	0	0	0	0	0	0	883
7:45 AM	0	5	274	0	0	279	0	0	267	10	0	277	0	38	0	275	0	313	0	0	0	0	0	0	869
8:00 AM	0	1	322	0	0	323	0	0	270	10	0	280	0	46	0	239	0	285	0	0	0	0	0	0	888
Total	0	14	1191	0	0	1205	0	0	1103	43	0	1146	0	148	0	973	0	1121	0	0	0	0	1	0	3472
Approach %	0.0	1.2	98.8	0.0	-	-	0.0	0.0	96.2	3.8	-	-	0.0	13.2	0.0	86.8	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.4	34.3	0.0	-	34.7	0.0	0.0	31.8	1.2	-	33.0	0.0	4.3	0.0	28.0	-	32.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.700	0.925	0.000	-	0.933	0.000	0.000	0.964	0.768	-	0.955	0.000	0.804	0.000	0.885	-	0.895	0.000	0.000	0.000	0.000	-	0.000	0.977
Lights	0	14	1161	0	-	1175	0	0	1043	40	-	1083	0	129	0	949	-	1078	0	0	0	0	-	0	3336
% Lights	-	100.0	97.5	-	-	97.5	-	-	94.6	93.0	-	94.5	-	87.2	-	97.5	-	96.2	-	-	-	-	-	-	96.1
Buses	0	0	4	0	-	4	0	0	9	0	-	9	0	1	0	1	-	2	0	0	0	0	-	0	15
% Buses	-	0.0	0.3	-	-	0.3	-	-	0.8	0.0	-	0.8	-	0.7	-	0.1	-	0.2	-	-	-	-	-	-	0.4
Single-Unit Trucks	0	0	14	0	-	14	0	0	36	2	-	38	0	6	0	16	-	22	0	0	0	0	-	0	74
% Single-Unit Trucks	-	0.0	1.2	-	-	1.2	-	-	3.3	4.7	-	3.3	-	4.1	-	1.6	-	2.0	-	-	-	-	-	-	2.1
Articulated Trucks	0	0	11	0	-	11	0	0	15	1	-	16	0	12	0	7	-	19	0	0	0	0	-	0	46
% Articulated Trucks	-	0.0	0.9	-	-	0.9	-	-	1.4	2.3	-	1.4	-	8.1	-	0.7	-	1.7	-	-	-	-	-	-	1.3
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.1	-	-	0.1	-	-	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee and Rt 53 - East Ramps
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Dundee Road Eastbound						Dundee Road Westbound						53 Off-Ramp Northbound						53 On-Ramp Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	4	194	0	0	198	0	0	491	8	0	499	0	135	0	192	0	327	0	0	0	0	0	0	1024
5:00 PM	2	10	214	0	0	226	0	0	526	9	0	535	0	157	0	203	1	360	0	0	0	0	0	0	1121
5:15 PM	0	2	223	0	0	225	0	0	540	14	0	554	0	150	0	187	0	337	0	0	0	0	0	0	1116
5:30 PM	0	6	188	0	0	194	0	0	501	12	0	513	0	157	0	202	1	359	0	0	0	0	0	0	1066
Total	2	22	819	0	0	843	0	0	2058	43	0	2101	0	599	0	784	2	1383	0	0	0	0	0	0	4327
Approach %	0.2	2.6	97.2	0.0	-	-	0.0	0.0	98.0	2.0	-	-	0.0	43.3	0.0	56.7	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.5	18.9	0.0	-	19.5	0.0	0.0	47.6	1.0	-	48.6	0.0	13.8	0.0	18.1	-	32.0	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.550	0.918	0.000	-	0.933	0.000	0.000	0.953	0.768	-	0.948	0.000	0.954	0.000	0.966	-	0.960	0.000	0.000	0.000	0.000	-	0.000	0.965
Lights	2	22	810	0	-	834	0	0	2033	43	-	2076	0	591	0	772	-	1363	0	0	0	0	-	0	4273
% Lights	100.0	100.0	98.9	-	-	98.9	-	-	98.8	100.0	-	98.8	-	98.7	-	98.5	-	98.6	-	-	-	-	-	-	98.8
Buses	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	0.0	0.0	0.2	-	-	0.2	-	-	0.1	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.1
Single-Unit Trucks	0	0	6	0	-	6	0	0	12	0	-	12	0	2	0	5	-	7	0	0	0	0	-	0	25
% Single-Unit Trucks	0.0	0.0	0.7	-	-	0.7	-	-	0.6	0.0	-	0.6	-	0.3	-	0.6	-	0.5	-	-	-	-	-	-	0.6
Articulated Trucks	0	0	1	0	-	1	0	0	8	0	-	8	0	6	0	6	-	12	0	0	0	0	-	0	21
% Articulated Trucks	0.0	0.0	0.1	-	-	0.1	-	-	0.4	0.0	-	0.4	-	1.0	-	0.8	-	0.9	-	-	-	-	-	-	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	1	-	1	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	-	-	0.1	0.0	-	0.1	-	0.0	-	0.1	-	0.1	-	-	-	-	-	-	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Dundee and Wilke
Site Code:
Start Date: 06/24/2017

Turning Movement Data

Start Time	Dundee Eastbound						Dundee Westbound						Wilke Northbound						Wilke Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	1	24	306	10	0	341	0	14	324	20	0	358	0	6	5	12	0	23	0	22	10	50	0	82	804
12:15 PM	1	29	316	6	0	352	1	5	342	16	0	364	0	8	7	15	0	30	0	16	11	37	0	64	810
12:30 PM	0	27	322	9	0	358	0	7	358	23	0	388	0	2	4	15	0	21	0	15	7	48	0	70	837
12:45 PM	2	34	311	3	0	350	0	6	330	15	0	351	0	7	5	10	0	22	0	12	15	35	0	62	785
Hourly Total	4	114	1255	28	0	1401	1	32	1354	74	0	1461	0	23	21	52	0	96	0	65	43	170	0	278	3236
1:00 PM	1	31	294	5	0	331	0	4	286	18	0	308	0	3	8	9	0	20	0	19	9	31	0	59	718
1:15 PM	2	25	274	4	0	305	1	16	293	18	0	328	0	2	12	11	0	25	0	14	4	44	0	62	720
1:30 PM	1	29	281	2	0	313	0	8	288	16	0	312	0	4	5	14	0	23	0	17	2	45	1	64	712
1:45 PM	0	36	291	6	0	333	0	8	267	17	0	292	0	5	6	13	0	24	0	13	4	32	0	49	698
Hourly Total	4	121	1140	17	0	1282	1	36	1134	69	0	1240	0	14	31	47	0	92	0	63	19	152	1	234	2848
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	24	443	13	0	480	0	5	239	9	1	253	0	5	8	11	0	24	0	18	8	42	0	68	825
7:15 AM	1	52	429	10	0	492	0	4	228	19	1	251	0	3	11	25	0	39	0	17	6	51	0	74	856
7:30 AM	0	45	509	11	0	565	0	5	258	11	0	274	0	6	13	26	0	45	0	24	16	43	0	83	967
7:45 AM	0	76	455	14	0	545	0	5	226	13	0	244	0	2	17	24	0	43	0	20	10	46	1	76	908
Hourly Total	1	197	1836	48	0	2082	0	19	951	52	2	1022	0	16	49	86	0	151	0	79	40	182	1	301	3556
8:00 AM	0	58	490	23	0	571	0	8	218	16	0	242	0	2	6	10	0	18	0	19	12	43	1	74	905
8:15 AM	0	38	449	20	0	507	0	8	211	14	1	233	0	6	12	25	0	43	0	11	6	37	0	54	837
8:30 AM	0	53	467	19	0	539	0	3	216	9	0	228	0	5	12	14	0	31	0	17	6	26	0	49	847
8:45 AM	0	50	450	18	0	518	0	7	208	19	0	234	0	9	6	22	0	37	1	15	7	28	1	51	840
Hourly Total	0	199	1856	80	0	2135	0	26	853	58	1	937	0	22	36	71	0	129	1	62	31	134	2	228	3429
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	40	292	7	0	339	0	11	410	15	0	436	0	20	10	13	0	43	0	20	14	69	0	103	921
4:15 PM	0	26	333	11	0	370	0	7	486	21	0	514	0	16	12	13	0	41	0	10	6	49	0	65	990
4:30 PM	0	39	316	5	0	360	0	21	408	22	0	451	0	21	15	14	0	50	0	28	14	65	0	107	968
4:45 PM	0	32	341	8	0	381	0	18	398	31	0	447	0	15	15	17	0	47	0	12	10	56	0	78	953
Hourly Total	0	137	1282	31	0	1450	0	57	1702	89	0	1848	0	72	52	57	0	181	0	70	44	239	0	353	3832
5:00 PM	0	25	351	5	0	381	0	14	384	23	0	421	0	32	17	15	0	64	0	41	18	99	0	158	1024
5:15 PM	0	30	368	13	0	411	0	13	421	13	0	447	0	15	10	25	0	50	0	27	18	89	0	134	1042
5:30 PM	0	40	354	10	0	404	0	22	459	24	0	505	0	17	11	16	0	44	0	16	16	48	0	80	1033
5:45 PM	0	38	378	5	0	421	0	12	353	24	0	389	0	24	13	19	0	56	0	23	11	43	0	77	943
Hourly Total	0	133	1451	33	0	1617	0	61	1617	84	0	1762	0	88	51	75	0	214	0	107	63	279	0	449	4042
Grand Total	9	901	8820	237	0	9967	2	231	7611	426	3	8270	0	235	240	388	0	863	1	446	240	1156	4	1843	20943
Approach %	0.1	9.0	88.5	2.4	-	-	0.0	2.8	92.0	5.2	-	-	0.0	27.2	27.8	45.0	-	-	0.1	24.2	13.0	62.7	-	-	-
Total %	0.0	4.3	42.1	1.1	-	47.6	0.0	1.1	36.3	2.0	-	39.5	0.0	1.1	1.1	1.9	-	4.1	0.0	2.1	1.1	5.5	-	8.8	-

Lights	8	886	8633	234	-	9761	2	229	7423	417	-	8071	0	232	237	388	-	857	1	442	238	1132	-	1813	20502
% Lights	88.9	98.3	97.9	98.7	-	97.9	100.0	99.1	97.5	97.9	-	97.6	-	98.7	98.8	100.0	-	99.3	100.0	99.1	99.2	97.9	-	98.4	97.9
Buses	0	0	15	0	-	15	0	0	8	3	-	11	0	0	1	0	-	1	0	0	1	8	-	9	36
% Buses	0.0	0.0	0.2	0.0	-	0.2	0.0	0.0	0.1	0.7	-	0.1	-	0.0	0.4	0.0	-	0.1	0.0	0.0	0.4	0.7	-	0.5	0.2
Single-Unit Trucks	1	11	110	1	-	123	0	2	115	6	-	123	0	3	1	0	-	4	0	4	0	11	-	15	265
% Single-Unit Trucks	11.1	1.2	1.2	0.4	-	1.2	0.0	0.9	1.5	1.4	-	1.5	-	1.3	0.4	0.0	-	0.5	0.0	0.9	0.0	1.0	-	0.8	1.3
Articulated Trucks	0	3	60	0	-	63	0	0	64	0	-	64	0	0	0	0	-	0	0	0	0	4	-	4	131
% Articulated Trucks	0.0	0.3	0.7	0.0	-	0.6	0.0	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.3	-	0.2	0.6
Bicycles on Road	0	1	2	2	-	5	0	0	1	0	-	1	0	0	1	0	-	1	0	0	1	1	-	2	9
% Bicycles on Road	0.0	0.1	0.0	0.8	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.1	0.0	0.0	0.4	0.1	-	0.1	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee and Wilke
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Dundee Eastbound						Dundee Westbound						Wilke Northbound						Wilke Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	1	52	429	10	0	492	0	4	228	19	1	251	0	3	11	25	0	39	0	17	6	51	0	74	856
7:30 AM	0	45	509	11	0	565	0	5	258	11	0	274	0	6	13	26	0	45	0	24	16	43	0	83	967
7:45 AM	0	76	455	14	0	545	0	5	226	13	0	244	0	2	17	24	0	43	0	20	10	46	1	76	908
8:00 AM	0	58	490	23	0	571	0	8	218	16	0	242	0	2	6	10	0	18	0	19	12	43	1	74	905
Total	1	231	1883	58	0	2173	0	22	930	59	1	1011	0	13	47	85	0	145	0	80	44	183	2	307	3636
Approach %	0.0	10.6	86.7	2.7	-	-	0.0	2.2	92.0	5.8	-	-	0.0	9.0	32.4	58.6	-	-	0.0	26.1	14.3	59.6	-	-	-
Total %	0.0	6.4	51.8	1.6	-	59.8	0.0	0.6	25.6	1.6	-	27.8	0.0	0.4	1.3	2.3	-	4.0	0.0	2.2	1.2	5.0	-	8.4	-
PHF	0.250	0.760	0.925	0.630	-	0.951	0.000	0.688	0.901	0.776	-	0.922	0.000	0.542	0.691	0.817	-	0.806	0.000	0.833	0.688	0.897	-	0.925	0.940
Lights	1	228	1829	58	-	2116	0	22	879	58	-	959	0	13	45	85	-	143	0	78	43	172	-	293	3511
% Lights	100.0	98.7	97.1	100.0	-	97.4	-	100.0	94.5	98.3	-	94.9	-	100.0	95.7	100.0	-	98.6	-	97.5	97.7	94.0	-	95.4	96.6
Buses	0	0	5	0	-	5	0	0	1	1	-	2	0	0	1	0	-	1	0	0	1	5	-	6	14
% Buses	0.0	0.0	0.3	0.0	-	0.2	-	0.0	0.1	1.7	-	0.2	-	0.0	2.1	0.0	-	0.7	-	0.0	2.3	2.7	-	2.0	0.4
Single-Unit Trucks	0	2	34	0	-	36	0	0	30	0	-	30	0	0	0	0	-	0	0	2	0	5	-	7	73
% Single-Unit Trucks	0.0	0.9	1.8	0.0	-	1.7	-	0.0	3.2	0.0	-	3.0	-	0.0	0.0	0.0	-	0.0	-	2.5	0.0	2.7	-	2.3	2.0
Articulated Trucks	0	1	14	0	-	15	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	1	-	1	36
% Articulated Trucks	0.0	0.4	0.7	0.0	-	0.7	-	0.0	2.2	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.5	-	0.3	1.0
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.1	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.1	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee and Wilke
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Dundee Eastbound						Dundee Westbound						Wilke Northbound						Wilke Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	32	341	8	0	381	0	18	398	31	0	447	0	15	15	17	0	47	0	12	10	56	0	78	953
5:00 PM	0	25	351	5	0	381	0	14	384	23	0	421	0	32	17	15	0	64	0	41	18	99	0	158	1024
5:15 PM	0	30	368	13	0	411	0	13	421	13	0	447	0	15	10	25	0	50	0	27	18	89	0	134	1042
5:30 PM	0	40	354	10	0	404	0	22	459	24	0	505	0	17	11	16	0	44	0	16	16	48	0	80	1033
Total	0	127	1414	36	0	1577	0	67	1662	91	0	1820	0	79	53	73	0	205	0	96	62	292	0	450	4052
Approach %	0.0	8.1	89.7	2.3	-	-	0.0	3.7	91.3	5.0	-	-	0.0	38.5	25.9	35.6	-	-	0.0	21.3	13.8	64.9	-	-	-
Total %	0.0	3.1	34.9	0.9	-	38.9	0.0	1.7	41.0	2.2	-	44.9	0.0	1.9	1.3	1.8	-	5.1	0.0	2.4	1.5	7.2	-	11.1	-
PHF	0.000	0.794	0.961	0.692	-	0.959	0.000	0.761	0.905	0.734	-	0.901	0.000	0.617	0.779	0.730	-	0.801	0.000	0.585	0.861	0.737	-	0.712	0.972
Lights	0	125	1397	36	-	1558	0	66	1637	89	-	1792	0	79	53	73	-	205	0	96	62	290	-	448	4003
% Lights	-	98.4	98.8	100.0	-	98.8	-	98.5	98.5	97.8	-	98.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	99.3	-	99.6	98.8
Buses	0	0	1	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	1.1	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	11	0	-	12	0	1	12	1	-	14	0	0	0	0	-	0	0	0	0	2	-	2	28
% Single-Unit Trucks	-	0.8	0.8	0.0	-	0.8	-	1.5	0.7	1.1	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.7
Articulated Trucks	0	0	5	0	-	5	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	15
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.8	0.0	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Dundee with Kennicott
Site Code:
Start Date: 06/24/2017

Turning Movement Data

Start Time	Dundee Eastbound						Dundee Westbound						Kennicott Northbound						Kennicott Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00 PM	0	17	299	18	0	334	0	12	314	2	0	328	0	25	5	22	0	52	0	6	1	16	0	23	737
12:15 PM	0	10	304	16	0	330	0	12	317	5	0	334	0	24	11	19	0	54	0	4	4	17	0	25	743
12:30 PM	0	15	331	11	0	357	0	12	334	4	0	350	0	24	4	14	0	42	0	9	2	16	0	27	776
12:45 PM	0	13	296	23	0	332	0	10	306	2	0	318	0	17	3	10	1	30	0	6	2	19	0	27	707
Hourly Total	0	55	1230	68	0	1353	0	46	1271	13	0	1330	0	90	23	65	1	178	0	25	9	68	0	102	2963
1:00 PM	0	13	291	15	0	319	0	12	253	5	0	270	0	22	4	14	0	40	0	6	3	22	0	31	660
1:15 PM	0	14	266	18	1	298	2	9	292	4	1	307	0	18	1	18	0	37	0	10	4	13	0	27	669
1:30 PM	0	15	277	13	2	305	0	14	285	0	0	299	0	12	4	14	0	30	0	4	3	16	0	23	657
1:45 PM	1	16	274	13	0	304	0	9	252	2	0	263	1	12	6	14	0	33	0	4	3	19	0	26	626
Hourly Total	1	58	1108	59	3	1226	2	44	1082	11	1	1139	1	64	15	60	0	140	0	24	13	70	0	107	2612
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	17	436	51	0	504	0	11	222	6	0	239	0	16	4	7	0	27	0	11	5	16	0	32	802
7:15 AM	0	12	411	43	0	466	0	20	214	1	0	235	0	15	8	10	0	33	0	10	6	20	0	36	770
7:30 AM	0	21	495	43	0	559	0	21	230	2	0	253	0	17	11	10	0	38	0	5	8	21	0	34	884
7:45 AM	0	17	440	62	2	519	0	25	206	3	1	234	0	23	15	20	0	58	0	2	6	18	1	26	837
Hourly Total	0	67	1782	199	2	2048	0	77	872	12	1	961	0	71	38	47	0	156	0	28	25	75	1	128	3293
8:00 AM	0	20	427	48	1	495	0	28	200	4	0	232	0	19	7	15	0	41	0	9	6	22	0	37	805
8:15 AM	0	20	441	48	0	509	0	26	184	10	3	220	0	17	7	13	0	37	0	8	5	22	0	35	801
8:30 AM	0	7	417	40	0	464	0	33	195	5	1	233	0	16	9	13	1	38	0	7	9	18	0	34	769
8:45 AM	0	21	432	65	0	518	0	41	201	4	4	246	0	14	9	13	0	36	0	4	1	14	2	19	819
Hourly Total	0	68	1717	201	1	1986	0	128	780	23	8	931	0	66	32	54	1	152	0	28	21	76	2	125	3194
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	17	277	22	0	316	0	14	355	3	1	372	0	75	11	38	0	124	0	15	8	26	0	49	861
4:15 PM	0	21	312	17	0	350	0	13	422	3	0	438	0	51	5	39	1	95	0	7	8	27	0	42	925
4:30 PM	0	28	316	22	0	366	0	9	345	4	0	358	0	69	11	31	1	111	0	11	10	42	0	63	898
4:45 PM	0	28	295	22	1	345	0	5	346	4	1	355	0	54	3	41	0	98	0	9	6	37	1	52	850
Hourly Total	0	94	1200	83	1	1377	0	41	1468	14	2	1523	0	249	30	149	2	428	0	42	32	132	1	206	3534
5:00 PM	0	35	361	27	0	423	0	9	361	1	0	371	0	77	16	48	1	141	0	13	11	40	0	64	999
5:15 PM	0	36	353	22	0	411	0	9	316	2	0	327	0	87	11	46	0	144	0	8	11	31	0	50	932
5:30 PM	0	23	354	22	0	399	0	18	417	7	0	442	0	54	16	49	0	119	0	10	4	28	0	42	1002
5:45 PM	0	26	364	16	0	406	0	12	292	3	5	307	0	46	8	42	4	96	0	10	10	42	0	62	871
Hourly Total	0	120	1432	87	0	1639	0	48	1386	13	5	1447	0	264	51	185	5	500	0	41	36	141	0	218	3804
Grand Total	1	462	8469	697	7	9629	2	384	6859	86	17	7331	1	804	189	560	9	1554	0	188	136	562	4	886	19400
Approach %	0.0	4.8	88.0	7.2	-	-	0.0	5.2	93.6	1.2	-	-	0.1	51.7	12.2	36.0	-	-	0.0	21.2	15.3	63.4	-	-	-
Total %	0.0	2.4	43.7	3.6	-	49.6	0.0	2.0	35.4	0.4	-	37.8	0.0	4.1	1.0	2.9	-	8.0	0.0	1.0	0.7	2.9	-	4.6	-

Lights	1	459	8309	677	-	9446	2	379	6709	83	-	7173	1	784	179	555	-	1519	0	187	130	555	-	872	19010
% Lights	100.0	99.4	98.1	97.1	-	98.1	100.0	98.7	97.8	96.5	-	97.8	100.0	97.5	94.7	99.1	-	97.7	-	99.5	95.6	98.8	-	98.4	98.0
Buses	0	0	21	1	-	22	0	0	16	1	-	17	0	0	0	1	-	1	0	0	1	0	-	1	41
% Buses	0.0	0.0	0.2	0.1	-	0.2	0.0	0.0	0.2	1.2	-	0.2	0.0	0.0	0.0	0.2	-	0.1	-	0.0	0.7	0.0	-	0.1	0.2
Single-Unit Trucks	0	3	89	9	-	101	0	4	81	2	-	87	0	13	1	3	-	17	0	1	1	7	-	9	214
% Single-Unit Trucks	0.0	0.6	1.1	1.3	-	1.0	0.0	1.0	1.2	2.3	-	1.2	0.0	1.6	0.5	0.5	-	1.1	-	0.5	0.7	1.2	-	1.0	1.1
Articulated Trucks	0	0	48	9	-	57	0	1	53	0	-	54	0	7	0	1	-	8	0	0	0	0	-	0	119
% Articulated Trucks	0.0	0.0	0.6	1.3	-	0.6	0.0	0.3	0.8	0.0	-	0.7	0.0	0.9	0.0	0.2	-	0.5	-	0.0	0.0	0.0	-	0.0	0.6
Bicycles on Road	0	0	2	1	-	3	0	0	0	0	-	0	0	0	9	0	-	9	0	0	4	0	-	4	16
% Bicycles on Road	0.0	0.0	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	4.8	0.0	-	0.6	-	0.0	2.9	0.0	-	0.5	0.1
Pedestrians	-	-	-	-	7	-	-	-	-	-	17	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Dundee with Kennicott
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Dundee Eastbound						Dundee Westbound						Kennicott Northbound						Kennicott Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	12	411	43	0	466	0	20	214	1	0	235	0	15	8	10	0	33	0	10	6	20	0	36	770
7:30 AM	0	21	495	43	0	559	0	21	230	2	0	253	0	17	11	10	0	38	0	5	8	21	0	34	884
7:45 AM	0	17	440	62	2	519	0	25	206	3	1	234	0	23	15	20	0	58	0	2	6	18	1	26	837
8:00 AM	0	20	427	48	1	495	0	28	200	4	0	232	0	19	7	15	0	41	0	9	6	22	0	37	805
Total	0	70	1773	196	3	2039	0	94	850	10	1	954	0	74	41	55	0	170	0	26	26	81	1	133	3296
Approach %	0.0	3.4	87.0	9.6	-	-	0.0	9.9	89.1	1.0	-	-	0.0	43.5	24.1	32.4	-	-	0.0	19.5	19.5	60.9	-	-	-
Total %	0.0	2.1	53.8	5.9	-	61.9	0.0	2.9	25.8	0.3	-	28.9	0.0	2.2	1.2	1.7	-	5.2	0.0	0.8	0.8	2.5	-	4.0	-
PHF	0.000	0.833	0.895	0.790	-	0.912	0.000	0.839	0.924	0.625	-	0.943	0.000	0.804	0.683	0.688	-	0.733	0.000	0.650	0.813	0.920	-	0.899	0.932
Lights	0	69	1725	193	-	1987	0	94	809	10	-	913	0	68	39	53	-	160	0	26	25	78	-	129	3189
% Lights	-	98.6	97.3	98.5	-	97.4	-	100.0	95.2	100.0	-	95.7	-	91.9	95.1	96.4	-	94.1	-	100.0	96.2	96.3	-	97.0	96.8
Buses	0	0	5	1	-	6	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	0.3	0.5	-	0.3	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	1	28	2	-	31	0	0	20	0	-	20	0	2	1	2	-	5	0	0	0	3	-	3	59
% Single-Unit Trucks	-	1.4	1.6	1.0	-	1.5	-	0.0	2.4	0.0	-	2.1	-	2.7	2.4	3.6	-	2.9	-	0.0	0.0	3.7	-	2.3	1.8
Articulated Trucks	0	0	15	0	-	15	0	0	15	0	-	15	0	4	0	0	-	4	0	0	0	0	-	0	34
% Articulated Trucks	-	0.0	0.8	0.0	-	0.7	-	0.0	1.8	0.0	-	1.6	-	5.4	0.0	0.0	-	2.4	-	0.0	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.4	0.0	-	0.6	-	0.0	3.8	0.0	-	0.8	0.1
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Dundee with Kennicott
Site Code:
Start Date: 06/24/2017

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Dundee Eastbound						Dundee Westbound						Kennicott Northbound						Kennicott Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	28	295	22	1	345	0	5	346	4	1	355	0	54	3	41	0	98	0	9	6	37	1	52	850
5:00 PM	0	35	361	27	0	423	0	9	361	1	0	371	0	77	16	48	1	141	0	13	11	40	0	64	999
5:15 PM	0	36	353	22	0	411	0	9	316	2	0	327	0	87	11	46	0	144	0	8	11	31	0	50	932
5:30 PM	0	23	354	22	0	399	0	18	417	7	0	442	0	54	16	49	0	119	0	10	4	28	0	42	1002
Total	0	122	1363	93	1	1578	0	41	1440	14	1	1495	0	272	46	184	1	502	0	40	32	136	1	208	3783
Approach %	0.0	7.7	86.4	5.9	-	-	0.0	2.7	96.3	0.9	-	-	0.0	54.2	9.2	36.7	-	-	0.0	19.2	15.4	65.4	-	-	-
Total %	0.0	3.2	36.0	2.5	-	41.7	0.0	1.1	38.1	0.4	-	39.5	0.0	7.2	1.2	4.9	-	13.3	0.0	1.1	0.8	3.6	-	5.5	-
PHF	0.000	0.847	0.944	0.861	-	0.933	0.000	0.569	0.863	0.500	-	0.846	0.000	0.782	0.719	0.939	-	0.872	0.000	0.769	0.727	0.850	-	0.813	0.944
Lights	0	122	1346	91	-	1559	0	41	1419	14	-	1474	0	270	46	183	-	499	0	40	31	136	-	207	3739
% Lights	-	100.0	98.8	97.8	-	98.8	-	100.0	98.5	100.0	-	98.6	-	99.3	100.0	99.5	-	99.4	-	100.0	96.9	100.0	-	99.5	98.8
Buses	0	0	3	0	-	3	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	10	1	-	11	0	0	11	0	-	11	0	1	0	1	-	2	0	0	0	0	-	0	24
% Single-Unit Trucks	-	0.0	0.7	1.1	-	0.7	-	0.0	0.8	0.0	-	0.7	-	0.4	0.0	0.5	-	0.4	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	4	1	-	5	0	0	9	0	-	9	0	1	0	0	-	1	0	0	0	0	-	0	15
% Articulated Trucks	-	0.0	0.3	1.1	-	0.3	-	0.0	0.6	0.0	-	0.6	-	0.4	0.0	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	3.1	0.0	-	0.5	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Lake Cook Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Data

Start Time	Lake Cook Road Eastbound					Lake Cook Road Westbound					Wilke Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:00 PM	0	174	12	0	186	0	6	213	0	219	0	21	12	0	33	438
4:15 PM	0	210	9	0	219	0	6	301	0	307	0	21	11	0	32	558
4:30 PM	0	186	8	0	194	0	9	268	1	277	0	18	8	0	26	497
4:45 PM	0	208	13	0	221	0	13	279	0	292	0	22	10	0	32	545
Hourly Total	0	778	42	0	820	0	34	1061	1	1095	0	82	41	0	123	2038
5:00 PM	0	224	8	0	232	0	5	297	0	302	0	28	8	0	36	570
5:15 PM	0	197	13	0	210	0	7	320	0	327	0	14	10	0	24	561
5:30 PM	0	227	13	0	240	0	7	279	0	286	0	20	11	0	31	557
5:45 PM	0	207	12	0	219	0	6	286	0	292	0	14	9	0	23	534
Hourly Total	0	855	46	0	901	0	25	1182	0	1207	0	76	38	0	114	2222
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	267	10	0	277	0	1	200	0	201	0	11	9	0	20	498
7:15 AM	0	315	9	0	324	0	7	260	0	267	0	15	11	0	26	617
7:30 AM	0	379	12	0	391	0	7	266	0	273	0	17	17	0	34	698
7:45 AM	0	321	10	0	331	0	11	280	0	291	0	17	11	0	28	650
Hourly Total	0	1282	41	0	1323	0	26	1006	0	1032	0	60	48	0	108	2463
8:00 AM	0	306	25	0	331	0	4	247	0	251	0	16	14	0	30	612
8:15 AM	0	307	10	0	317	0	4	218	0	222	0	18	15	0	33	572
8:30 AM	0	289	8	0	297	0	2	238	0	240	0	10	8	0	18	555
8:45 AM	0	280	11	0	291	0	9	244	0	253	0	4	6	0	10	554
Hourly Total	0	1182	54	0	1236	0	19	947	0	966	0	48	43	0	91	2293
Grand Total	0	4097	183	0	4280	0	104	4196	1	4300	0	266	170	0	436	9016
Approach %	0.0	95.7	4.3	-	-	0.0	2.4	97.6	-	-	0.0	61.0	39.0	-	-	-
Total %	0.0	45.4	2.0	-	47.5	0.0	1.2	46.5	-	47.7	0.0	3.0	1.9	-	4.8	-
Lights	0	3962	179	-	4141	0	102	4058	-	4160	0	251	165	-	416	8717
% Lights	-	96.7	97.8	-	96.8	-	98.1	96.7	-	96.7	-	94.4	97.1	-	95.4	96.7
Buses	0	4	2	-	6	0	0	3	-	3	0	11	0	-	11	20
% Buses	-	0.1	1.1	-	0.1	-	0.0	0.1	-	0.1	-	4.1	0.0	-	2.5	0.2
Single-Unit Trucks	0	74	2	-	76	0	1	72	-	73	0	4	5	-	9	158
% Single-Unit Trucks	-	1.8	1.1	-	1.8	-	1.0	1.7	-	1.7	-	1.5	2.9	-	2.1	1.8
Articulated Trucks	0	57	0	-	57	0	1	63	-	64	0	0	0	-	0	121
% Articulated Trucks	-	1.4	0.0	-	1.3	-	1.0	1.5	-	1.5	-	0.0	0.0	-	0.0	1.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

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

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

Count Name: Lake Cook Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Lake Cook Road Eastbound					Lake Cook Road Westbound					Wilke Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	315	9	0	324	0	7	260	0	267	0	15	11	0	26	617
7:30 AM	0	379	12	0	391	0	7	266	0	273	0	17	17	0	34	698
7:45 AM	0	321	10	0	331	0	11	280	0	291	0	17	11	0	28	650
8:00 AM	0	306	25	0	331	0	4	247	0	251	0	16	14	0	30	612
Total	0	1321	56	0	1377	0	29	1053	0	1082	0	65	53	0	118	2577
Approach %	0.0	95.9	4.1	-	-	0.0	2.7	97.3	-	-	0.0	55.1	44.9	-	-	-
Total %	0.0	51.3	2.2	-	53.4	0.0	1.1	40.9	-	42.0	0.0	2.5	2.1	-	4.6	-
PHF	0.000	0.871	0.560	-	0.880	0.000	0.659	0.940	-	0.930	0.000	0.956	0.779	-	0.868	0.923
Lights	0	1276	54	-	1330	0	27	1014	-	1041	0	54	50	-	104	2475
% Lights	-	96.6	96.4	-	96.6	-	93.1	96.3	-	96.2	-	83.1	94.3	-	88.1	96.0
Buses	0	2	1	-	3	0	0	1	-	1	0	10	0	-	10	14
% Buses	-	0.2	1.8	-	0.2	-	0.0	0.1	-	0.1	-	15.4	0.0	-	8.5	0.5
Single-Unit Trucks	0	26	1	-	27	0	1	21	-	22	0	1	3	-	4	53
% Single-Unit Trucks	-	2.0	1.8	-	2.0	-	3.4	2.0	-	2.0	-	1.5	5.7	-	3.4	2.1
Articulated Trucks	0	17	0	-	17	0	1	17	-	18	0	0	0	-	0	35
% Articulated Trucks	-	1.3	0.0	-	1.2	-	3.4	1.6	-	1.7	-	0.0	0.0	-	0.0	1.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Lake Cook Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lake Cook Road Eastbound					Lake Cook Road Westbound					Wilke Road Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	208	13	0	221	0	13	279	0	292	0	22	10	0	32	545
5:00 PM	0	224	8	0	232	0	5	297	0	302	0	28	8	0	36	570
5:15 PM	0	197	13	0	210	0	7	320	0	327	0	14	10	0	24	561
5:30 PM	0	227	13	0	240	0	7	279	0	286	0	20	11	0	31	557
Total	0	856	47	0	903	0	32	1175	0	1207	0	84	39	0	123	2233
Approach %	0.0	94.8	5.2	-	-	0.0	2.7	97.3	-	-	0.0	68.3	31.7	-	-	-
Total %	0.0	38.3	2.1	-	40.4	0.0	1.4	52.6	-	54.1	0.0	3.8	1.7	-	5.5	-
PHF	0.000	0.943	0.904	-	0.941	0.000	0.615	0.918	-	0.923	0.000	0.750	0.886	-	0.854	0.979
Lights	0	836	46	-	882	0	32	1149	-	1181	0	84	38	-	122	2185
% Lights	-	97.7	97.9	-	97.7	-	100.0	97.8	-	97.8	-	100.0	97.4	-	99.2	97.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	10	1	-	11	0	0	14	-	14	0	0	1	-	1	26
% Single-Unit Trucks	-	1.2	2.1	-	1.2	-	0.0	1.2	-	1.2	-	0.0	2.6	-	0.8	1.2
Articulated Trucks	0	10	0	-	10	0	0	12	-	12	0	0	0	-	0	22
% Articulated Trucks	-	1.2	0.0	-	1.1	-	0.0	1.0	-	1.0	-	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Nichols Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Data

Start Time	Nichols Road Eastbound						Nichols Road Westbound						Wilke Road Northbound						Wilke Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	1	3	23	0	27	0	4	2	0	0	6	0	24	15	7	1	46	0	0	10	2	0	12	91
4:15 PM	0	1	2	12	0	15	0	2	5	6	0	13	0	24	24	3	0	51	0	1	7	2	1	10	89
4:30 PM	0	1	1	22	0	24	0	2	3	6	0	11	0	27	24	5	0	56	0	1	5	2	0	8	99
4:45 PM	0	4	3	12	0	19	0	5	7	0	0	12	0	29	17	4	0	50	1	5	5	3	0	14	95
Hourly Total	0	7	9	69	0	85	0	13	17	12	0	42	0	104	80	19	1	203	1	7	27	9	1	44	374
5:00 PM	0	2	9	11	0	22	0	8	1	2	0	11	0	26	33	5	0	64	0	0	7	0	0	7	104
5:15 PM	0	3	0	20	0	23	0	4	7	2	0	13	0	25	24	10	1	59	0	0	17	1	0	18	113
5:30 PM	0	0	4	13	0	17	0	6	2	1	0	9	0	22	27	6	0	55	0	0	8	3	1	11	92
5:45 PM	0	2	1	14	0	17	0	4	3	2	0	9	1	16	18	8	0	43	0	3	6	0	0	9	78
Hourly Total	0	7	14	58	0	79	0	22	13	7	0	42	1	89	102	29	1	221	0	3	38	4	1	45	387
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	4	2	17	0	23	0	10	0	1	0	11	0	6	4	1	0	11	0	0	14	0	0	14	59
7:15 AM	0	5	7	22	0	34	0	7	0	4	0	11	0	5	3	3	0	11	0	0	17	2	0	19	75
7:30 AM	0	6	6	22	0	34	0	7	0	3	0	10	0	9	3	3	0	15	0	4	21	1	0	26	85
7:45 AM	0	1	4	29	0	34	0	8	1	1	0	10	0	12	12	0	0	24	0	1	22	1	1	24	92
Hourly Total	0	16	19	90	0	125	0	32	1	9	0	42	0	32	22	7	0	61	0	5	74	4	1	83	311
8:00 AM	0	11	3	27	0	41	0	4	1	3	0	8	0	5	2	3	0	10	0	0	31	3	0	34	93
8:15 AM	0	3	3	17	0	23	0	7	0	4	0	11	0	9	8	1	0	18	0	0	22	0	0	22	74
8:30 AM	0	3	2	18	0	23	0	4	1	2	0	7	0	9	7	4	0	20	0	2	12	0	0	14	64
8:45 AM	0	1	4	23	0	28	0	4	0	1	0	5	0	12	8	4	0	24	0	0	24	0	0	24	81
Hourly Total	0	18	12	85	0	115	0	19	2	10	0	31	0	35	25	12	0	72	0	2	89	3	0	94	312
Grand Total	0	48	54	302	0	404	0	86	33	38	0	157	1	260	229	67	2	557	1	17	228	20	3	266	1384
Approach %	0.0	11.9	13.4	74.8	-	-	0.0	54.8	21.0	24.2	-	-	0.2	46.7	41.1	12.0	-	-	0.4	6.4	85.7	7.5	-	-	-
Total %	0.0	3.5	3.9	21.8	-	29.2	0.0	6.2	2.4	2.7	-	11.3	0.1	18.8	16.5	4.8	-	40.2	0.1	1.2	16.5	1.4	-	19.2	-
Lights	0	39	54	290	-	383	0	86	33	36	-	155	1	258	218	65	-	542	1	17	224	19	-	261	1341
% Lights	-	81.3	100.0	96.0	-	94.8	-	100.0	100.0	94.7	-	98.7	100.0	99.2	95.2	97.0	-	97.3	100.0	100.0	98.2	95.0	-	98.1	96.9
Buses	0	9	0	12	-	21	0	0	0	1	-	1	0	2	2	1	-	5	0	0	1	1	-	2	29
% Buses	-	18.8	0.0	4.0	-	5.2	-	0.0	0.0	2.6	-	0.6	0.0	0.8	0.9	1.5	-	0.9	0.0	0.0	0.4	5.0	-	0.8	2.1
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	9	1	-	10	0	0	3	0	-	3	14
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.6	-	0.6	0.0	0.0	3.9	1.5	-	1.8	0.0	0.0	1.3	0.0	-	1.1	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Nichols Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Nichols Road Eastbound						Nichols Road Westbound						Wilke Road Northbound						Wilke Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	5	7	22	0	34	0	7	0	4	0	11	0	5	3	3	0	11	0	0	17	2	0	19	75
7:30 AM	0	6	6	22	0	34	0	7	0	3	0	10	0	9	3	3	0	15	0	4	21	1	0	26	85
7:45 AM	0	1	4	29	0	34	0	8	1	1	0	10	0	12	12	0	0	24	0	1	22	1	1	24	92
8:00 AM	0	11	3	27	0	41	0	4	1	3	0	8	0	5	2	3	0	10	0	0	31	3	0	34	93
Total	0	23	20	100	0	143	0	26	2	11	0	39	0	31	20	9	0	60	0	5	91	7	1	103	345
Approach %	0.0	16.1	14.0	69.9	-	-	0.0	66.7	5.1	28.2	-	-	0.0	51.7	33.3	15.0	-	-	0.0	4.9	88.3	6.8	-	-	-
Total %	0.0	6.7	5.8	29.0	-	41.4	0.0	7.5	0.6	3.2	-	11.3	0.0	9.0	5.8	2.6	-	17.4	0.0	1.4	26.4	2.0	-	29.9	-
PHF	0.000	0.523	0.714	0.862	-	0.872	0.000	0.813	0.500	0.688	-	0.886	0.000	0.646	0.417	0.750	-	0.625	0.000	0.313	0.734	0.583	-	0.757	0.927
Lights	0	14	20	91	-	125	0	26	2	10	-	38	0	30	16	8	-	54	0	5	90	6	-	101	318
% Lights	-	60.9	100.0	91.0	-	87.4	-	100.0	100.0	90.9	-	97.4	-	96.8	80.0	88.9	-	90.0	-	100.0	98.9	85.7	-	98.1	92.2
Buses	0	9	0	9	-	18	0	0	0	0	-	0	0	1	1	1	-	3	0	0	0	1	-	1	22
% Buses	-	39.1	0.0	9.0	-	12.6	-	0.0	0.0	0.0	-	0.0	-	3.2	5.0	11.1	-	5.0	-	0.0	0.0	14.3	-	1.0	6.4
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	3	0	-	3	0	0	1	0	-	1	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	9.1	-	2.6	-	0.0	15.0	0.0	-	5.0	-	0.0	1.1	0.0	-	1.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Nichols Road with Wilke Road
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Nichols Road Eastbound						Nichols Road Westbound						Wilke Road Northbound						Wilke Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	4	3	12	0	19	0	5	7	0	0	12	0	29	17	4	0	50	1	5	5	3	0	14	95
5:00 PM	0	2	9	11	0	22	0	8	1	2	0	11	0	26	33	5	0	64	0	0	7	0	0	7	104
5:15 PM	0	3	0	20	0	23	0	4	7	2	0	13	0	25	24	10	1	59	0	0	17	1	0	18	113
5:30 PM	0	0	4	13	0	17	0	6	2	1	0	9	0	22	27	6	0	55	0	0	8	3	1	11	92
Total	0	9	16	56	0	81	0	23	17	5	0	45	0	102	101	25	1	228	1	5	37	7	1	50	404
Approach %	0.0	11.1	19.8	69.1	-	-	0.0	51.1	37.8	11.1	-	-	0.0	44.7	44.3	11.0	-	-	2.0	10.0	74.0	14.0	-	-	-
Total %	0.0	2.2	4.0	13.9	-	20.0	0.0	5.7	4.2	1.2	-	11.1	0.0	25.2	25.0	6.2	-	56.4	0.2	1.2	9.2	1.7	-	12.4	-
PHF	0.000	0.563	0.444	0.700	-	0.880	0.000	0.719	0.607	0.625	-	0.865	0.000	0.879	0.765	0.625	-	0.891	0.250	0.250	0.544	0.583	-	0.694	0.894
Lights	0	9	16	56	-	81	0	23	17	5	-	45	0	102	100	25	-	227	1	5	36	7	-	49	402
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	99.0	100.0	-	99.6	100.0	100.0	97.3	100.0	-	98.0	99.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.4	0.0	0.0	2.7	0.0	-	2.0	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Kennicott Avenue with North Access
Site Code:
Start Date: 02/16/2021

Turning Movement Data

Start Time	North Access Eastbound					Kennicott Avenue Northbound					Kennicott Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:00 PM	0	0	0	0	0	0	1	6	0	7	0	10	0	0	10	17
4:15 PM	0	0	0	0	0	0	0	12	0	12	0	6	0	0	6	18
4:30 PM	0	3	1	0	4	0	0	7	0	7	0	9	0	0	9	20
4:45 PM	0	1	0	0	1	0	0	12	0	12	0	11	0	0	11	24
Hourly Total	0	4	1	0	5	0	1	37	0	38	0	36	0	0	36	79
5:00 PM	0	2	0	1	2	0	1	16	0	17	0	14	0	0	14	33
5:15 PM	0	0	0	0	0	0	0	15	0	15	0	9	0	0	9	24
5:30 PM	0	0	2	0	2	0	0	13	0	13	0	9	0	0	9	24
5:45 PM	0	0	0	0	0	0	0	4	0	4	0	6	0	0	6	10
Hourly Total	0	2	2	1	4	0	1	48	0	49	0	38	0	0	38	91
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	10
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	6
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	10
7:45 AM	0	0	0	0	0	0	0	5	0	5	0	12	0	0	12	17
Hourly Total	0	0	0	0	0	0	0	10	0	10	0	33	0	0	33	43
8:00 AM	0	0	0	0	0	0	0	2	0	2	0	9	0	0	9	11
8:15 AM	0	0	0	0	0	0	0	3	0	3	0	6	1	0	7	10
8:30 AM	0	0	0	0	0	0	1	6	0	7	0	7	2	0	9	16
8:45 AM	0	0	0	0	0	0	0	4	0	4	1	11	0	0	12	16
Hourly Total	0	0	0	0	0	0	1	15	0	16	1	33	3	0	37	53
Grand Total	0	6	3	1	9	0	3	110	0	113	1	140	3	0	144	266
Approach %	0.0	66.7	33.3	-	-	0.0	2.7	97.3	-	-	0.7	97.2	2.1	-	-	-
Total %	0.0	2.3	1.1	-	3.4	0.0	1.1	41.4	-	42.5	0.4	52.6	1.1	-	54.1	-
Lights	0	6	2	-	8	0	1	108	-	109	1	139	3	-	143	260
% Lights	-	100.0	66.7	-	88.9	-	33.3	98.2	-	96.5	100.0	99.3	100.0	-	99.3	97.7
Buses	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	1.8	-	1.8	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	33.3	-	11.1	-	33.3	0.0	-	0.9	0.0	0.7	0.0	-	0.7	1.1
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	33.3	0.0	-	0.9	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Kennicott Avenue with North Access
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	North Access Eastbound					Kennicott Avenue Northbound					Kennicott Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	6
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	8	0	0	8	10
7:45 AM	0	0	0	0	0	0	0	5	0	5	0	12	0	0	12	17
8:00 AM	0	0	0	0	0	0	0	2	0	2	0	9	0	0	9	11
Total	0	0	0	0	0	0	0	10	0	10	0	34	0	0	34	44
Approach %	0.0	0.0	0.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	0.0	22.7	-	22.7	0.0	77.3	0.0	-	77.3	-
PHF	0.000	0.000	0.000	-	0.000	0.000	0.000	0.500	-	0.500	0.000	0.708	0.000	-	0.708	0.647
Lights	0	0	0	-	0	0	0	10	-	10	0	34	0	-	34	44
% Lights	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	-	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Kennicott Avenue with North Access
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	North Access Eastbound					Kennicott Avenue Northbound					Kennicott Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	1	0	0	1	0	0	12	0	12	0	11	0	0	11	24
5:00 PM	0	2	0	1	2	0	1	16	0	17	0	14	0	0	14	33
5:15 PM	0	0	0	0	0	0	0	15	0	15	0	9	0	0	9	24
5:30 PM	0	0	2	0	2	0	0	13	0	13	0	9	0	0	9	24
Total	0	3	2	1	5	0	1	56	0	57	0	43	0	0	43	105
Approach %	0.0	60.0	40.0	-	-	0.0	1.8	98.2	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	2.9	1.9	-	4.8	0.0	1.0	53.3	-	54.3	0.0	41.0	0.0	-	41.0	-
PHF	0.000	0.375	0.250	-	0.625	0.000	0.250	0.875	-	0.838	0.000	0.768	0.000	-	0.768	0.795
Lights	0	3	1	-	4	0	0	56	-	56	0	42	0	-	42	102
% Lights	-	100.0	50.0	-	80.0	-	0.0	100.0	-	98.2	-	97.7	-	-	97.7	97.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	1	0	-	1	3
% Single-Unit Trucks	-	0.0	50.0	-	20.0	-	100.0	0.0	-	1.8	-	2.3	-	-	2.3	2.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Kennicott Avenue with South Access
Site Code:
Start Date: 02/16/2021

Turning Movement Data

Start Time	South Access Eastbound						Access Drive Westbound						Kennicott Avenue Northbound						Kennicott Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	1	0	2	0	3	0	0	0	0	1	0	0	3	5	3	0	11	0	1	10	0	0	11	25
4:15 PM	0	0	0	3	0	3	0	2	0	0	1	2	0	1	12	7	0	20	0	0	8	0	0	8	33
4:30 PM	0	1	0	9	0	10	0	2	0	0	0	2	0	0	7	5	0	12	0	0	8	0	0	8	32
4:45 PM	0	0	0	3	0	3	0	4	0	0	1	4	0	1	11	4	0	16	0	0	12	1	0	13	36
Hourly Total	0	2	0	17	0	19	0	8	0	0	3	8	0	5	35	19	0	59	0	1	38	1	0	40	126
5:00 PM	0	2	1	5	0	8	0	0	0	0	1	0	0	0	16	0	0	16	0	0	10	1	1	11	35
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	16	2	0	18	0	0	10	0	0	10	30
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	16	5	0	23	0	0	11	0	0	11	35
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	4	2	0	6	0	0	7	0	0	7	16
Hourly Total	0	2	1	5	0	8	0	6	0	0	1	6	0	2	52	9	0	63	0	0	38	1	1	39	116
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	0	2	1	0	3	0	1	8	0	0	9	14
7:15 AM	0	0	0	1	0	1	0	1	0	1	0	2	0	5	0	2	0	7	0	0	5	0	0	5	15
7:30 AM	0	0	0	1	0	1	0	3	0	0	0	3	0	0	2	6	0	8	0	0	10	0	0	10	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	9	0	0	14	1	0	15	24
Hourly Total	0	0	0	3	0	3	0	5	0	1	0	6	0	7	10	10	0	27	0	1	37	1	0	39	75
8:00 AM	0	0	0	1	0	1	0	1	1	0	0	2	0	2	1	2	0	5	0	0	7	0	0	7	15
8:15 AM	0	0	0	1	0	1	0	1	0	0	0	1	0	4	4	2	0	10	0	0	6	0	0	6	18
8:30 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	5	7	0	0	12	0	0	7	0	0	7	22
8:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	4	1	0	7	0	0	12	0	0	12	21
Hourly Total	0	0	0	7	0	7	0	2	1	0	0	3	0	13	16	5	0	34	0	0	32	0	0	32	76
Grand Total	0	4	1	32	0	37	0	21	1	1	4	23	0	27	113	43	0	183	0	2	145	3	1	150	393
Approach %	0.0	10.8	2.7	86.5	-	-	0.0	91.3	4.3	4.3	-	-	0.0	14.8	61.7	23.5	-	-	0.0	1.3	96.7	2.0	-	-	-
Total %	0.0	1.0	0.3	8.1	-	9.4	0.0	5.3	0.3	0.3	-	5.9	0.0	6.9	28.8	10.9	-	46.6	0.0	0.5	36.9	0.8	-	38.2	-
Lights	0	3	1	28	-	32	0	21	1	1	-	23	0	23	110	42	-	175	0	2	144	2	-	148	378
% Lights	-	75.0	100.0	87.5	-	86.5	-	100.0	100.0	100.0	-	100.0	-	85.2	97.3	97.7	-	95.6	-	100.0	99.3	66.7	-	98.7	96.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	1	0	4	-	5	0	0	0	0	-	0	0	4	0	0	-	4	0	0	1	1	-	2	11
% Single-Unit Trucks	-	25.0	0.0	12.5	-	13.5	-	0.0	0.0	0.0	-	0.0	-	14.8	0.0	0.0	-	2.2	-	0.0	0.7	33.3	-	1.3	2.8
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.3	-	0.5	-	0.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Kennicott Avenue with South Access
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (7:15 AM)

Start Time	South Access Eastbound						Access Drive Westbound						Kennicott Avenue Northbound						Kennicott Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	0	0	1	0	1	0	1	0	1	0	2	0	5	0	2	0	7	0	0	5	0	0	5	15
7:30 AM	0	0	0	1	0	1	0	3	0	0	0	3	0	0	2	6	0	8	0	0	10	0	0	10	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	1	0	9	0	0	14	1	0	15	24
8:00 AM	0	0	0	1	0	1	0	1	1	0	0	2	0	2	1	2	0	5	0	0	7	0	0	7	15
Total	0	0	0	3	0	3	0	5	1	1	0	7	0	9	9	11	0	29	0	0	36	1	0	37	76
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	71.4	14.3	14.3	-	-	0.0	31.0	31.0	37.9	-	-	0.0	0.0	97.3	2.7	-	-	-
Total %	0.0	0.0	0.0	3.9	-	3.9	0.0	6.6	1.3	1.3	-	9.2	0.0	11.8	11.8	14.5	-	38.2	0.0	0.0	47.4	1.3	-	48.7	-
PHF	0.000	0.000	0.000	0.750	-	0.750	0.000	0.417	0.250	0.250	-	0.583	0.000	0.450	0.375	0.458	-	0.806	0.000	0.000	0.643	0.250	-	0.617	0.792
Lights	0	0	0	2	-	2	0	5	1	1	-	7	0	7	9	11	-	27	0	0	36	1	-	37	73
% Lights	-	-	-	66.7	-	66.7	-	100.0	100.0	100.0	-	100.0	-	77.8	100.0	100.0	-	93.1	-	-	100.0	100.0	-	100.0	96.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	3
% Single-Unit Trucks	-	-	-	33.3	-	33.3	-	0.0	0.0	0.0	-	0.0	-	22.2	0.0	0.0	-	6.9	-	-	0.0	0.0	-	0.0	3.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

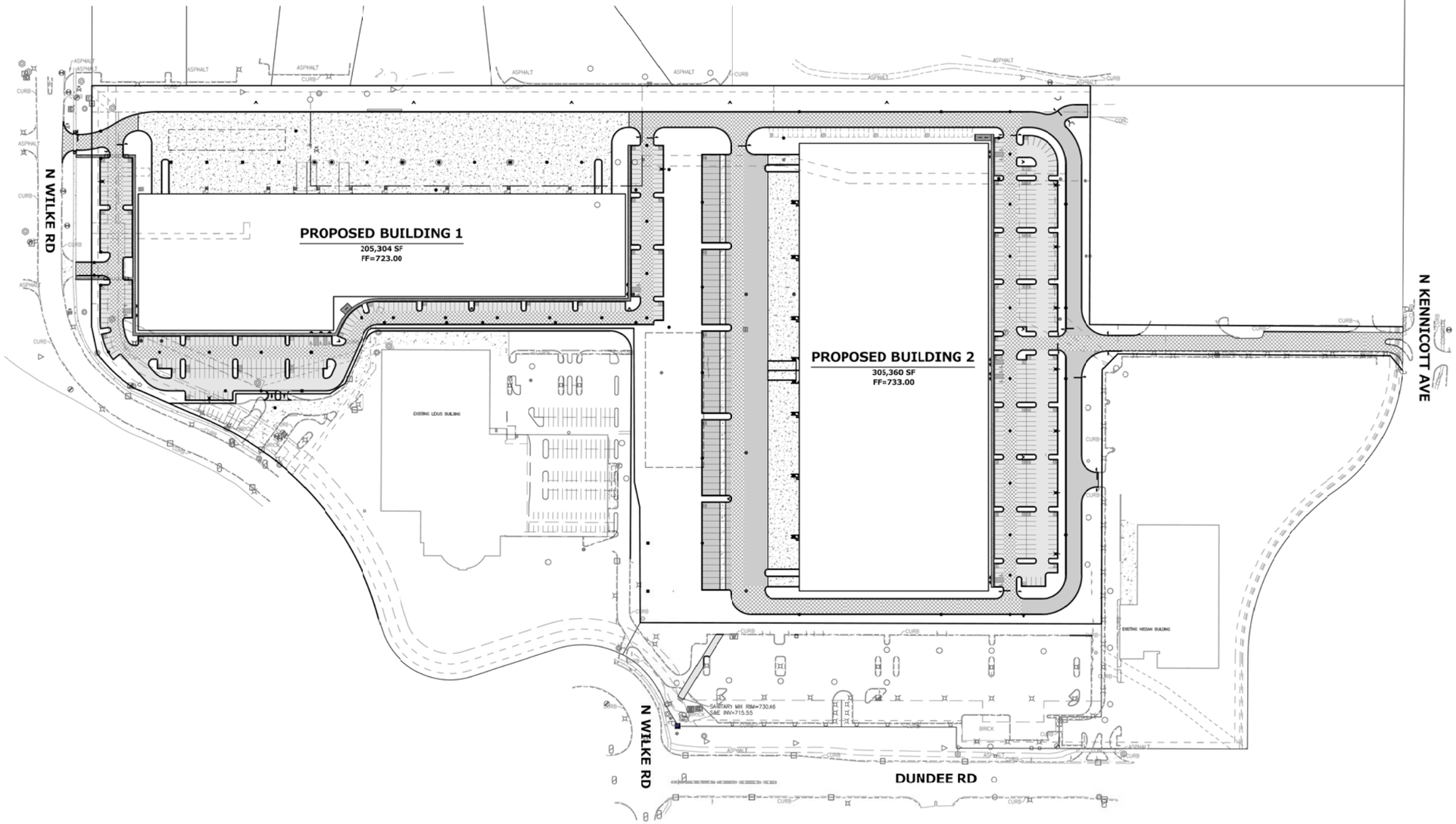
Count Name: Kennicott Avenue with South Access
Site Code:
Start Date: 02/16/2021

Turning Movement Peak Hour Data (4:45 PM)

Start Time	South Access Eastbound						Access Drive Westbound						Kennicott Avenue Northbound						Kennicott Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	0	0	3	0	3	0	4	0	0	1	4	0	1	11	4	0	16	0	0	12	1	0	13	36
5:00 PM	0	2	1	5	0	8	0	0	0	0	1	0	0	0	16	0	0	16	0	0	10	1	1	11	35
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	16	2	0	18	0	0	10	0	0	10	30
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	16	5	0	23	0	0	11	0	0	11	35
Total	0	2	1	8	0	11	0	7	0	0	2	7	0	3	59	11	0	73	0	0	43	2	1	45	136
Approach %	0.0	18.2	9.1	72.7	-	-	0.0	100.0	0.0	0.0	-	-	0.0	4.1	80.8	15.1	-	-	0.0	0.0	95.6	4.4	-	-	-
Total %	0.0	1.5	0.7	5.9	-	8.1	0.0	5.1	0.0	0.0	-	5.1	0.0	2.2	43.4	8.1	-	53.7	0.0	0.0	31.6	1.5	-	33.1	-
PHF	0.000	0.250	0.250	0.400	-	0.344	0.000	0.438	0.000	0.000	-	0.438	0.000	0.375	0.922	0.550	-	0.793	0.000	0.000	0.896	0.500	-	0.865	0.944
Lights	0	1	1	8	-	10	0	7	0	0	-	7	0	3	59	11	-	73	0	0	42	1	-	43	133
% Lights	-	50.0	100.0	100.0	-	90.9	-	100.0	-	-	-	100.0	-	100.0	100.0	100.0	-	100.0	-	-	97.7	50.0	-	95.6	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	1	-	2	3
% Single-Unit Trucks	-	50.0	0.0	0.0	-	9.1	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	2.3	50.0	-	4.4	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan

THESE PLANS AND DESIGNS ARE COPYRIGHT PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC



SITE DIMENSIONAL AND PAVING NOTES

1. ALL PROPOSED CURB AND CUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FACE UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS, GRADING, PARKING, AND UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST AND CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION. IN CASE OF DISCREPANCIES BETWEEN ARCHITECTURAL PLANS AND CIVIL PLANS, THE CIVIL PLANS SHALL TAKE PRECEDENCE.
4. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
5. REBAR / TIEBARS SHALL BE USED IN ALL LOCATIONS WHERE CONCRETE ABUTS OTHER CONCRETE FEATURES (ie. SIDEWALK ADJACENT TO FOUNDATION WALL AND SIDEWALK ADJACENT TO CURB & GUTTER). TIEBAR SIZE AND SPACING SHALL BE PER IDOT SPECIFICATIONS.
6. CONTRACTOR SHALL CONSTRUCT ALL HANDICAP ACCESSIBLE ROUTES IN ACCORDANCE WITH LOCAL AND STATE ADA REQUIREMENTS.
7. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
8. REFER TO CONSTRUCTION DETAILS AND GRADING ENLARGEMENTS FOR SIDEWALK RAMPS AND HANDICAP STRIPING.
9. REFER TO PHOTOMETRICS PLAN (BY OTHERS) FOR LIGHT STANDARDS AND SPECIFICATIONS.

LEGEND

- CONCRETE PAVEMENT
  - 6.5" PORTLAND CEMENT CONCRETE
  - 6" TYPE B GRANULAR BASE COURSE (IDOT CA-6)
- SIDEWALK
  - 5" PORTLAND CEMENT CONCRETE (UNREINFORCED)
  - 4" COMP. CA-6 AGGREGATE BASE COURSE, TYPE B
- LIGHT DUTY ASPHALT PAVEMENT (IBR=3.0, SN=2.05)
  - 1.5" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
  - 1.5" BIT. BINDER COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
  - 8" TYPE B GRANULAR BASE COURSE (IDOT CA-6)
- HEAVY DUTY ASPHALT PAVEMENT (IBR=3.0, SN=2.99)
  - 2" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
  - 3" BIT. BINDER COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
  - 10" TYPE B GRANULAR BASE COURSE (IDOT CA-6)
- FIRE LANE ASPHALT PAVEMENT (PER VILLAGE) (SN=3.67)
  - 2" BIT. SURFACE COURSE; FINE, DENSE GRADED AGGREGATE (IDOT CLASS I OR SUB-CLASS I-11)
  - 2.25" BIT. BINDER COURSE, N-50
  - 5" BIT. BINDER COURSE, N-50
  - 4" CA-6 STONE SUBBASE
- B-6.12 CURB & GUTTER
- REVERSE PITCH B-6.12 CURB & GUTTER
- DEPRESSED B-6.12 CURB & GUTTER
- BOLLARD
- 10 PARKING STALL COUNT (NOT TO BE PAINTED)
- LAND BANKED FUTURE PARKING

STRIPING/SIGNAGE LEGEND

1. 4" YELLOW STRIPE (ADA STALLS ONLY)
2. 4" WHITE STRIPE (ALL STANDARD PARKING STALLS)
3. WHITE LETTERS / SYMBOLS / PAVEMENT MARKINGS
4. R1-1 STOP SIGN (30" x 30")
5. R7-8 & R7-8P HANDICAP SIGN
6. R7-8 & R7-8P HANDICAP W/ VAN ACCESSIBLE SIGN
7. "TRUCKS ARE PROHIBITED FROM TURNING RIGHT" SIGN
8. "NO TRUCK TRAFFIC, PASSENGER VEHICLES ONLY" SIGN
9. YELLOW LETTERS / SYMBOLS / PAVEMENT MARKINGS
10. "EMERGENCY ACCESS ONLY" SIGN

SITE DATA

LOT AREA:	1,462,614 SF (33.58 ACRES)
BUILDING 1	
BUILDING AREA:	205,304 SF
PARKING PROVIDED:	288 STALLS (INCLUDING 7 ADA)
DOCK POSITIONS:	45
DRIVE IN DOORS:	5
BUILDING 2	
BUILDING AREA:	306,360 SF
PARKING PROVIDED:	311 STALLS (INCLUDING 8 ADA)
FUTURE LAND BANKED PARKING PROVIDED:	40 STALLS
DOCK POSITIONS:	47
DRIVE IN DOORS:	4
TRAILER PARKING:	65

NORTH

GRAPHICAL SCALE (FEET)

0 1" = 100' 200'

PINNACLE ENGINEERING GROUP
PLAN | DESIGN | DELIVER
www.pinnacle-engr.com
ENGINEERING | NATURAL RESOURCES | SURVEYING
CHICAGO OFFICE:
1051 E. MAIN ST. | SUITE 217
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(847) 551-5300
CHICAGO | MILWAUKEE | NATIONWIDE
IL Design Firm 184.006289-0010

NORTHWEST GATEWAY CENTER
1400-1500 WEST DUNDEE ROAD
ARLINGTON HEIGHTS, ILLINOIS

REVISIONS

1	VILLAGE COMMENTS	5/21/21
2	VILLAGE COMMENTS	7/7/21
3	VILLAGE COMMENTS	8/2/21

OVERALL SITE DIMENSIONAL & PAVING PLAN

PEG JOB No. 2283.00-1L | PEG PM: BDJ | START DATE: 04/09/21 | SCALE: 1"=100'

SHEET C-7 OF C-28

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OVERALL SITE DIMENSIONAL & PAVING PLAN

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DRAFTED: MTA | DESIGNED: JKB | REVIEWED: BDJ | 8/2/2021 2:21 PM – Z:\Projects\2020\2283.00-1L\12 – ENGINEERING\FINAL\SHEETSET\C-4 SITE DIMENSIONAL AND PAVING PLAN.dwg

ITE Trip/Parking Generation Worksheets

Warehousing
(150)

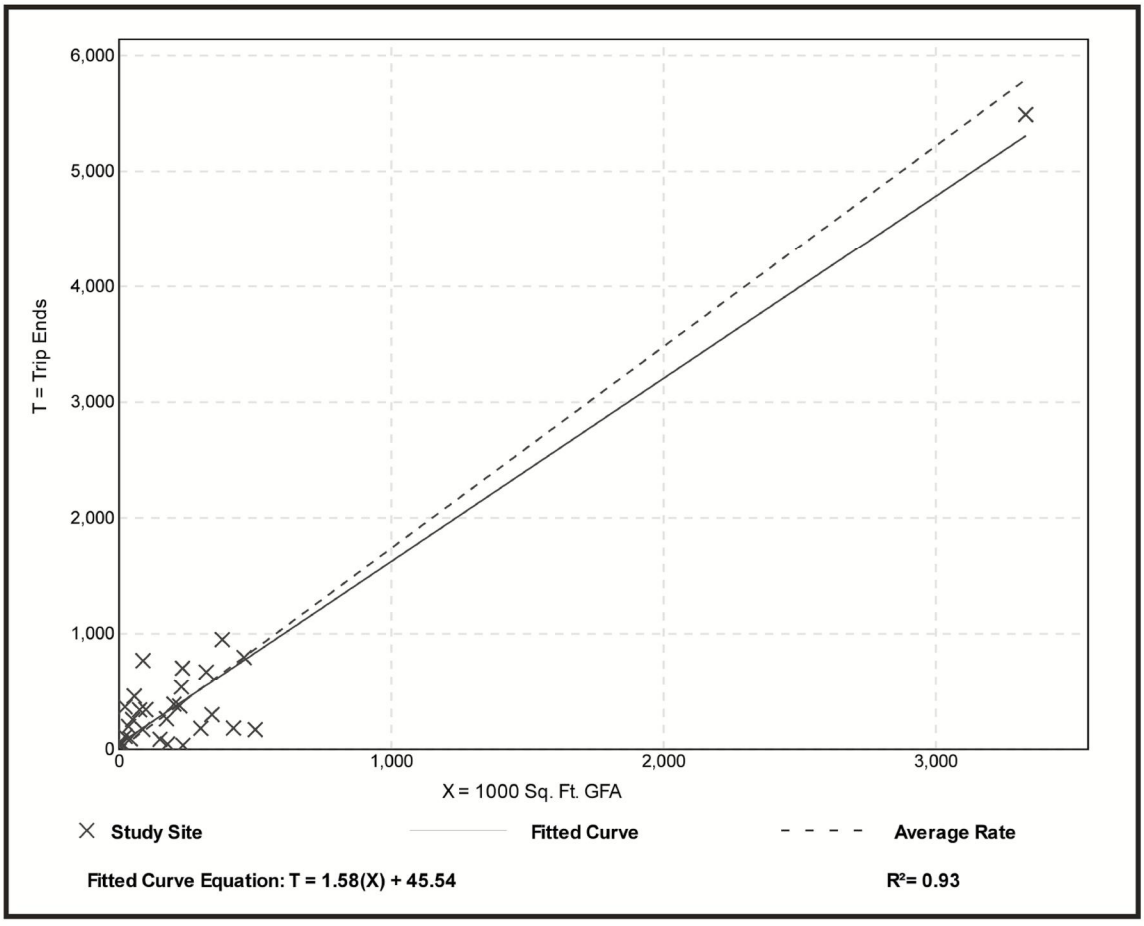
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



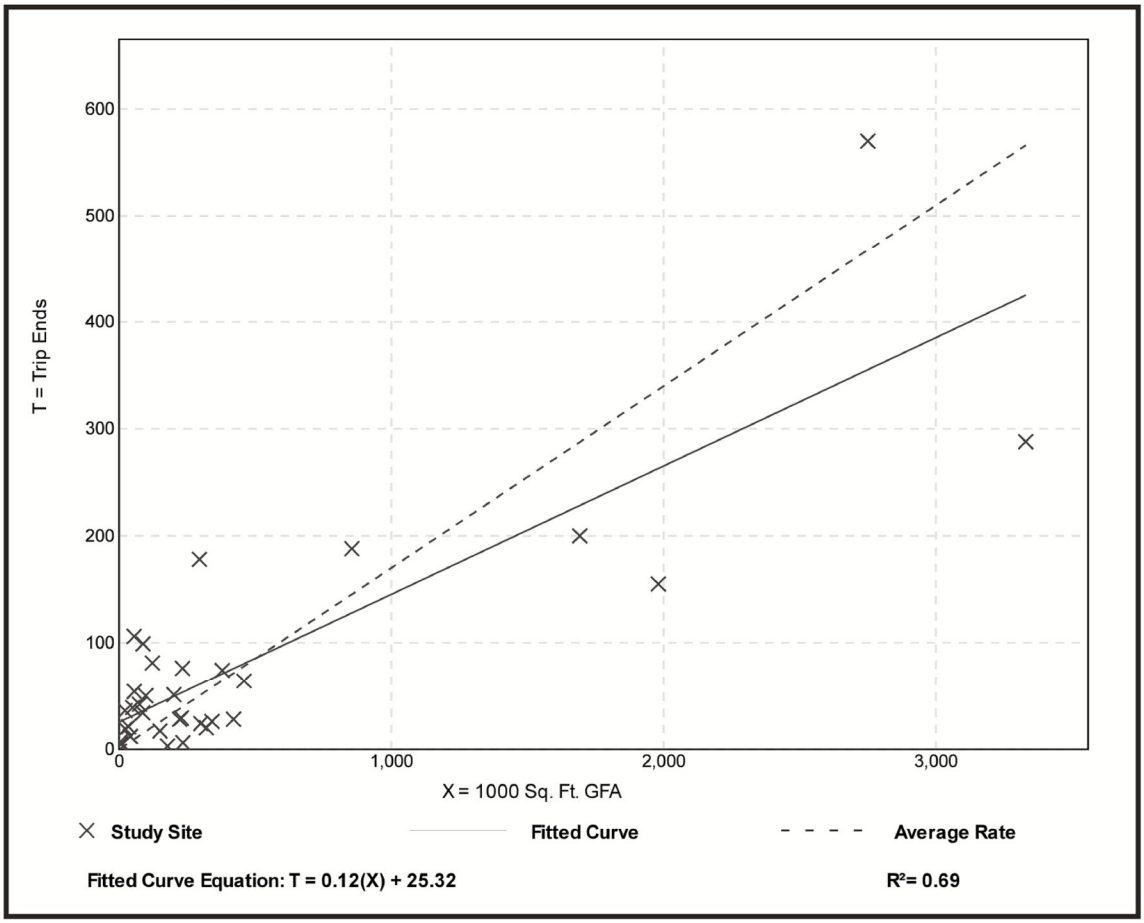
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



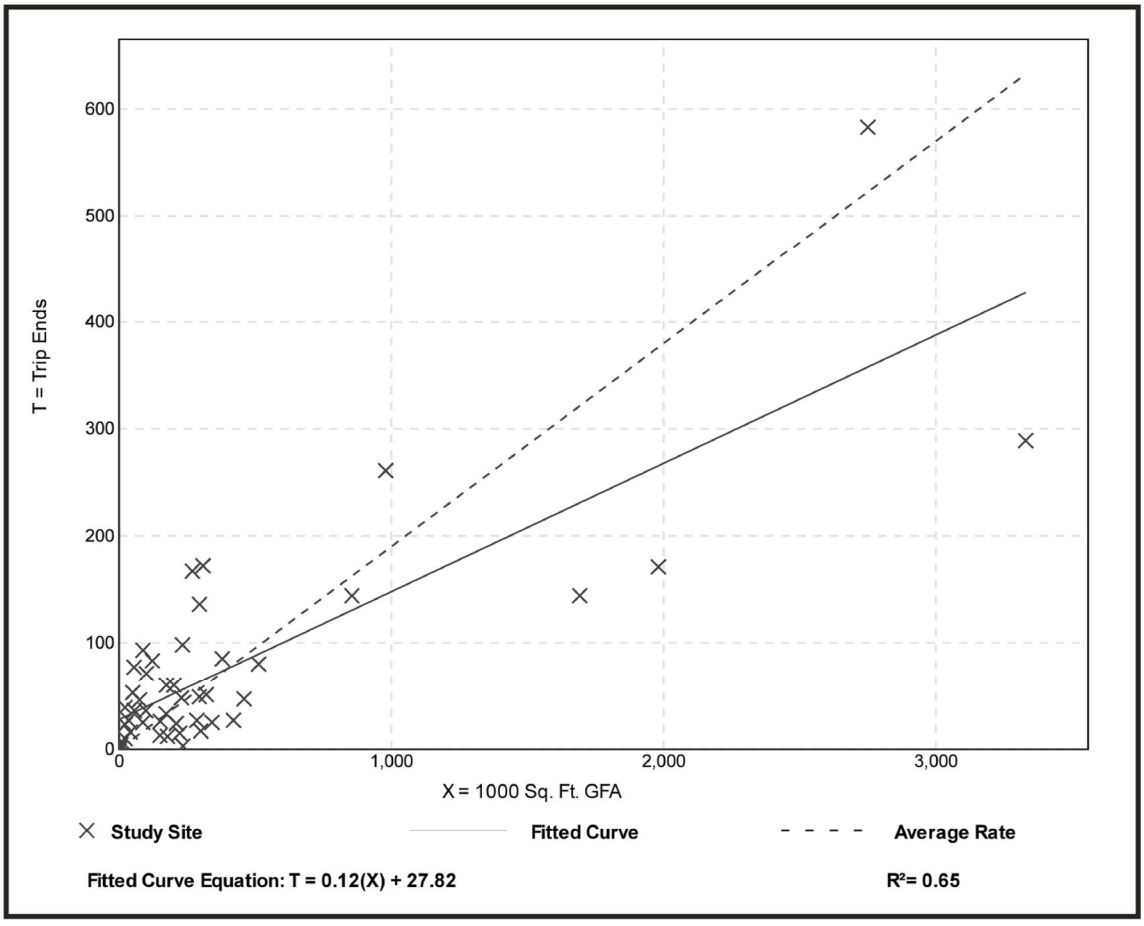
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



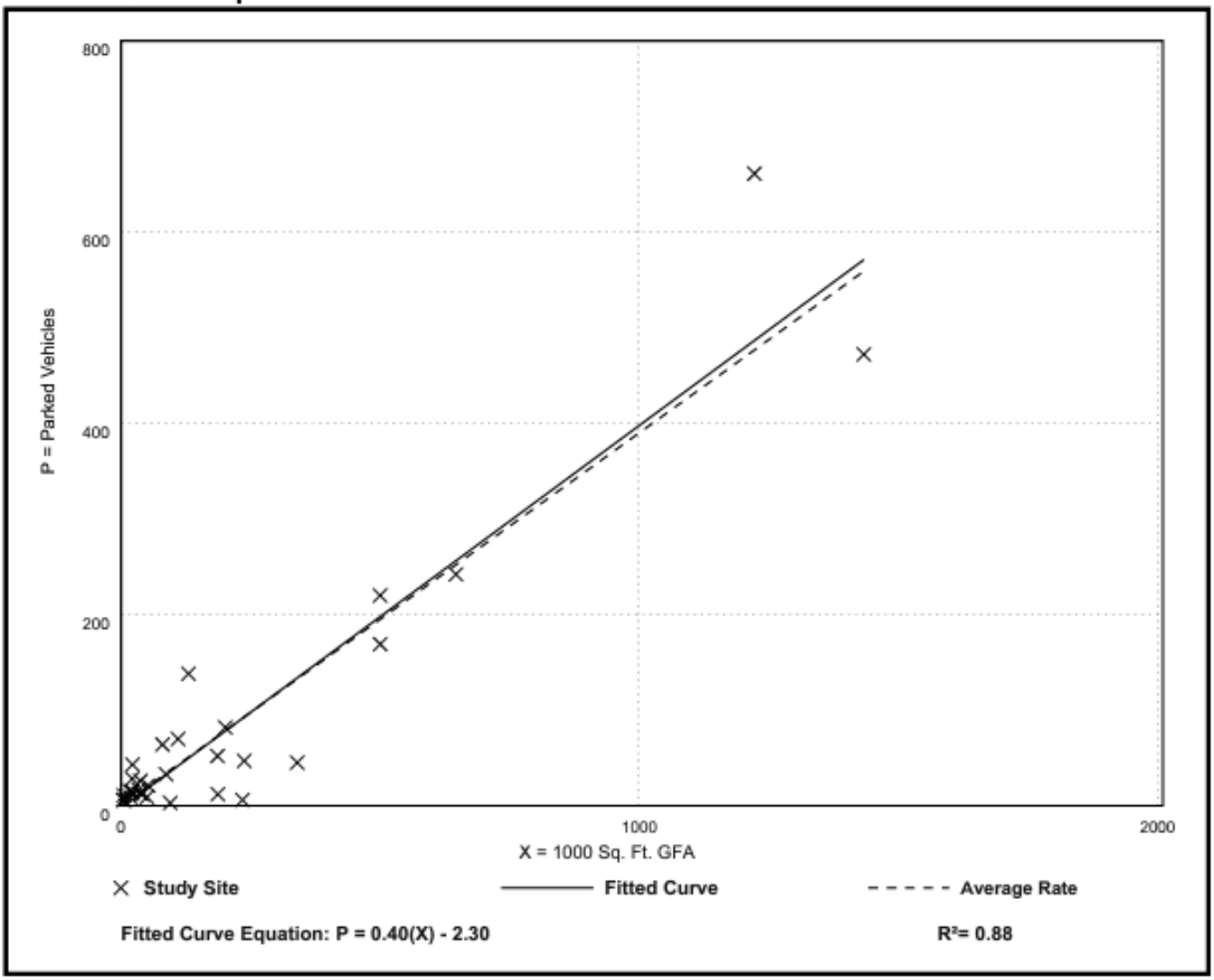
Warehousing
(150)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 4:00 p.m.
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 212

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.39	0.03 - 1.96	0.34 / 1.11	0.31 - 0.47	0.22 (56%)

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 8, 2021

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

Subject: ***Dundee Road -Kennicott Avenue - Lake-Cook Road***
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated March 8, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Dundee Rd east of IL 53	25,700	28,700
Kennicott Ave, @ Dundee Rd	4,300	4,800
Lake Cook Rd east of IL 53	49,900	51,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

cc: Quigley (IDOT)
2021_CY_TrafficForecast\ArlingtonHeights\ck-30-21\ck-30-21.docx

Level of Service Criteria

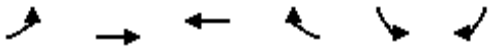
LEVEL OF SERVICE CRITERIA

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

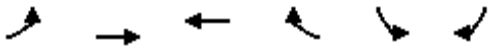
Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets



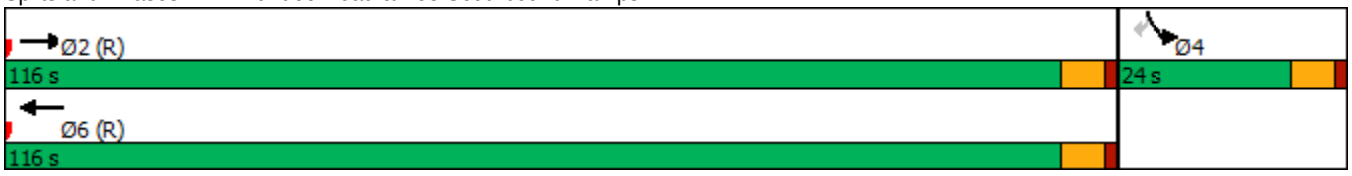
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1176	605	658	49	24
Future Volume (vph)	0	1176	605	658	49	24
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3725	3551	1495	1805	1553
Flt Permitted					0.950	
Satd. Flow (perm)	0	3725	3551	1495	1805	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				584		25
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	8%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1225	630	685	51	25
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		116.0	116.0		24.0	24.0
Total Split (%)		82.9%	82.9%		17.1%	17.1%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		122.2	122.2	140.0	9.3	9.3
Actuated g/C Ratio		0.87	0.87	1.00	0.07	0.07

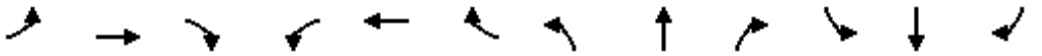


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.38	0.20	0.46	0.42	0.20
Control Delay		2.7	4.1	5.4	72.8	24.0
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		2.7	4.1	5.4	72.8	24.0
LOS		A	A	A	E	C
Approach Delay		2.7	4.7		56.7	
Approach LOS		A	A		E	
Queue Length 50th (ft)		102	172	77	45	0
Queue Length 95th (ft)		148	84	292	89	30
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3252	3100	1495	232	221
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.38	0.20	0.46	0.22	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 111 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 5.3		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps



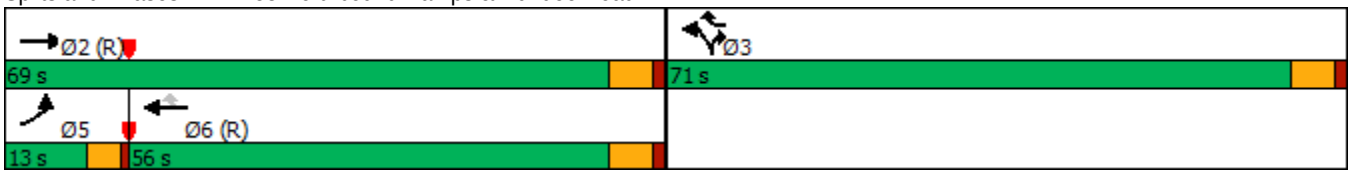


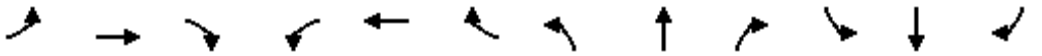
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1211	0	0	1114	43	149	0	983	0	0	0
Future Volume (vph)	14	1211	0	0	1114	43	149	0	983	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3725	0	0	3619	1509	3099	0	2760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3725	0	0	3619	1509	3099	0	2760	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						44			*44			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	5%	7%	13%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1236	0	0	1137	44	152	0	1003	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	13.0	69.0			56.0	71.0	71.0		71.0			
Total Split (%)	9.3%	49.3%			40.0%	50.7%	50.7%		50.7%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	6.7	65.6			60.7	132.7	62.4		62.4			
Actuated g/C Ratio	0.05	0.47			0.43	0.95	0.45		0.45			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.71			0.73	0.03	0.11		0.80			
Control Delay	67.0	38.3			26.0	0.2	22.2		37.2			
Queue Delay	0.0	0.6			0.1	0.0	0.0		0.0			
Total Delay	67.0	38.9			26.1	0.2	22.2		37.2			
LOS	E	D			C	A	C		D			
Approach Delay		39.2			25.1			35.2				
Approach LOS		D			C			D				
Queue Length 50th (ft)	12	535			348	0	39		408			
Queue Length 95th (ft)	m34	631			505	0	61		506			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	109	1744			1568	1425	1438		1305			
Starvation Cap Reductn	0	0			41	0	0		0			
Spillback Cap Reductn	0	187			0	0	0		1			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.13	0.79			0.74	0.03	0.11		0.77			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 69 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 33.3		Intersection LOS: C	
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	1902	59	22	959	60	13	47	86	81	44	185
Future Volume (vph)	233	1902	59	22	959	60	13	47	86	81	44	185
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.903				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3689	1615	1805	3585	1583	1805	1692	0	1752	1961	1524
Flt Permitted	0.214			0.047			0.726			0.356		
Satd. Flow (perm)	403	3689	1615	89	3585	1583	1379	1692	0	657	1961	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		54				194
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	6%	2%	0%	4%	0%	3%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	248	2023	63	23	1020	64	14	141	0	86	47	197
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	25.0		6.5	12.0	6.5
Total Split (s)	22.0	86.0	14.0	14.0	78.0	15.0	14.0	25.0		15.0	26.0	22.0
Total Split (%)	15.7%	61.4%	10.0%	10.0%	55.7%	10.7%	10.0%	17.9%		10.7%	18.6%	15.7%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.2	94.8	107.2	93.6	85.1	101.5	22.4	13.5		29.8	19.2	37.3
Actuated g/C Ratio	0.74	0.68	0.77	0.67	0.61	0.72	0.16	0.10		0.21	0.14	0.27

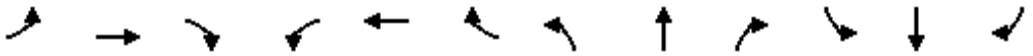
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.60	0.81	0.05	0.17	0.47	0.05	0.06	0.67		0.39	0.17	0.36
Control Delay	11.3	17.2	2.8	13.0	14.0	0.6	41.2	52.1		49.1	54.2	6.7
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	11.3	17.5	2.8	13.0	14.1	0.6	41.2	52.1		49.1	54.2	6.7
LOS	B	B	A	B	B	A	D	D		D	D	A
Approach Delay		16.5			13.3			51.1			24.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	63	466	6	5	216	0	10	77		65	39	2
Queue Length 95th (ft)	m100	927	m10	m20	268	5	28	146		109	76	58
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	479	2496	1293	191	2179	1180	292	276		230	291	609
Starvation Cap Reductn	0	124	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	37	0	0	0		0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.52	0.85	0.05	0.12	0.48	0.05	0.05	0.51		0.37	0.16	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	1791	198	95	859	10	75	41	56	26	26	82
Future Volume (vph)	71	1791	198	95	859	10	75	41	56	26	26	82
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998				0.850		0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3689	1583	1805	3433	0	1671	1905	1553	1805	1619	0
Flt Permitted	0.271			0.043			0.406			0.728		
Satd. Flow (perm)	510	3689	1583	82	3433	0	714	1905	1553	1383	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134		1				60		88	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	2%	0%	5%	0%	8%	5%	4%	0%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1926	213	102	935	0	81	44	60	28	116	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	15.0	90.0	14.0	15.0	90.0		14.0	21.0	15.0	14.0	21.0	
Total Split (%)	10.7%	64.3%	10.0%	10.7%	64.3%		10.0%	15.0%	10.7%	10.0%	15.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	101.4	91.9	107.5	105.0	93.7		25.6	16.8	31.6	20.5	10.7	
Actuated g/C Ratio	0.72	0.66	0.77	0.75	0.67		0.18	0.12	0.23	0.15	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.80	0.17	0.60	0.41		0.41	0.19	0.15	0.12	0.57	
Control Delay	2.1	11.5	0.6	37.5	11.7		53.9	58.9	10.7	46.3	29.9	
Queue Delay	0.0	0.3	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	2.1	11.8	0.6	37.5	11.7		53.9	58.9	10.7	46.3	29.9	
LOS	A	B	A	D	B		D	E	B	D	C	
Approach Delay		10.4			14.2			41.1			33.1	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	470	0	36	189		64	38	0	21	25	
Queue Length 95th (ft)	m6	634	m2	100	267		109	76	38	48	86	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	488	2421	1255	203	2296		202	233	425	265	252	
Starvation Cap Reductn	0	120	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.16	0.84	0.17	0.50	0.41		0.40	0.19	0.14	0.11	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2034	86	45	1621	100	82
Future Volume (vph)	2034	86	45	1621	100	82
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3482	0	1687	3654	1543	1524
Flt Permitted			0.041		0.950	
Satd. Flow (perm)	3482	0	73	3654	1543	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					10
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	7%	4%	17%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2304	0	49	1762	109	89
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	94.2		107.0	103.5	13.0	25.3
Actuated g/C Ratio	0.73		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.91		0.35	0.60	0.70	0.29
Control Delay	20.8		14.4	6.0	80.0	41.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	20.8		14.4	6.0	80.0	41.5
LOS	C		B	A	E	D
Approach Delay	20.8			6.2	62.7	
Approach LOS	C			A	E	
Queue Length 50th (ft)	734		6	255	90	57
Queue Length 95th (ft)	938		31	301	#168	107
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2544		273	2932	167	432
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.91		0.18	0.60	0.65	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	20	100	26	2	11	31	31	9	5	140	7
Future Vol, veh/h	23	20	100	26	2	11	31	31	9	5	140	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	39	0	9	0	0	9	3	20	11	0	1	14
Mvmt Flow	25	22	108	28	2	12	33	33	10	5	151	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.1	8	8.5	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	67%	0%	16%	67%	7%	0%
Vol Thru, %	33%	63%	14%	5%	93%	91%
Vol Right, %	0%	37%	70%	28%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	25	143	39	75	77
LT Vol	31	0	23	26	5	0
Through Vol	16	16	20	2	70	70
RT Vol	0	9	100	11	0	7
Lane Flow Rate	50	26	154	42	81	83
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.077	0.038	0.206	0.054	0.114	0.115
Departure Headway (Hd)	5.531	5.227	4.82	4.652	5.097	5.016
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	648	685	746	770	703	715
Service Time	3.264	2.96	2.843	2.683	2.826	2.745
HCM Lane V/C Ratio	0.077	0.038	0.206	0.055	0.115	0.116
HCM Control Delay	8.7	8.2	9.1	8	8.5	8.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.8	0.2	0.4	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	10	34	0
Future Vol, veh/h	0	0	0	10	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	15	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	52	52	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	943	1021	1567	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1021	1567	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

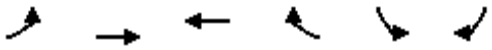
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	5	1	1	9	9	11	0	36	1
Future Vol, veh/h	0	0	3	5	1	1	9	9	11	0	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	33	0	0	0	22	0	0	0	0	0
Mvmt Flow	0	0	4	6	1	1	11	11	14	0	46	1

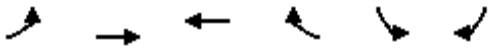
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	47	87	87	18	47	0	0	25	0	0
Stage 1	-	-	-	40	40	-	-	-	-	-	-	-
Stage 2	-	-	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.53	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.597	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	941	904	807	1066	1441	-	-	1603	-	-
Stage 1	0	0	-	980	866	-	-	-	-	-	-	-
Stage 2	0	0	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	941	895	801	1066	1441	-	-	1603	-	-
Mov Cap-2 Maneuver	-	-	-	895	801	-	-	-	-	-	-	-
Stage 1	-	-	-	972	859	-	-	-	-	-	-	-
Stage 2	-	-	-	968	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9	2.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	941	901	1603	-	-
HCM Lane V/C Ratio	0.008	-	-	0.004	0.01	-	-	-
HCM Control Delay (s)	7.5	-	-	8.8	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	825	1857	827	24	34
Future Volume (vph)	0	825	1857	827	24	34
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3762	3725	1583	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	3762	3725	1583	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				239		36
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	868	1955	871	25	36
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		118.0	118.0		22.0	22.0
Total Split (%)		84.3%	84.3%		15.7%	15.7%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		124.0	124.0	140.0	7.5	7.5
Actuated g/C Ratio		0.89	0.89	1.00	0.05	0.05

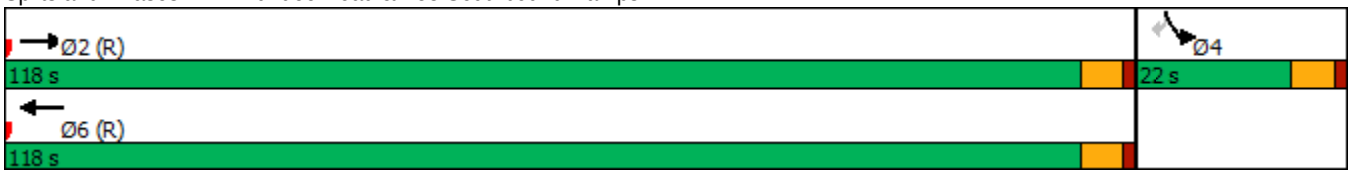


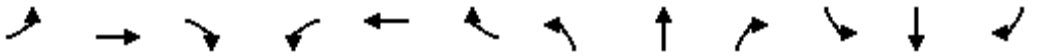
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.26	0.59	0.55	0.26	0.30
Control Delay		1.8	6.4	0.7	69.5	24.9
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.8	6.4	0.7	69.5	24.9
LOS		A	A	A	E	C
Approach Delay		1.8	4.6		43.2	
Approach LOS		A	A		D	
Queue Length 50th (ft)		55	447	0	22	0
Queue Length 95th (ft)		80	671	m0	54	36
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3332	3299	1583	206	216
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.26	0.59	0.55	0.12	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 108 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 62.1%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps





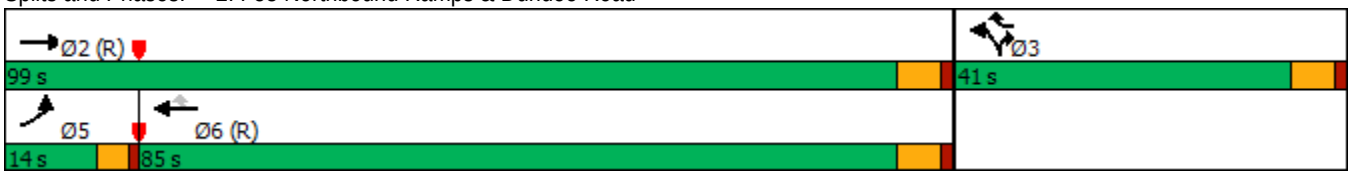
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	827	0	0	2079	43	605	0	792	0	0	0
Future Volume (vph)	22	827	0	0	2079	43	605	0	792	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						44			*269			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	853	0	0	2143	44	624	0	816	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	14.0	99.0			85.0	41.0	41.0		41.0			
Total Split (%)	10.0%	70.7%			60.7%	29.3%	29.3%		29.3%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	7.3	93.0			85.3	128.7	35.0		35.0			
Actuated g/C Ratio	0.05	0.66			0.61	0.92	0.25		0.25			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.34			0.93	0.03	0.72		0.91			
Control Delay	68.6	10.5			20.8	0.0	53.6		48.7			
Queue Delay	0.0	0.1			0.3	0.0	0.0		4.0			
Total Delay	68.6	10.6			21.1	0.0	53.6		52.7			
LOS	E	B			C	A	D		D			
Approach Delay		12.1			20.6			53.1				
Approach LOS		B			C			D				
Queue Length 50th (ft)	20	160			605	0	269		293			
Queue Length 95th (ft)	51	198			#1192	m0	338		#426			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	122	2499			2292	1488	866		898			
Starvation Cap Reductn	0	0			14	0	0		0			
Spillback Cap Reductn	0	622			0	0	0		44			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.19	0.45			0.94	0.03	0.72		0.96			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 56 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 80.2%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1455	36	68	1747	92	80	54	74	97	63	295
Future Volume (vph)	128	1455	36	68	1747	92	80	54	74	97	63	295
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.914				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	1770	3725	1583	1805	1737	0	1805	2000	1599
Flt Permitted	0.046			0.120			0.569			0.620		
Satd. Flow (perm)	86	3762	1615	224	3725	1583	1081	1737	0	1178	2000	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		40				81
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	2%	2%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	1500	37	70	1801	95	82	132	0	100	65	304
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	12.0		6.5	12.0	6.5
Total Split (s)	20.0	88.0	15.0	14.0	82.0	14.0	15.0	24.0		14.0	23.0	20.0
Total Split (%)	14.3%	62.9%	10.7%	10.0%	58.6%	10.0%	10.7%	17.1%		10.0%	16.4%	14.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.2	92.4	112.0	94.2	84.7	100.6	26.8	13.4		23.6	13.1	29.4
Actuated g/C Ratio	0.74	0.66	0.80	0.67	0.60	0.72	0.19	0.10		0.17	0.09	0.21

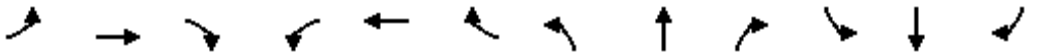
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.60	0.03	0.31	0.80	0.08	0.30	0.65		0.41	0.35	0.76
Control Delay	37.0	24.5	2.9	8.4	18.1	1.1	47.3	56.8		51.2	63.4	49.3
Queue Delay	0.0	0.4	0.0	0.0	2.9	0.0	0.0	0.0		0.0	0.0	0.2
Total Delay	37.0	24.8	2.9	8.4	21.0	1.1	47.3	56.8		51.2	63.4	49.5
LOS	D	C	A	A	C	A	D	E		D	E	D
Approach Delay		25.3			19.6			53.2			51.8	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	63	627	2	11	297	1	62	81		76	56	194
Queue Length 95th (ft)	m105	746	m8	m26	461	m3	107	149		126	103	279
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	262	2482	1309	272	2252	1165	282	258		250	242	438
Starvation Cap Reductn	0	424	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	336	0	0	0		0	0	6
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.73	0.03	0.26	0.94	0.08	0.29	0.51		0.40	0.27	0.70

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 82.4%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1377	94	41	1454	14	275	46	186	40	32	137
Future Volume (vph)	123	1377	94	41	1454	14	275	46	186	40	32	137
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999				0.850		0.878	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1805	3536	0	1787	2000	1599	1805	1659	0
Flt Permitted	0.061			0.097			0.240			0.725		
Satd. Flow (perm)	116	3762	1583	184	3536	0	451	2000	1599	1377	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79		1				125		127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%	1%	0%	1%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	1465	100	44	1562	0	293	49	198	43	180	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	35.0	6.5	6.5	24.0	
Total Split (s)	15.0	77.0	25.0	14.0	76.0		25.0	35.0	14.0	14.0	24.0	
Total Split (%)	10.7%	55.0%	17.9%	10.0%	54.3%		17.9%	25.0%	10.0%	10.0%	17.1%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	92.9	80.9	107.8	86.8	77.6		39.4	27.3	40.0	22.9	12.5	
Actuated g/C Ratio	0.66	0.58	0.77	0.62	0.55		0.28	0.20	0.29	0.16	0.09	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.67	0.08	0.23	0.80		0.90	0.13	0.36	0.17	0.68	
Control Delay	59.1	7.6	0.2	12.2	30.0		73.1	47.5	16.6	37.7	33.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	59.1	7.6	0.2	12.2	30.0		73.1	47.5	16.6	37.7	33.2	
LOS	E	A	A	B	C		E	D	B	D	C	
Approach Delay		11.1			29.5			50.0			34.1	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	70	112	0	13	583		230	38	51	29	46	
Queue Length 95th (ft)	146	134	1	30	768		#333	73	115	57	124	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	220	2174	1243	240	1961		331	418	586	282	323	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.67	0.08	0.18	0.80		0.89	0.12	0.34	0.15	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 66 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 89.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1352	74	51	1857	133	62
Future Volume (vph)	1352	74	51	1857	133	62
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.992					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3511	0	1805	3725	1805	1568
Flt Permitted			0.142		0.950	
Satd. Flow (perm)	3511	0	270	3725	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					62
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1456	0	52	1895	136	63
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	96.1		107.0	103.5	13.3	25.5
Actuated g/C Ratio	0.74		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.56		0.18	0.64	0.73	0.18
Control Delay	8.7		3.4	6.5	79.1	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.7		3.4	6.5	79.1	11.7
LOS	A		A	A	E	B
Approach Delay	8.7			6.4	57.7	
Approach LOS	A			A	E	
Queue Length 50th (ft)	267		6	288	112	1
Queue Length 95th (ft)	326		13	340	#203	40
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2611		424	2980	195	484
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.56		0.12	0.64	0.70	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	16	56	23	17	5	102	160	25	5	58	7
Future Vol, veh/h	9	16	56	23	17	5	102	160	25	5	58	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	10	18	63	26	19	6	115	180	28	6	65	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.1	8.4	9.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	56%	0%	11%	51%	15%	0%
Vol Thru, %	44%	76%	20%	38%	85%	81%
Vol Right, %	0%	24%	69%	11%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	105	81	45	34	36
LT Vol	102	0	9	23	5	0
Through Vol	80	80	16	17	29	29
RT Vol	0	25	56	5	0	7
Lane Flow Rate	204	118	91	51	38	40
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.295	0.156	0.114	0.07	0.055	0.057
Departure Headway (Hd)	5.187	4.755	4.508	4.984	5.213	5.053
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	693	754	795	718	686	708
Service Time	2.917	2.485	2.538	3.018	2.949	2.79
HCM Lane V/C Ratio	0.294	0.156	0.114	0.071	0.055	0.056
HCM Control Delay	10.1	8.4	8.1	8.4	8.3	8.1
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.2	0.6	0.4	0.2	0.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	1	56	43	0
Future Vol, veh/h	3	2	1	56	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	50	100	0	2	0
Mvmt Flow	4	3	1	70	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.4	6.7	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	3.1	-	-	-
Pot Cap-1 Maneuver	874	893	1101	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	893	1101	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	881	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

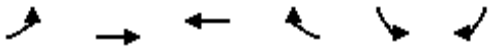
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	8	7	0	0	3	59	11	0	43	2
Future Vol, veh/h	2	1	8	7	0	0	3	59	11	0	43	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	0	0	0	0	0	0	0	0	0	2	50
Mvmt Flow	2	1	9	7	0	0	3	63	12	0	46	2

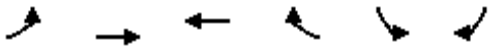
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	122	128	47	123	123	69	48	0	0	75	0	0
Stage 1	47	47	-	75	75	-	-	-	-	-	-	-
Stage 2	75	81	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	753	766	1028	856	771	1000	1572	-	-	1537	-	-
Stage 1	858	860	-	939	836	-	-	-	-	-	-	-
Stage 2	827	832	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	752	764	1028	847	769	1000	1572	-	-	1537	-	-
Mov Cap-2 Maneuver	752	764	-	847	769	-	-	-	-	-	-	-
Stage 1	856	860	-	937	834	-	-	-	-	-	-	-
Stage 2	825	830	-	962	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9.3	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	1028	847	1537	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.009	-	-	-
HCM Control Delay (s)	7.3	-	-	8.5	9.3	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



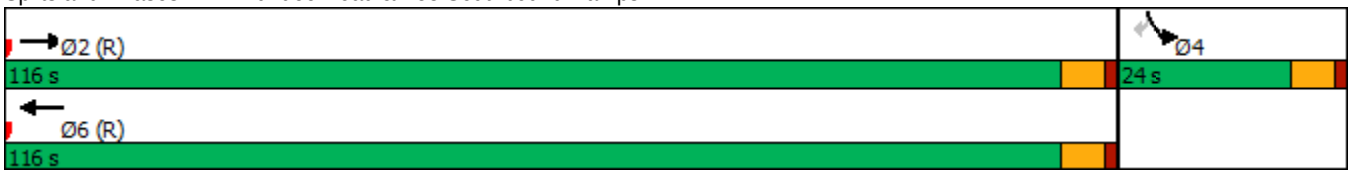
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1194	614	668	50	24
Future Volume (vph)	0	1194	614	668	50	24
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3725	3551	1495	1805	1553
Flt Permitted					0.950	
Satd. Flow (perm)	0	3725	3551	1495	1805	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				584		25
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	8%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1244	640	696	52	25
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		116.0	116.0		24.0	24.0
Total Split (%)		82.9%	82.9%		17.1%	17.1%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		122.1	122.1	140.0	9.4	9.4
Actuated g/C Ratio		0.87	0.87	1.00	0.07	0.07

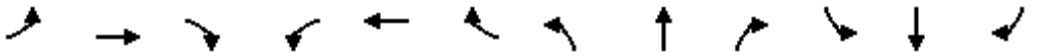


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.38	0.21	0.47	0.43	0.20
Control Delay		2.7	4.1	5.6	72.7	23.9
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		2.7	4.1	5.6	72.7	23.9
LOS		A	A	A	E	C
Approach Delay		2.7	4.9		56.8	
Approach LOS		A	A		E	
Queue Length 50th (ft)		105	175	79	46	0
Queue Length 95th (ft)		153	91	303	90	30
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3249	3098	1495	232	221
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.38	0.21	0.47	0.22	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 111 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps



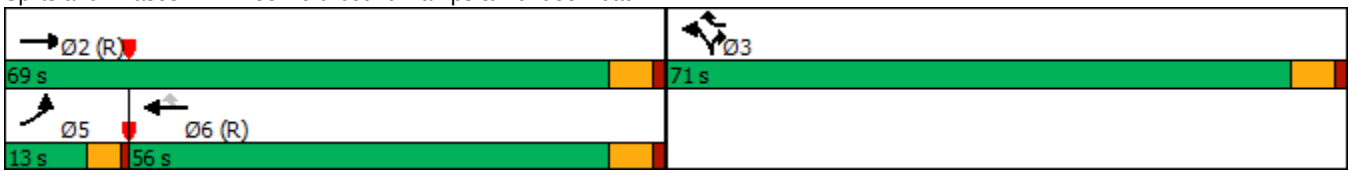


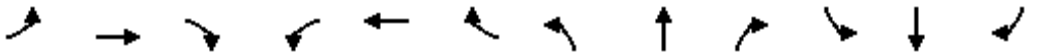
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1229	0	0	1131	44	151	0	998	0	0	0
Future Volume (vph)	14	1229	0	0	1131	44	151	0	998	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3725	0	0	3619	1509	3099	0	2760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3725	0	0	3619	1509	3099	0	2760	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						45			*44			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	5%	7%	13%	0%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1254	0	0	1154	45	154	0	1018	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	13.0	69.0			56.0	71.0	71.0		71.0			
Total Split (%)	9.3%	49.3%			40.0%	50.7%	50.7%		50.7%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	6.7	65.2			60.3	132.7	62.8		62.8			
Actuated g/C Ratio	0.05	0.47			0.43	0.95	0.45		0.45			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.72			0.74	0.03	0.11		0.81			
Control Delay	66.8	38.9			26.6	0.2	22.1		37.5			
Queue Delay	0.0	0.8			0.1	0.0	0.0		0.0			
Total Delay	66.8	39.7			26.7	0.2	22.1		37.5			
LOS	E	D			C	A	C		D			
Approach Delay		40.0			25.7			35.5				
Approach LOS		D			C			D				
Queue Length 50th (ft)	12	547			355	0	40		418			
Queue Length 95th (ft)	m33	644			515	0	61		519			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	109	1736			1559	1423	1438		1305			
Starvation Cap Reductn	0	0			35	0	0		0			
Spillback Cap Reductn	0	207			0	0	0		2			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.13	0.82			0.76	0.03	0.11		0.78			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 69 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 33.8		Intersection LOS: C	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	1930	60	22	973	61	13	48	87	82	45	188
Future Volume (vph)	236	1930	60	22	973	61	13	48	87	82	45	188
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.903				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3689	1615	1805	3585	1583	1805	1692	0	1752	1961	1524
Flt Permitted	0.208			0.048			0.726			0.350		
Satd. Flow (perm)	391	3689	1615	91	3585	1583	1379	1692	0	646	1961	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		54				192
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	6%	2%	0%	4%	0%	3%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	2053	64	23	1035	65	14	144	0	87	48	200
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	12.0		6.5	12.0	6.5
Total Split (s)	22.0	86.0	14.0	14.0	78.0	15.0	14.0	25.0		15.0	26.0	22.0
Total Split (%)	15.7%	61.4%	10.0%	10.0%	55.7%	10.7%	10.0%	17.9%		10.7%	18.6%	15.7%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.0	94.6	107.0	93.2	84.7	101.1	22.6	13.6		30.0	19.4	37.7
Actuated g/C Ratio	0.74	0.68	0.76	0.67	0.60	0.72	0.16	0.10		0.21	0.14	0.27

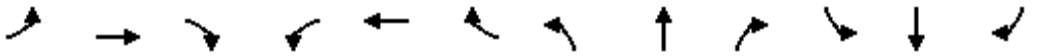
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.82	0.05	0.17	0.48	0.06	0.06	0.68		0.40	0.18	0.36
Control Delay	12.2	17.6	2.8	12.5	14.3	0.6	41.2	52.9		49.1	54.1	7.2
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0		0.1	0.0	0.0
Total Delay	12.2	18.0	2.8	12.5	14.4	0.6	41.2	52.9		49.2	54.1	7.2
LOS	B	B	A	B	B	A	D	D		D	D	A
Approach Delay		17.0			13.5			51.9			24.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	64	473	6	5	219	0	10	80		65	39	5
Queue Length 95th (ft)	m106	970	m10	m19	273	5	28	150		110	77	61
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	472	2492	1292	191	2169	1176	294	276		229	291	609
Starvation Cap Reductn	0	123	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	7	0	0	44	0	0	1		4	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.53	0.87	0.05	0.12	0.49	0.06	0.05	0.52		0.39	0.16	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1818	201	96	872	10	76	42	57	26	26	83
Future Volume (vph)	72	1818	201	96	872	10	76	42	57	26	26	83
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998				0.850		0.886	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3689	1583	1805	3433	0	1671	1905	1553	1805	1619	0
Flt Permitted	0.266			0.043			0.402			0.728		
Satd. Flow (perm)	500	3689	1583	82	3433	0	707	1905	1553	1383	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134		1				61		89	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	2%	0%	5%	0%	8%	5%	4%	0%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1955	216	103	949	0	82	45	61	28	117	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	15.0	90.0	14.0	15.0	90.0		14.0	21.0	15.0	14.0	21.0	
Total Split (%)	10.7%	64.3%	10.0%	10.7%	64.3%		10.0%	15.0%	10.7%	10.0%	15.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	101.4	91.8	107.5	105.0	93.6		25.6	16.8	31.7	20.5	10.7	
Actuated g/C Ratio	0.72	0.66	0.77	0.75	0.67		0.18	0.12	0.23	0.15	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.81	0.17	0.61	0.41		0.42	0.20	0.15	0.12	0.57	
Control Delay	2.1	11.7	0.6	37.6	11.8		54.1	59.0	10.7	46.3	29.8	
Queue Delay	0.0	0.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	2.1	12.0	0.6	37.6	11.8		54.1	59.0	10.7	46.3	29.8	
LOS	A	B	A	D	B		D	E	B	D	C	
Approach Delay		10.6			14.3			41.2			33.0	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	471	0	37	193		64	39	0	21	25	
Queue Length 95th (ft)	m6	708	m2	102	273		111	78	37	48	86	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	481	2419	1255	203	2295		201	234	426	265	252	
Starvation Cap Reductn	0	119	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.16	0.85	0.17	0.51	0.41		0.41	0.19	0.14	0.11	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2065	87	46	1645	102	83
Future Volume (vph)	2065	87	46	1645	102	83
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3482	0	1687	3654	1543	1524
Flt Permitted			0.041		0.950	
Satd. Flow (perm)	3482	0	73	3654	1543	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					9
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	7%	4%	17%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2340	0	50	1788	111	90
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	94.2		107.0	103.5	13.1	25.4
Actuated g/C Ratio	0.73		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.92		0.36	0.61	0.71	0.29
Control Delay	22.3		14.8	6.1	80.7	42.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.3		14.8	6.1	80.7	42.1
LOS	C		B	A	F	D
Approach Delay	22.3			6.4	63.4	
Approach LOS	C			A	E	
Queue Length 50th (ft)	772		6	262	91	58
Queue Length 95th (ft)	#993		32	310	#173	108
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2541		273	2930	167	432
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.92		0.18	0.61	0.66	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	20	100	26	2	11	31	31	9	5	142	7
Future Vol, veh/h	23	20	100	26	2	11	31	31	9	5	142	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	39	0	9	0	0	9	3	20	11	0	1	14
Mvmt Flow	25	22	108	28	2	12	33	33	10	5	153	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.1	8	8.5	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	67%	0%	16%	67%	7%	0%
Vol Thru, %	33%	63%	14%	5%	93%	91%
Vol Right, %	0%	37%	70%	28%	0%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	25	143	39	76	78
LT Vol	31	0	23	26	5	0
Through Vol	16	16	20	2	71	71
RT Vol	0	9	100	11	0	7
Lane Flow Rate	50	26	154	42	82	84
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.077	0.038	0.206	0.054	0.116	0.117
Departure Headway (Hd)	5.536	5.232	4.826	4.66	5.098	5.019
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	647	684	744	768	704	715
Service Time	3.267	2.963	2.85	2.69	2.825	2.746
HCM Lane V/C Ratio	0.077	0.038	0.207	0.055	0.116	0.117
HCM Control Delay	8.7	8.2	9.1	8	8.5	8.4
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.8	0.2	0.4	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	10	34	0
Future Vol, veh/h	0	0	0	10	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	15	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	52	52	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	943	1021	1567	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1021	1567	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1567	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

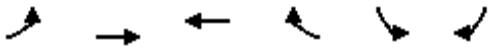
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	5	1	1	9	9	11	0	36	1
Future Vol, veh/h	0	0	3	5	1	1	9	9	11	0	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	33	0	0	0	22	0	0	0	0	0
Mvmt Flow	0	0	4	6	1	1	11	11	14	0	46	1

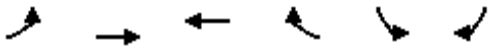
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	47	87	87	18	47	0	0	25	0	0
Stage 1	-	-	-	40	40	-	-	-	-	-	-	-
Stage 2	-	-	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.53	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.597	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	941	904	807	1066	1441	-	-	1603	-	-
Stage 1	0	0	-	980	866	-	-	-	-	-	-	-
Stage 2	0	0	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	941	895	801	1066	1441	-	-	1603	-	-
Mov Cap-2 Maneuver	-	-	-	895	801	-	-	-	-	-	-	-
Stage 1	-	-	-	972	859	-	-	-	-	-	-	-
Stage 2	-	-	-	968	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9	2.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	941	901	1603	-	-
HCM Lane V/C Ratio	0.008	-	-	0.004	0.01	-	-	-
HCM Control Delay (s)	7.5	-	-	8.8	9	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	837	1885	839	24	34
Future Volume (vph)	0	837	1885	839	24	34
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3762	3725	1583	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	3762	3725	1583	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				239		36
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	881	1984	883	25	36
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		118.0	118.0		22.0	22.0
Total Split (%)		84.3%	84.3%		15.7%	15.7%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		124.0	124.0	140.0	7.5	7.5
Actuated g/C Ratio		0.89	0.89	1.00	0.05	0.05

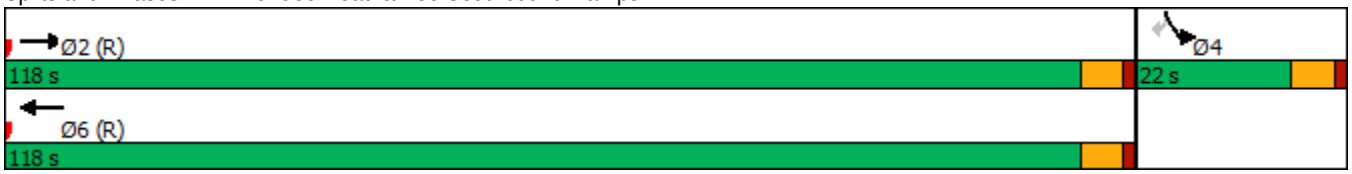


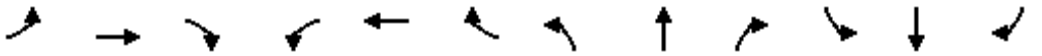
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.26	0.60	0.56	0.26	0.30
Control Delay		1.8	6.6	0.6	69.5	24.9
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.8	6.6	0.6	69.5	24.9
LOS		A	A	A	E	C
Approach Delay		1.8	4.7		43.2	
Approach LOS		A	A		D	
Queue Length 50th (ft)		56	447	0	22	0
Queue Length 95th (ft)		81	m680	m0	54	36
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3332	3299	1583	206	216
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.26	0.60	0.56	0.12	0.17

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 108 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps





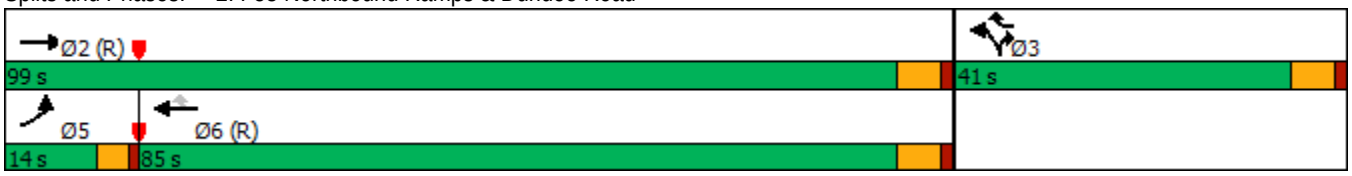
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	839	0	0	2110	44	614	0	804	0	0	0
Future Volume (vph)	22	839	0	0	2110	44	614	0	804	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						45			*262			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	865	0	0	2175	45	633	0	829	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	14.0	99.0			85.0	41.0	41.0		41.0			
Total Split (%)	10.0%	70.7%			60.7%	29.3%	29.3%		29.3%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	7.3	93.0			85.3	128.7	35.0		35.0			
Actuated g/C Ratio	0.05	0.66			0.61	0.92	0.25		0.25			

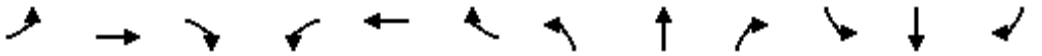
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.35			0.95	0.03	0.73		0.93			
Control Delay	68.5	10.6			22.2	0.0	54.0		52.0			
Queue Delay	0.0	0.1			0.4	0.0	0.0		5.7			
Total Delay	68.5	10.7			22.6	0.0	54.0		57.7			
LOS	E	B			C	A	D		E			
Approach Delay		12.2			22.1			56.1				
Approach LOS		B			C			E				
Queue Length 50th (ft)	20	162			626	0	274		306			
Queue Length 95th (ft)	51	203			#1223	m0	344		#446			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	122	2499			2292	1488	866		893			
Starvation Cap Reductn	0	0			15	0	0		0			
Spillback Cap Reductn	0	642			0	0	0		44			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.19	0.47			0.96	0.03	0.73		0.98			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 56 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 31.1		Intersection LOS: C	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1477	37	69	1773	93	81	55	75	98	64	299
Future Volume (vph)	130	1477	37	69	1773	93	81	55	75	98	64	299
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.914				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	1770	3725	1583	1805	1737	0	1805	2000	1599
Flt Permitted	0.046			0.115			0.565			0.617		
Satd. Flow (perm)	86	3762	1615	214	3725	1583	1074	1737	0	1172	2000	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		40				79
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	2%	2%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1523	38	71	1828	96	84	134	0	101	66	308
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	12.0		6.5	12.0	6.5
Total Split (s)	20.0	88.0	15.0	14.0	82.0	14.0	15.0	24.0		14.0	23.0	20.0
Total Split (%)	14.3%	62.9%	10.7%	10.0%	58.6%	10.0%	10.7%	17.1%		10.0%	16.4%	14.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.1	92.1	111.9	93.8	84.3	100.3	27.1	13.6		23.8	13.2	29.7
Actuated g/C Ratio	0.74	0.66	0.80	0.67	0.60	0.72	0.19	0.10		0.17	0.09	0.21

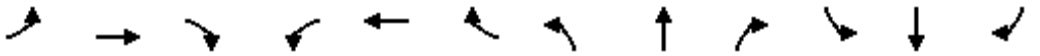
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.62	0.03	0.32	0.82	0.08	0.31	0.66		0.41	0.35	0.77
Control Delay	37.0	25.0	3.0	8.7	18.7	1.1	47.3	57.1		51.2	63.4	50.2
Queue Delay	0.0	0.4	0.0	0.0	5.1	0.0	0.0	0.0		0.0	0.0	0.2
Total Delay	37.0	25.4	3.0	8.7	23.8	1.1	47.3	57.1		51.2	63.4	50.4
LOS	D	C	A	A	C	A	D	E		D	E	D
Approach Delay		25.8			22.2			53.3			52.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	65	644	2	11	302	1	63	83		77	57	199
Queue Length 95th (ft)	m106	m755	m9	m26	467	m3	108	152		127	105	287
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	261	2475	1307	265	2242	1161	283	258		250	242	438
Starvation Cap Reductn	0	413	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	355	0	0	0		0	0	6
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.74	0.03	0.27	0.97	0.08	0.30	0.52		0.40	0.27	0.71

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1398	95	42	1476	14	279	47	189	41	32	139
Future Volume (vph)	125	1398	95	42	1476	14	279	47	189	41	32	139
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999				0.850		0.878	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3762	1583	1805	3536	0	1787	2000	1599	1805	1659	0
Flt Permitted	0.056			0.092			0.240			0.724		
Satd. Flow (perm)	106	3762	1583	175	3536	0	451	2000	1599	1376	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78		1				123		128	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	2%	0%	1%	0%	1%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	1487	101	45	1585	0	297	50	201	44	182	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	35.0	6.5	6.5	24.0	
Total Split (s)	15.0	77.0	25.0	14.0	76.0		25.0	35.0	14.0	14.0	24.0	
Total Split (%)	10.7%	55.0%	17.9%	10.0%	54.3%		17.9%	25.0%	10.0%	10.0%	17.1%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	92.8	80.8	107.7	86.6	77.4		39.5	27.4	40.1	22.9	12.5	
Actuated g/C Ratio	0.66	0.58	0.77	0.62	0.55		0.28	0.20	0.29	0.16	0.09	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.69	0.08	0.24	0.81		0.91	0.13	0.37	0.18	0.69	
Control Delay	63.6	7.8	0.2	12.5	30.8		74.6	47.5	17.2	37.7	33.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	63.6	7.8	0.2	12.5	30.8		74.6	47.5	17.2	37.7	33.5	
LOS	E	A	A	B	C		E	D	B	D	C	
Approach Delay		11.7			30.3			51.1			34.3	
Approach LOS		B			C			D			C	
Queue Length 50th (ft)	77	113	0	13	602		233	39	55	30	47	
Queue Length 95th (ft)	152	145	m1	31	787		#343	75	119	58	126	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	214	2170	1242	235	1955		332	418	585	282	324	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.69	0.08	0.19	0.81		0.89	0.12	0.34	0.16	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 66 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 90.5% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1372	75	52	1885	135	63
Future Volume (vph)	1372	75	52	1885	135	63
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.992					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3511	0	1805	3725	1805	1568
Flt Permitted			0.138		0.950	
Satd. Flow (perm)	3511	0	262	3725	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					59
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1477	0	53	1923	138	64
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	96.1		107.0	103.5	13.4	25.5
Actuated g/C Ratio	0.74		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.57		0.18	0.65	0.74	0.18
Control Delay	8.8		3.5	6.6	79.8	13.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.8		3.5	6.6	79.8	13.2
LOS	A		A	A	E	B
Approach Delay	8.8			6.6	58.7	
Approach LOS	A			A	E	
Queue Length 50th (ft)	273		6	298	114	3
Queue Length 95th (ft)	334		13	350	#208	43
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2610		419	2980	195	483
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.57		0.13	0.65	0.71	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	16	56	23	17	5	102	162	25	5	59	7
Future Vol, veh/h	9	16	56	23	17	5	102	162	25	5	59	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	10	18	63	26	19	6	115	182	28	6	66	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.1	8.4	9.5	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	56%	0%	11%	51%	14%	0%
Vol Thru, %	44%	76%	20%	38%	86%	81%
Vol Right, %	0%	24%	69%	11%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	106	81	45	35	37
LT Vol	102	0	9	23	5	0
Through Vol	81	81	16	17	30	30
RT Vol	0	25	56	5	0	7
Lane Flow Rate	206	119	91	51	39	41
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.296	0.157	0.114	0.07	0.056	0.058
Departure Headway (Hd)	5.187	4.758	4.517	4.993	5.215	5.058
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	693	754	794	717	686	707
Service Time	2.916	2.488	2.544	3.024	2.95	2.793
HCM Lane V/C Ratio	0.297	0.158	0.115	0.071	0.057	0.058
HCM Control Delay	10.1	8.4	8.1	8.4	8.3	8.1
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.2	0.6	0.4	0.2	0.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	1	56	43	0
Future Vol, veh/h	3	2	1	56	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	50	100	0	2	0
Mvmt Flow	4	3	1	70	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.4	6.7	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	3.1	-	-	-
Pot Cap-1 Maneuver	874	893	1101	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	893	1101	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	881	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

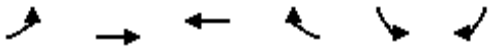
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	8	7	0	0	3	59	11	0	43	2
Future Vol, veh/h	2	1	8	7	0	0	3	59	11	0	43	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	0	0	0	0	0	0	0	0	0	2	50
Mvmt Flow	2	1	9	7	0	0	3	63	12	0	46	2

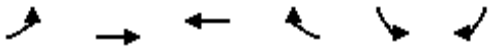
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	122	128	47	123	123	69	48	0	0	75	0	0
Stage 1	47	47	-	75	75	-	-	-	-	-	-	-
Stage 2	75	81	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	753	766	1028	856	771	1000	1572	-	-	1537	-	-
Stage 1	858	860	-	939	836	-	-	-	-	-	-	-
Stage 2	827	832	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	752	764	1028	847	769	1000	1572	-	-	1537	-	-
Mov Cap-2 Maneuver	752	764	-	847	769	-	-	-	-	-	-	-
Stage 1	856	860	-	937	834	-	-	-	-	-	-	-
Stage 2	825	830	-	962	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9.3	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	1028	847	1537	-	-
HCM Lane V/C Ratio	0.002	-	-	0.008	0.009	-	-	-
HCM Control Delay (s)	7.3	-	-	8.5	9.3	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



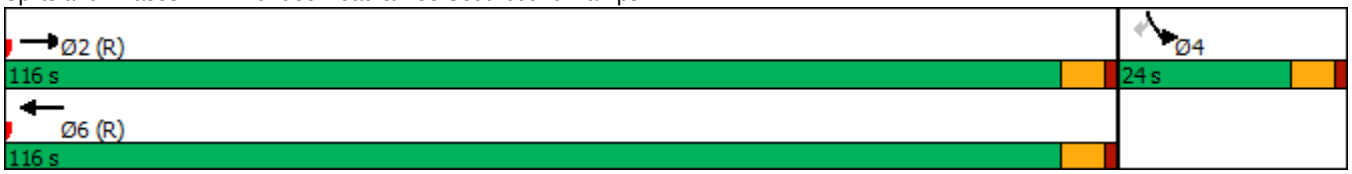
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1209	619	675	53	24
Future Volume (vph)	0	1209	619	675	53	24
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3725	3551	1495	1805	1553
Flt Permitted					0.950	
Satd. Flow (perm)	0	3725	3551	1495	1805	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				587		25
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	8%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1259	645	703	55	25
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		116.0	116.0		24.0	24.0
Total Split (%)		82.9%	82.9%		17.1%	17.1%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		122.0	122.0	140.0	9.6	9.6
Actuated g/C Ratio		0.87	0.87	1.00	0.07	0.07

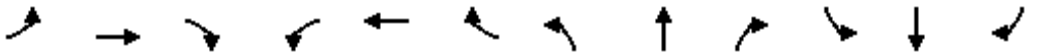


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.39	0.21	0.47	0.44	0.19
Control Delay		2.8	4.3	5.8	73.0	23.7
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		2.8	4.3	5.8	73.0	23.7
LOS		A	A	A	E	C
Approach Delay		2.8	5.1		57.6	
Approach LOS		A	A		E	
Queue Length 50th (ft)		108	177	81	49	0
Queue Length 95th (ft)		158	97	311	93	30
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3245	3093	1495	232	221
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.39	0.21	0.47	0.24	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 111 (79%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 45.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps





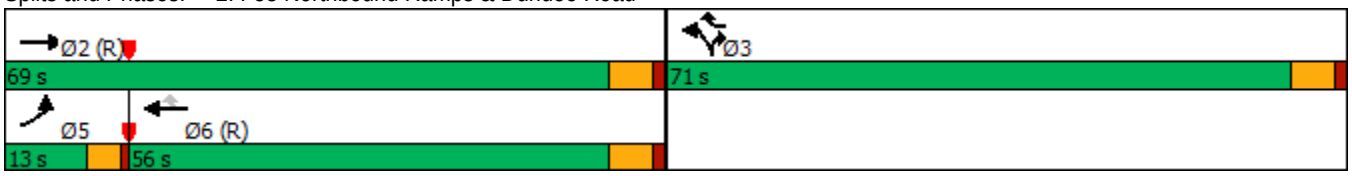
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1247	0	0	1143	45	151	0	1019	0	0	0
Future Volume (vph)	14	1247	0	0	1143	45	151	0	1019	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3725	0	0	3619	1509	3099	0	2733	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3725	0	0	3619	1509	3099	0	2733	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						46			*44			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	5%	7%	13%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	1272	0	0	1166	46	154	0	1040	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	13.0	69.0			56.0	71.0	71.0		71.0			
Total Split (%)	9.3%	49.3%			40.0%	50.7%	50.7%		50.7%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	6.7	64.7			59.8	132.7	63.3		63.3			
Actuated g/C Ratio	0.05	0.46			0.43	0.95	0.45		0.45			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.74			0.75	0.03	0.11		0.83			
Control Delay	67.1	39.6			28.0	0.2	21.9		38.5			
Queue Delay	0.0	1.1			0.1	0.0	0.0		0.1			
Total Delay	67.1	40.6			28.1	0.2	21.9		38.5			
LOS	E	D			C	A	C		D			
Approach Delay		40.9			27.1			36.4				
Approach LOS		D			C			D				
Queue Length 50th (ft)	12	557			361	0	40		436			
Queue Length 95th (ft)	m33	659			#537	0	61		540			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	109	1722			1545	1432	1438		1292			
Starvation Cap Reductn	0	0			31	0	0		0			
Spillback Cap Reductn	0	220			0	0	0		8			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.13	0.85			0.77	0.03	0.11		0.81			

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 69 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	1952	60	22	979	66	13	48	87	83	45	195
Future Volume (vph)	253	1952	60	22	979	66	13	48	87	83	45	195
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.903				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3689	1615	1805	3585	1583	1805	1692	0	1752	1961	1524
Flt Permitted	0.205			0.048			0.726			0.350		
Satd. Flow (perm)	386	3689	1615	91	3585	1583	1379	1692	0	646	1961	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		54				191
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	0%	0%	6%	2%	0%	4%	0%	3%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	2077	64	23	1041	70	14	144	0	88	48	207
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	25.0		6.5	12.0	6.5
Total Split (s)	22.0	86.0	14.0	14.0	78.0	15.0	14.0	25.0		15.0	26.0	22.0
Total Split (%)	15.7%	61.4%	10.0%	10.0%	55.7%	10.7%	10.0%	17.9%		10.7%	18.6%	15.7%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.0	94.6	107.0	92.8	84.2	100.6	22.6	13.6		30.0	19.4	38.1
Actuated g/C Ratio	0.74	0.68	0.76	0.66	0.60	0.72	0.16	0.10		0.21	0.14	0.27

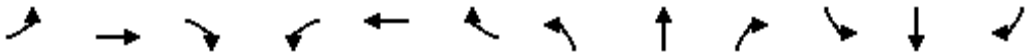
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.65	0.83	0.05	0.17	0.48	0.06	0.06	0.68		0.40	0.18	0.37
Control Delay	14.1	17.7	2.6	12.5	14.6	0.8	41.2	52.9		49.3	54.1	8.0
Queue Delay	0.0	0.5	0.0	0.0	0.1	0.0	0.0	0.0		0.1	0.0	0.0
Total Delay	14.1	18.2	2.6	12.5	14.6	0.8	41.2	52.9		49.3	54.1	8.0
LOS	B	B	A	B	B	A	D	D		D	D	A
Approach Delay		17.4			13.7			51.9			25.0	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	67	482	6	5	221	0	10	80		66	39	11
Queue Length 95th (ft)	m119	#1010	m8	m18	276	7	28	150		110	77	67
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	468	2491	1291	191	2157	1171	294	276		229	291	609
Starvation Cap Reductn	0	129	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	8	0	0	180	0	0	1		4	0	9
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.88	0.05	0.12	0.53	0.06	0.05	0.52		0.39	0.16	0.34

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 55 (39%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 18.3 Intersection LOS: B
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1819	201	96	877	17	76	45	57	28	26	89
Future Volume (vph)	94	1819	201	96	877	17	76	45	57	28	26	89
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.997				0.850		0.884	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	3689	1583	1805	3424	0	1671	1905	1553	1805	1615	0
Flt Permitted	0.259			0.044			0.377			0.726		
Satd. Flow (perm)	464	3689	1583	84	3424	0	663	1905	1553	1379	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134		2				61		96	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	3%	2%	0%	5%	12%	8%	5%	4%	0%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	1956	216	103	961	0	82	48	61	30	124	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	21.0	6.5	6.5	21.0	
Total Split (s)	15.0	90.0	14.0	15.0	90.0		14.0	21.0	15.0	14.0	21.0	
Total Split (%)	10.7%	64.3%	10.0%	10.7%	64.3%		10.0%	15.0%	10.7%	10.0%	15.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	102.0	91.8	107.4	104.3	93.0		25.5	16.7	31.5	20.6	10.7	
Actuated g/C Ratio	0.73	0.66	0.77	0.74	0.66		0.18	0.12	0.22	0.15	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.25	0.81	0.17	0.60	0.42		0.43	0.21	0.15	0.13	0.59	
Control Delay	2.4	11.3	0.5	37.1	12.2		54.6	59.3	10.8	46.5	29.4	
Queue Delay	0.0	0.4	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	2.4	11.7	0.5	37.1	12.2		54.6	59.3	10.8	46.5	29.4	
LOS	A	B	A	D	B		D	E	B	D	C	
Approach Delay		10.2			14.6			41.8			32.8	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	5	433	0	36	200		64	41	0	23	25	
Queue Length 95th (ft)	m8	709	m2	102	283		111	82	38	50	89	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	450	2418	1254	205	2274		196	233	425	265	258	
Starvation Cap Reductn	0	119	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.22	0.85	0.17	0.50	0.42		0.42	0.21	0.14	0.11	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 73 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2065	92	54	1645	104	85
Future Volume (vph)	2065	92	54	1645	104	85
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3482	0	1687	3654	1543	1524
Flt Permitted			0.041		0.950	
Satd. Flow (perm)	3482	0	73	3654	1543	1524
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	7					9
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	7%	4%	17%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2345	0	59	1788	113	92
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	93.9		107.0	103.5	13.1	25.8
Actuated g/C Ratio	0.73		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.93		0.41	0.61	0.72	0.30
Control Delay	23.1		19.3	6.2	81.5	41.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	23.1		19.3	6.2	81.5	41.9
LOS	C		B	A	F	D
Approach Delay	23.1			6.6	63.7	
Approach LOS	C			A	E	
Queue Length 50th (ft)	781		7	262	93	60
Queue Length 95th (ft)	#1084		44	310	#178	109
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2532		273	2928	167	433
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.93		0.22	0.61	0.68	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 18.1		Intersection LOS: B	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	20	100	26	2	11	31	35	9	5	155	7
Future Vol, veh/h	23	20	100	26	2	11	31	35	9	5	155	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	39	0	9	0	0	9	3	20	11	0	1	14
Mvmt Flow	25	22	108	28	2	12	33	38	10	5	167	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.2	8	8.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	64%	0%	16%	67%	6%	0%
Vol Thru, %	36%	66%	14%	5%	94%	92%
Vol Right, %	0%	34%	70%	28%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	27	143	39	83	85
LT Vol	31	0	23	26	5	0
Through Vol	18	18	20	2	78	78
RT Vol	0	9	100	11	0	7
Lane Flow Rate	52	28	154	42	89	91
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.08	0.042	0.208	0.055	0.126	0.127
Departure Headway (Hd)	5.537	5.267	4.866	4.703	5.102	5.03
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	647	679	738	760	703	712
Service Time	3.274	3.004	2.895	2.739	2.834	2.762
HCM Lane V/C Ratio	0.08	0.041	0.209	0.055	0.127	0.128
HCM Control Delay	8.8	8.2	9.2	8	8.6	8.5
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.8	0.2	0.4	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	10	34	0
Future Vol, veh/h	0	0	0	10	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	0	60	50	0	0	0
Mvmt Flow	0	0	0	15	52	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	67	52	52	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.8	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.84	2.65	-	-	-
Pot Cap-1 Maneuver	943	874	1296	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	874	1296	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1296	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	5	1	1	41	9	11	0	36	1
Future Vol, veh/h	0	0	11	5	1	1	41	9	11	0	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	33	0	0	0	22	30	0	0	7	0
Mvmt Flow	0	0	14	6	1	1	52	11	14	0	46	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	47	169	169	18	47	0	0	25	0	0
Stage 1	-	-	-	122	122	-	-	-	-	-	-	-
Stage 2	-	-	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.53	7.1	6.5	6.2	4.32	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.597	3.5	4	3.3	2.398	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	941	799	728	1066	1441	-	-	1603	-	-
Stage 1	0	0	-	887	799	-	-	-	-	-	-	-
Stage 2	0	0	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	941	765	702	1066	1441	-	-	1603	-	-
Mov Cap-2 Maneuver	-	-	-	765	702	-	-	-	-	-	-	-
Stage 1	-	-	-	855	770	-	-	-	-	-	-	-
Stage 2	-	-	-	958	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.6	5.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	941	787	1603	-	-
HCM Lane V/C Ratio	0.036	-	-	0.015	0.011	-	-	-
HCM Control Delay (s)	7.6	-	-	8.9	9.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	347	11	7	321
Future Vol, veh/h	3	2	347	11	7	321
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	0	2	55	0	2
Mvmt Flow	3	2	365	12	7	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	189	0	0	377	0
Stage 1	371	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Critical Hdwy	7.46	6.9	-	-	4.1	-
Critical Hdwy Stg 1	6.46	-	-	-	-	-
Critical Hdwy Stg 2	6.46	-	-	-	-	-
Follow-up Hdwy	3.83	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	395	827	-	-	1193	-
Stage 1	585	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	827	-	-	1193	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	496	1193	-
HCM Lane V/C Ratio	-	-	0.011	0.006	-
HCM Control Delay (s)	-	-	12.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

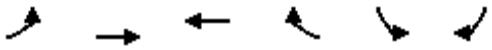
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	356	11	6	318
Future Vol, veh/h	5	2	356	11	6	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	4
Mvmt Flow	5	2	375	12	6	335

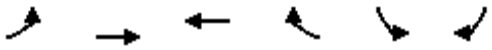
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	561	194	0	0	387	0
Stage 1	381	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	462	821	-	-	1183	-
Stage 1	666	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	459	821	-	-	1183	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	1183	-
HCM Lane V/C Ratio	-	-	0.014	0.005	-
HCM Control Delay (s)	-	-	12	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱	↰	↱
Traffic Volume (vph)	0	843	1901	860	25	34
Future Volume (vph)	0	843	1901	860	25	34
Ideal Flow (vphpl)	1900	2000	2000	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3762	3725	1568	1805	1615
Flt Permitted					0.950	
Satd. Flow (perm)	0	3762	3725	1568	1805	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				243		36
Link Speed (mph)		35	35		30	
Link Distance (ft)		684	1282		381	
Travel Time (s)		13.3	25.0		8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	887	2001	905	26	36
Turn Type		NA	NA	Free	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases				Free		4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		15.0	15.0		4.0	4.0
Minimum Split (s)		21.0	21.0		10.0	10.0
Total Split (s)		118.0	118.0		22.0	22.0
Total Split (%)		84.3%	84.3%		15.7%	15.7%
Yellow Time (s)		4.5	4.5		4.5	4.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		124.0	124.0	140.0	7.5	7.5
Actuated g/C Ratio		0.89	0.89	1.00	0.05	0.05

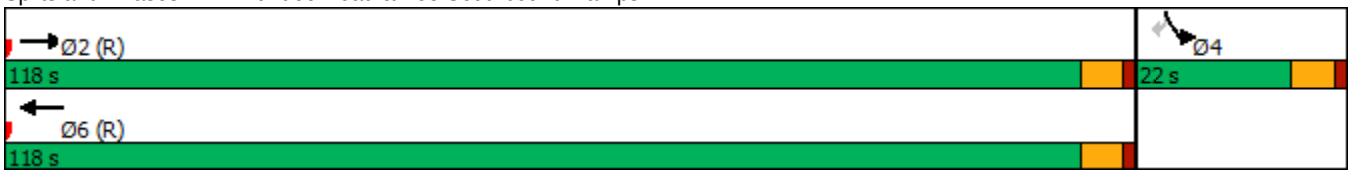


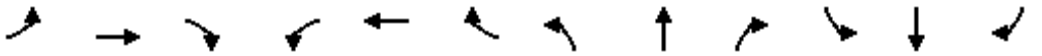
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
v/c Ratio		0.27	0.61	0.58	0.27	0.30
Control Delay		1.9	6.8	0.7	69.8	24.9
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		1.9	6.8	0.7	69.8	24.9
LOS		A	A	A	E	C
Approach Delay		1.9	4.9		43.7	
Approach LOS		A	A		D	
Queue Length 50th (ft)		56	461	0	23	0
Queue Length 95th (ft)		81	m674	m0	55	36
Internal Link Dist (ft)		604	1202		301	
Turn Bay Length (ft)				250		
Base Capacity (vph)		3331	3298	1568	206	216
Starvation Cap Reductn		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0
Reduced v/c Ratio		0.27	0.61	0.58	0.13	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 108 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 4.8		Intersection LOS: A	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Dundee Road & I-53 Southbound Ramps





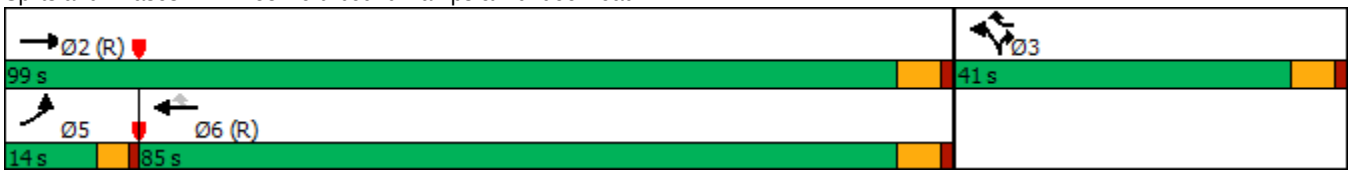
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	846	0	0	2147	48	614	0	813	0	0	0
Future Volume (vph)	22	846	0	0	2147	48	614	0	813	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	255		0	0		340	400		0	0		0
Storage Lanes	1		0	0		1	1		2	0		0
Taper Length (ft)	150			25			185			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	0.88	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1805	3762	0	0	3762	1615	3467	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						49			*258			
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1282			624			717			248	
Travel Time (s)		25.0			12.2			16.3			5.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	872	0	0	2213	49	633	0	838	0	0	0
Turn Type	Prot	NA			NA	custom	Prot		Prot			
Protected Phases	5	2			6	3	3		3			
Permitted Phases						6						
Detector Phase	5	2			6	3	3		3			
Switch Phase												
Minimum Initial (s)	3.0	15.0			15.0	12.0	12.0		12.0			
Minimum Split (s)	7.5	21.0			21.0	18.0	18.0		18.0			
Total Split (s)	14.0	99.0			85.0	41.0	41.0		41.0			
Total Split (%)	10.0%	70.7%			60.7%	29.3%	29.3%		29.3%			
Yellow Time (s)	3.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	1.0	1.5			1.5	1.5	1.5		1.5			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0	6.0		6.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min	None	None		None			
Act Effct Green (s)	7.3	93.0			85.3	128.7	35.0		35.0			
Actuated g/C Ratio	0.05	0.66			0.61	0.92	0.25		0.25			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.24	0.35			0.97	0.03	0.73		0.94			
Control Delay	68.6	10.6			24.2	0.0	54.0		54.4			
Queue Delay	0.0	0.1			0.7	0.0	0.0		7.3			
Total Delay	68.6	10.7			24.9	0.0	54.0		61.7			
LOS	E	B			C	A	D		E			
Approach Delay		12.2			24.4			58.4				
Approach LOS		B			C			E				
Queue Length 50th (ft)	20	164			~804	0	274		315			
Queue Length 95th (ft)	51	206			#1262	m0	344		#459			
Internal Link Dist (ft)		1202			544			637			168	
Turn Bay Length (ft)	255					340	400					
Base Capacity (vph)	122	2499			2292	1489	866		890			
Starvation Cap Reductn	0	0			16	0	0		0			
Spillback Cap Reductn	0	650			0	0	0		44			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.19	0.47			0.97	0.03	0.73		0.99			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 56 (40%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 32.8		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

* User Entered Value
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: I-53 Northbound Ramps & Dundee Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	1486	37	69	1797	94	81	55	75	104	64	316
Future Volume (vph)	137	1486	37	69	1797	94	81	55	75	104	64	316
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		115	195		230	125		0	255		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	140			155			145			160		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.914				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3762	1615	1770	3725	1583	1805	1737	0	1805	2000	1583
Flt Permitted	0.047			0.114			0.569			0.610		
Satd. Flow (perm)	88	3762	1615	212	3725	1583	1081	1737	0	1159	2000	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51			78		40				79
Link Speed (mph)		35			35			15			20	
Link Distance (ft)		624			1173			415			586	
Travel Time (s)		12.2			22.9			18.9			20.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	2%	2%	0%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	1532	38	71	1853	97	84	134	0	107	66	326
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0	3.0	3.0	6.0		3.0	6.0	3.0
Minimum Split (s)	6.5	21.0	6.5	6.5	21.0	6.5	6.5	42.0		6.5	12.0	6.5
Total Split (s)	20.0	88.0	15.0	14.0	82.0	14.0	15.0	24.0		14.0	23.0	20.0
Total Split (%)	14.3%	62.9%	10.7%	10.0%	58.6%	10.0%	10.7%	17.1%		10.0%	16.4%	14.3%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None		None	None	None
Act Effct Green (s)	103.1	92.1	111.9	93.1	83.5	99.6	27.1	13.6		23.9	13.2	30.4
Actuated g/C Ratio	0.74	0.66	0.80	0.66	0.60	0.71	0.19	0.10		0.17	0.09	0.22

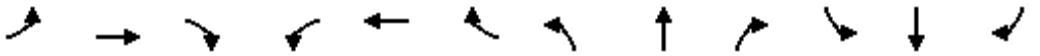
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.62	0.03	0.32	0.83	0.08	0.30	0.66		0.44	0.35	0.80
Control Delay	37.4	25.1	3.0	8.7	19.8	1.2	47.3	57.1		52.0	63.4	53.6
Queue Delay	0.0	0.4	0.0	0.0	12.8	0.0	0.0	0.0		0.0	0.0	0.3
Total Delay	37.4	25.5	3.0	8.7	32.6	1.2	47.3	57.1		52.0	63.4	53.9
LOS	D	C	A	A	C	A	D	E		D	E	D
Approach Delay		26.0			30.2			53.3			54.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	69	650	2	12	335	1	63	83		82	57	218
Queue Length 95th (ft)	m111	m753	m9	m25	502	m3	108	152		133	105	311
Internal Link Dist (ft)		544			1093			335			506	
Turn Bay Length (ft)	210		115	195		230	125			255		
Base Capacity (vph)	266	2473	1307	262	2221	1153	284	258		249	242	437
Starvation Cap Reductn	0	411	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	386	0	0	0		0	0	7
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.53	0.74	0.03	0.27	1.01	0.08	0.30	0.52		0.43	0.27	0.76

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 60 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 32.5		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Wilke Road & Dundee Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	1404	95	42	1477	17	279	48	189	48	35	163
Future Volume (vph)	134	1404	95	42	1477	17	279	48	189	48	35	163
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		0	0		145	130		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	155			155			25			185		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998				0.850		0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3762	1583	1805	3531	0	1787	2000	1599	1805	1656	0
Flt Permitted	0.051			0.087			0.225			0.724		
Satd. Flow (perm)	96	3762	1583	165	3531	0	423	2000	1599	1376	1656	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78		1				118		138	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1173			1261			389			941	
Travel Time (s)		22.9			24.6			8.8			21.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	2%	6%	1%	0%	1%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1494	101	45	1589	0	297	51	201	51	210	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8	1	7	4	
Permitted Phases	2		2	6			8		8	4		
Detector Phase	5	2	3	1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0	3.0	3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	6.5	36.0	6.5	6.5	25.0		6.5	35.0	6.5	6.5	24.0	
Total Split (s)	15.0	77.0	25.0	14.0	76.0		25.0	35.0	14.0	14.0	24.0	
Total Split (%)	10.7%	55.0%	17.9%	10.0%	54.3%		17.9%	25.0%	10.0%	10.0%	17.1%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5		0.0	1.5	0.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0	3.5	3.5	6.0		3.5	6.0	3.5	3.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	91.9	79.6	106.7	85.1	75.9		40.6	28.3	41.0	24.2	13.5	
Actuated g/C Ratio	0.66	0.57	0.76	0.61	0.54		0.29	0.20	0.29	0.17	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.76	0.70	0.08	0.25	0.83		0.91	0.13	0.36	0.19	0.74	
Control Delay	72.9	8.3	0.2	13.2	32.6		73.1	46.9	17.8	37.3	37.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	72.9	8.3	0.2	13.2	32.6		73.1	46.9	17.8	37.3	37.4	
LOS	E	A	A	B	C		E	D	B	D	D	
Approach Delay		13.2			32.0			50.4			37.4	
Approach LOS		B			C			D			D	
Queue Length 50th (ft)	92	116	0	14	637		229	39	57	34	63	
Queue Length 95th (ft)	#183	151	m1	31	793		#352	77	124	65	150	
Internal Link Dist (ft)		1093			1181			309			861	
Turn Bay Length (ft)	150		150	150					145	130		
Base Capacity (vph)	205	2138	1229	227	1914		331	421	591	292	333	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.70	0.08	0.20	0.83		0.90	0.12	0.34	0.17	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 66 (47%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 92.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Kennicott Avenue & Dundee Road



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1372	77	55	1885	141	71
Future Volume (vph)	1372	77	55	1885	141	71
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			175		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.992					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3511	0	1805	3725	1805	1568
Flt Permitted			0.135		0.950	
Satd. Flow (perm)	3511	0	256	3725	1805	1568
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	9					59
Link Speed (mph)	45			45	35	
Link Distance (ft)	1328			1272	2044	
Travel Time (s)	20.1			19.3	39.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1479	0	56	1923	144	72
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	15.0		3.0	15.0	8.0	3.0
Minimum Split (s)	21.5		6.0	21.5	14.0	6.0
Total Split (s)	90.0		20.0	110.0	20.0	20.0
Total Split (%)	69.2%		15.4%	84.6%	15.4%	15.4%
Yellow Time (s)	4.5		3.0	4.5	4.5	3.0
All-Red Time (s)	2.0		0.0	2.0	1.5	0.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		3.0	6.5	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Recall Mode	None		None	None	None	None
Act Effct Green (s)	94.3		107.0	103.5	13.5	25.7
Actuated g/C Ratio	0.73		0.83	0.80	0.10	0.20

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.58		0.20	0.65	0.77	0.20
Control Delay	9.4		3.6	6.7	82.5	15.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	9.4		3.6	6.7	82.5	15.4
LOS	A		A	A	F	B
Approach Delay	9.4			6.6	60.1	
Approach LOS	A			A	E	
Queue Length 50th (ft)	275		7	298	120	9
Queue Length 95th (ft)	337		14	350	#220	51
Internal Link Dist (ft)	1248			1192	1964	
Turn Bay Length (ft)			200			
Base Capacity (vph)	2560		415	2978	195	483
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.58		0.13	0.65	0.74	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: Wilke Road & Lake Cook Road



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	16	56	23	17	5	102	176	25	5	64	7
Future Vol, veh/h	9	16	56	23	17	5	102	176	25	5	64	7
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	3	0
Mvmt Flow	10	18	63	26	19	6	115	198	28	6	72	8
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	8.2	8.5	9.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	54%	0%	11%	51%	14%	0%
Vol Thru, %	46%	78%	20%	38%	86%	82%
Vol Right, %	0%	22%	69%	11%	0%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	113	81	45	37	39
LT Vol	102	0	9	23	5	0
Through Vol	88	88	16	17	32	32
RT Vol	0	25	56	5	0	7
Lane Flow Rate	213	127	91	51	42	44
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.308	0.169	0.115	0.071	0.06	0.062
Departure Headway (Hd)	5.186	4.778	4.56	5.037	5.229	5.086
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	694	750	785	710	684	703
Service Time	2.916	2.508	2.592	3.073	2.967	2.824
HCM Lane V/C Ratio	0.307	0.169	0.116	0.072	0.061	0.063
HCM Control Delay	10.2	8.5	8.2	8.5	8.3	8.2
HCM Lane LOS	B	A	A	A	A	A
HCM 95th-tile Q	1.3	0.6	0.4	0.2	0.2	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	1	56	43	0
Future Vol, veh/h	3	2	1	56	43	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	44	50	0	2	0
Mvmt Flow	4	3	1	70	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.4	6.64	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.696	2.65	-	-	-
Pot Cap-1 Maneuver	874	906	1293	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	873	906	1293	-	-	-
Mov Cap-2 Maneuver	873	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1293	-	886	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.8	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	42	7	0	0	16	59	11	0	43	2
Future Vol, veh/h	2	1	42	7	0	0	16	59	11	0	43	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	100	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	0	0	0	0	0	0	5	0	0	13	50
Mvmt Flow	2	1	45	7	0	0	17	63	12	0	46	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	150	156	47	151	151	69	48	0	0	75	0	0
Stage 1	47	47	-	103	103	-	-	-	-	-	-	-
Stage 2	103	109	-	48	48	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	720	740	1028	821	744	1000	1572	-	-	1537	-	-
Stage 1	858	860	-	908	814	-	-	-	-	-	-	-
Stage 2	798	809	-	971	859	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	714	732	1028	778	736	1000	1572	-	-	1537	-	-
Mov Cap-2 Maneuver	714	732	-	778	736	-	-	-	-	-	-	-
Stage 1	849	860	-	898	805	-	-	-	-	-	-	-
Stage 2	789	800	-	928	859	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.7	1.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	1028	778	1537	-	-
HCM Lane V/C Ratio	0.011	-	-	0.043	0.01	-	-	-
HCM Control Delay (s)	7.3	-	-	8.7	9.7	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	7	285	4	3	463
Future Vol, veh/h	11	7	285	4	3	463
Conflicting Peds, #/hr	60	0	0	50	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	12	7	300	4	3	487

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	662	202	0	0	354	0
Stage 1	352	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	399	811	-	-	1216	-
Stage 1	689	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	357	772	-	-	1158	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	451	1158	-
HCM Lane V/C Ratio	-	-	0.042	0.003	-
HCM Control Delay (s)	-	-	13.3	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	7	282	4	2	472
Future Vol, veh/h	12	7	282	4	2	472
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	13	7	297	4	2	497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	552	151	0	0	301	0
Stage 1	299	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	469	875	-	-	1272	-
Stage 1	732	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	468	875	-	-	1272	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	565	1272	-
HCM Lane V/C Ratio	-	-	0.035	0.002	-
HCM Control Delay (s)	-	-	11.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

RECEIVED
APR 27 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Subject: 1100, 1400 W Dundee Rd., and 1510-1530 W Dundee Rd – Ridgeline Distribution Center

PC#: 21-009 – Round 1

Date: April 26, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. The design and construction of the facilities shall comply with the following adopted codes:
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 ILLINOIS Energy Conservation Code with state amendments
    f. 2017 National Electrical Code with amendments
    g. 2014 Illinois Plumbing Code with amendments

2. Provide information on the proposed type of construction for each building.

3. Provide a height and area calculation based on the proposed type of construction and include all allowable increases for fire suppression and frontage.

4. Provide details on the potential products and materials to be stored, if available.

5. The following systems are separate permits: Fire suppression, Fire alarm, rack storage, and all exterior signage.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-009
Petitioner: RPG Acquisitions, LLC
5600 N River Road, Suite 866
Rosemont, IL. 60018
Owner: Robert "JR" Rohrman

Contact Person: Benjamin Harris
Address: 5600 N River Road, Suite 866
Rosemont, Il 60018
Phone #: 916-224-6948
Fax #:
E-Mail: BH@ridgelinepg.com

P.I.N.# 03-06-302-020; 021; 022; 023; 024
Location: 1400-1500 W. Dundee, Arlington Heights
Rezoning: ✓ Current: B3 Proposed: M1
Subdivision: ✓
# of Lots: 3 Current: 2 Proposed: 3
PUD: ✓ For: R&D, Mfg., Warehous
Special Use: For:
Land Use Variation: For:

Land Use: Current: Commercial
Proposed: R&D, Mfg
Site Gross Area: 46.225 Acres
# of Units Total:
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

FIRE PREVENTION

NO ADD'L COMMENTS

~~Director~~ 4-15-21
Date

PLAN COMMISSION PC #21-009
Ridgeline Distribution Center
1100, 1400 W. Dundee Rd. and 1500-1530 W. Dundee Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

13. The proposed detention facility and internal water, storm and sanitary will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

14. The preliminary drainage calculations are acceptable.
    a) The existing detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The submittal indicates the design team is working with a structural engineer to design an additional vault lid that will be able to handle the required loading for semi loading across it. This is acceptable and can be addressed at final engineering.
    b) Clearly show the overflow route for the site.

15. An existing 36" storm sewer is proposed to be relocated and replaced with a 24" RCP to the north of Building 2. This pipe must equal the existing size of 36".

16. The preliminary utility plan shows numerous crossings of utilities. Additional information shall be provided at final engineering to verify that there are no conflicts at the utility crossings.

17. Numerous easements are shown on the preliminary plans. The easements shall be documented on a plat of survey, and clarify whether the easements are private or public.

18. For the Lexus Dealership site modifications, provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

19. For the Lexus Dealership, where a fire lane is required adjacent to building, the fire lane must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

20. Provide total number of parking stalls for the Lexus Dealership. Verify that the number of handicap parking stalls provided meets Village code.

21. The triangular area to the north of the Lexus entrance off of Wilke Rd appears problematic. Clarify if this area will be used for parking or to display vehicles.

22. The "Autoturn" Exhibit shows that the tower truck will have access to three of the four sides of each building; however, the tower truck is not shown accessing the side of the building with the truck docks. Verify with the Fire Department that this is acceptable.

23. Provide the appropriate signage at the southerly access off of Wilke Road for no truck traffic, passenger vehicles only

24. Provide a stop bar and stop sign for the northerly access off of Wilke Road. The traffic report mentions that there will be no northbound truck traffic from this access point. Provide the appropriate signage.

25. The sidewalk for the northerly access off of Wilke Road shall carry through the entrance. The curb shall stop on either side of the sidewalk. Detectable warning panels will be required.

26. Provide a construction staging plan.

27. There is a significant grade change along the north property line. Provide additional information on the proposed grades.

28. The ALTA Survey provided does not match the previously approved Final Plat of the Bob Rohrman Arlington Heights Auto Mall.

29. A Plat of Resubdivision will be required.

30. The plan indicates low profile wall packs will be used. The fixtures mounted on the side of the building must not have moveable heads that can be pointed "out." The intent is for no glare. This can be addressed at final engineering.

Traffic:

31. The traffic report will need to be revised/updated should a proposed development is brought forward that changes the Development Generated Traffic Volumes reflected in the report.

32. The traffic report indicates that the majority of traffic generated from the site will utilize Wilke Road.
    a) Provide additional information on how this will be enforced.
    b) Table 15 shows that the LOS for both Wilke Road access points will be reduced from LOS A to B.

33. With two separate building sites, instead of utilizing Wilke Road there is potential for vehicles exiting the site from the northerly access point on Kennicott Avenue and travel north to Happfield Road, and then east to Arlington Heights Road which is not a signalized intersection. The northerly access point should be restricted to emergency only, all vehicles should enter/exit the site from the southerly access off of Kennicott Avenue or off of Wilke Road.

34. There is also potential for truck traffic to travel westbound Happfield Road, south on Kennicott Avenue to the site. Truck traffic shall be required to access the site from Dundee Road.

35. Recent traffic reports have been submitted for similar distribution facilities in Arlington Heights; however, the truck volume is significantly lower for this site when compared to facilities that are similar or smaller in size. Clarify how the truck volume was generated for this site.

36. Provide the cross-access agreements.

Public Works:

37. Ensure landscaping berm near Building #2 does not add significant soil on top of the existing main. Relocate berm as necessary.

38. Utility notes on Utility Plan reference Village of Palatine:

39. Sheet C-8 Shows entrance changes near Building #1, will be improved "by others". This area does not function well as proposed and needs to be corrected during construction. Please revise.

40. Add general note to Utility Plan: All utility structures that will be reused will have their condition assessed to determine if they can be modified for proposed connection.

41. Sheet C-1 of demo plan: Exterior water line cannot be abandoned at the property line. It needs to be abandoned at the main.

42. Comment #23 Engineering: Not accepted. The Village is required to ensure all detention facilities have a maintenance plan for the future and property owners must understand the requirement.

43. A water vault is currently set up for Building 2. Condition and size can be determined at final Engineering.

44. Building 1 water appurtenances can be determined upon final Engineering.

4/29/21

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-009

Project Name Ridgeline Distribution Center

Project Location 1100, 1400, and 1510-1530 W. Dundee Rd.

Planning Department Contact Sam Hubbard

General Comments

Round 1
General Comments:

1)Buildings are to be sprinkled per code.

2) The Fire Department Connections shall be located at the main front entrances. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

3) A Knox Boxes shall be located at the main front entrance of each business and exterior entrances of fire Protection rooms.

4) Install a fully operational annunciator panel or alarm panel at the main front entrances.

*Please note we can take a more detailed looked at Knox Boxes as plans get finalized.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date April 26, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
APR 19 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Ridegline Distribution Center
1100, 1400 W Dundee Rd and 1510-1530 W Dundee Rd

Round 1 Review Comments **04/16/2021**

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A. Ovington #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

J. C. Oz #634

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-009
Petitioner: RPG Acquisitions, LLC
5600 N River Road, Suite 866
Rosemont, IL. 60018
Owner: Robert "JR" Rohrman

Contact Person: Benjamin Harris
Address: 5600 N River Road, Suite 866
Rosemont, Il 60018
Phone #: 916-224-6948
Fax #:
E-Mail: BH@ridgelinepg.com

P.I.N.# 03-06-302-020; 021; 022; 023; 024
Location: 1400-1500 W. Dundee, Arlington Heights
Rezoning: ✓ Current: B3 Proposed: M1
Subdivision: ✓
# of Lots: 3 Current: 2 Proposed: 3
PUD: ✓ For: R&D, Mfg., Warehous
Special Use: For:
Land Use Variation: For:

Land Use: Current: Commercial
Proposed: R&D, Mfg
Site Gross Area: 46.225 Acres
# of Units Total:
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

Solid waste storage site is not shown on plan. Show location of solid waste storage site on building permit plans.

Solid waste storage sites must comply with the following:

- Container Site
  - Area shall be of a sufficient size to easily accommodate the container.
  - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
  - Visual screening of the site shall be provided.
- Access to Container
  - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
  - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

Sean Freres 4/16/21
Environmental Health Officer Date

James McCalister 4/16/21
Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-009
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5600 N River Road, Suite 866
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Phone #: 916-224-6948
Fax #:
E-Mail: BH@ridgelinepg.com

P.I.N.# 03-06-302-020; 021; 022; 023; 024
Location: 1400-1500 W. Dundee, Arlington Heights
Rezoning: ✓ Current: B3 Proposed: M1
Subdivision: ✓
# of Lots: 3 Current: 2 Proposed: 3
PUD: ✓ For: R&D, Mfg., Warehous
Special Use: For:
Land Use Variation: For:

Land Use: Current: Commercial
Proposed: R&D, Mfg
Site Gross Area: 46.225 Acres
# of Units Total:
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

	YES	NO	
1.		X	COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.	X		SUBDIVISION REQUIRED?
6.		X	SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

Please see attached comments.

Sam Hubbard 4.30.21
Date

Planning & Community Development Dept. Review

April 30, 2021

REVIEW ROUND 1

Project: Ridgeline/Rohrman Redevelopment –

Case Number: PC 21-009

General:

7) The following approvals are needed:
   a. **Preliminary and Final Plat of Subdivision approval to resubdivide the property into three lots.**
   b. **Amendment to PUD Ordinance #99-031, 07-072, and 09-041 to allow for modifications to the approved development plan including construction of a 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.**
   c. **Amendment to the Comprehensive Plan to reclassify all portions of Lots 2 & 3 to "Commercial" and all portions of Lot 1 to "R&D, Mfg., Warehousing".**
   d. **Rezoning of all portions of Lots 2 & 3 from M-1 to B-3, and all portions of Lot 1 from B-3 to M-1.**
   e. **Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle on Lot 2.**
   f. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to allow certain parking rows to omit the requirement for landscape islands after every 20 parking spaces on the Lot 1, and to allow certain parking rows to omit the requirement for landscape islands after every 20 parking spaces and at the ends of all parking rows on Lot 2.**

8) The above variations apply mostly to the Rohrman lots. However, the written justification was prepared by Ridgeline and primary outlined the justification for the rezoning and introduction of M-1 uses. The justification letter should be revised to address the rational for the requested variations for tandem parking spaces and omitted landscape islands. Staff recommends that the code required landscape islands be installed on both the Ridgeline and Rohrman lots.

9) Please clarify if the intention is to proceed first, and separately, with preliminary plat approval, then return to the Plan Commission and Village Board with final engineering plans and proceed with final plat of subdivision approval. The submitted Plat appears to read "Final Plat", however, the engineering plans and calculations appear to be preliminary. Final engineering is required for final plat of subdivision approval.

10) A plat of survey for the entire subject property is required. The Plat of Survey submitted with the application only included the proposed Ridgeline lot. An electronic copy of the legal description for the entire PUD must also be provided. This legal description must include 1) the subject property as it exists today prior to proposed subdivision, 2) the Nissan lot, and 3) the Curtiss Wright/Arens Control lot. The legal description on the Alta Survey is missing information.

11) An overall site plan is needed that shows all drive aisle connections, parking areas, and buildings within the entire PUD. This shall include the Ridgeline lot, both Lexus lots, the Nissan lot, and the Curtiss Wright/Arens Control lot.

12) The Plat of Subdivision document was received on April 30th and therefore its review could not be incorporated into these Round 1 review comments. Review of the plat document will occur when a response to these comments and revised plans have been received as part of a "Round 2" submittal.

13) Will the subdivision include any separate document with covenants, conditions, or restrictions?

14) Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Ridgeline Plans:

General

15) Will the distribution facility include any area for motor vehicle/truck repairs?

16) Architectural plans (elevations, floorplans, etc) for the distribution facility buildings are required.

Site Plan/Landscaping

17) No exterior dumpster enclosure/refuse area is shown on the plans. Will all refuse storage and loading areas be internalized within the two distribution buildings?

18) Will any new/relocated above ground utility or mechanical units be proposed on the site (HVAC equipment, generators, transformers, utility pedestals, above ground meters/panels, etc.)? Please show any such elements on the plans and screen accordingly.

19) Code requires that all rows of parking spaces include interim landscape islands after every continuous stretch of 20 spaces. Please incorporate the code required landscape islands within the truck parking row adjacent to Building 2.

Traffic/Parking:

20) 7 Bike parking spaces are required for Building 1 and 10 spaces are required for Building 2. Please add a note to the plan showing the location for the code required bike parking spaces.

21) KLOA study states that vehicular access will be provided via the north access drive on the Arens Control property. Are the appropriate easements for this access established? You are encouraged to reach out to the owner of the Arens Control property to coordinate on any expected access through their site.

22) The development summary on Page 12 of the KLOA study does not match the plans with regards to size of the parking lot, number of loading spaces, and the number of loading docks.

23) Per KLOA study, northbound truck egress from the northern truck access drive onto Wilke should be prohibited. Please add a note to sheet C-8 outlining signage for this restriction.

24) The expected vehicle and truck traffic outlined in Table 7 appears underestimated. Please reconcile this analysis with the 2018 KLOA study for a similar warehouse distribution facility (LUC 150) of 331,014 sq. ft., which projected more traffic during peak times in comparison to the proposed warehouse distribution facility at 511,000 sq. ft. Please correct the study or explain/justify the difference in vehicle/truck generation rates for the similar developments.

25) The KLOA study shall be revised to include a parking analysis of the Ridgeline development.

26) Per the January 13th Conceptual Plan Review Committee staff report, the traffic study was to analyze if an additional signal is warranted along Dundee Road, aligning with the Napleton entrance drive to the south. Please include this analysis within the KLOA study.

Rohrman Plans:

Site Plan/Landscaping/Building

27) The photometric plan was not legible. Please submit a full size of the plan. Additionally, please provide catalog cuts for any new fixtures within the parking lot, and if any new fixtures are proposed within the small western parking lot modifications, please show those on the plans and accommodate for them within the photometric plan.

28) There is a large exterior storage/enclosure north of the Lexus building, which is proposed for demolition. This area appears to be used for tire, dumpster, and miscellaneous refuse storage. Where will this storage occur upon demolition of this area?

29) Architectural plans shall be revised to show size (square footage) of remaining Lexus building post demolition.

30) Engineering and landscape plans are not coordinated with regards to certain areas of paving. Please revise plans to be coordinated.

Traffic/Parking:

31) Please outline on the plans how many parking spaces will be included on Lot 2 and Lot 3, both standard spaces and accessible spaces upon completion of the proposed improvements.

32) In order to re-calculate parking for the Lexus site, please update the highlighted information in the below table, which was provided as part of the original Lexus building construction:

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	10,020				
Office	17,671				
Service	71,042	49	43		
Parts	16,400				
Spa/Health Club	1,651				
Café	448				
Multi-purpose	2,588				
Total	119,820				
Total Provided					735

Access:

33) The access through-out the entire PUD appears somewhat disjointed. The Ridgeline lot should have access (passenger vehicles but not trucks) into Lot 2 to utilize the existing traffic signal at the Rohrman driveway entrance on Wilke. Additionally, the Ridgeline lot should have a streamlined connection and easements to the existing right-in/right-out to Dundee Road on the Nissan property (site plan modifications may be needed to facilitate this), as well as an easement for future access to lot 3 for a possible future traffic signal on Dundee Road across from the Napleton entrance drive (passenger vehicles but not trucks).

34) There are existing CCR's from July 15, 2009 (Doc. 0921849002), which appears to grant cross access and cross parking between all four existing platted lots on the subject property. Will this document be revised to clarify cross access/parking given the new subdivision?

35) The Alta/Title survey does not reflect the blanket ingress/egress and parking easement established via Doc. 0921849002. Why is this?

36) Please provide Doc. 00266841 and Doc. 00364848. To whom do these easements benefit? Does this easement need to be amended to accommodate for the proposed Ridgeline improvements within its boundaries?

37) Will Rohrman have ingress/egress rights to use the Lot 1 access to Kennicott? Does the existing easement in this area give the Rohrman lots (both the two proposed Lexus lots and the existing Nissan lot) rights to access Kennicott via the Lot 1 drive aisle connection? Please see condition #5 of Ordinance #05-065, which required certain easements in this location to be established. It appears these easements may not have been established.

38) Is a new access easement needed to accommodate for the existing connection between the Nissan site and the proposed Ridgeline Lot 1? The Plat of Survey does not appear to show this connection within an easement.

Prepared by: [signature]

1100, 1400 W Dundee & 1500-1530 W. Dundee Road
PC 21-009
April 27, 2021

Landscape Comments

Ridgeline Distribution Center

1) The ends of all parking rows must include a 4 inch caliper shade tree. For a double island two trees must be provided.

2) Provide additional landscaping along the north property line. The landscaping should consist of a mix of evergreen trees. Overall, the landscaping is minimal along the shared property line. Evergreen trees should be incorporated in order to buffer the loading area from the north.

3) Provide additional landscaping along Dundee Road. It is recommended that and abundance of landscaping be provided in the island south of building #2 in order to screen the loading area/bays. The landscaping should be comprised of a mix of evergreens.

4) Increase the size of the proposed 1.5 inch caliper shade trees. The shade trees should be a minimum of 2.5 inches and the trees within the landscape islands must be a minimum of 4 inch caliper.

5) Overall, the proposed landscaping is minimal. It is recommended that additional landscaping be provided throughout the site. Incorporate additional trees throughout the site. In addition, increase the size of the plant material. The shrubs along Wilke Road must be a minimum of 3 feet high at time of installation.

6) All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.

7) A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

8) As more detailed plans are provided additional comments may be forthcoming.

Lexus Site

9) The ends of all parking rows must include an island with a 4 inch caliper shade tree. Please incorporate an island adjacent to the building near the southeast corner.

10) Must maintain an 18 inch high buffer between the parking area and the frontage. Please infill where any landscaping is absent.

11) The shade trees within the landscape islands at the ends of the parking rows must be a minimum of 4 inch caliper. Please increase the size of the proposed trees.

May 21 2021

Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: 1400-1500 West Dundee Road – Arlington – Review Letter Response
Arlington Heights, Illinois (Cook County)
PEG Job No.: 2283.00-IL

Dear Sam Hubbard,

Thank you for your comment letter dated April 26th, 2021. Please find the following documents, provided digitally, for your review, along with responses to your comments.

- nine (9) Comment Response Letter
- nine (9) Preliminary Civil Engineering Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Preliminary Landscape Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Overall PUD Site Plan Exhibit (4 full size & 5 11x17)
- nine (9) Preliminary Plat
- Five (5) Traffic Impact Study Report
- nine (9) Photometrics & cut sheets (Lexus sites) (4 full size & 5 11x17)
- nine (9) Fire Truck Turning Exhibit (Lexus site) (4 full size & 5 11x17)
- nine (9) Preliminary Construction Staging Plan (Ridgeline site) (4 full size & 5 11x17)
- nine (9) Conceptual Design (Ridgeline site) (4 full size & 5 11x17)
- nine (9) Material Board (Ridgeline site)
- nine (9) Renderings (Ridgeline site) (11x17)
- nine (9) Envisor Screen Cut Sheet (Ridgeline site)
- nine (9) Sample Material List (Ridgeline site)
- nine (9) Topographic Survey (overall site) (4 full size & 5 11x17)
- nine (9) Easement documents
- nine (9) Covenants Conditions and Restrictions document

General Comments

The information provided is conceptual only and subject to a formal plan review.

1. The design and construction of the facilities shall comply with the following adopted codes:
   a. 2018 International Building Code with amendments
   b. 2018 International Fire Code with amendments
   c. 2018 International Fuel Gas Code with amendments
   d. 2018 International Mechanical Code with amendments
   e. 2018 ILLINOIS Energy Conservation Code with state amendments
   f. 2017 National Electrical Code with amendments
   g. 2014 Illinois Plumbing Code with amendments

Response: Noted.

2. Provide information on the proposed type of construction for each building.

   Response by Ware Malcomb: Both buildings on the site will be Type IIB construction.

3. Provide a height and area calculation based on the proposed type of construction and include all allowable increases for fire suppression and frontage.

   Response by Ware Malcomb: Per IBC 2018 Section 507.4, both buildings will be provided with an automatic sprinkler system, open yards 60 feet or greater on all sides, and will be Type S-1 occupancy, and therefor will not be limited in building area. Allowable building height is 75' per Table 504.3 for Type S-1 occupancy in building of Type IIB construction provided throughout with automatic sprinkler system.

4. Provide details on the potential products and materials to be stored, if available.

   Response by Ridgeline: The project is a speculative development and so it is unknown what will be stored within the buildings. However, the storage of potential products will comply the Early Suppression Fast Response System (ESFR)

5. The following systems are separate permits: Fire suppression, Fire alarm, rack storage, and all exterior signage.

   Response: Noted.

Plan Commission

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

    Response: Noted.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System — Illinois East. Below are details about projection:

Projected Coordinate System:	Projection: NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False Easting:	984250.00000000
False Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

Response: Noted. The plans were set up on the State Plan Coordinate System.

13. The proposed detention facility and internal water, storm and sanitary will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

    Response: We have obtained the editable version of the OUMA from Nanci Julius. The project team will be working to edit the file so it can be submitted with final engineering to comply with this item.

14. The preliminary drainage calculations are acceptable.
    a. The existing detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The submittal indicates the design team is working with a structural engineer to design an additional vault lid that will be able to handle the required loading for semi loading across it. This is acceptable and can be addressed at final engineering.

       Response: Noted. Based on this, we have not resubmitted the stormwater report with this resubmittal.

    b. Clearly show the overflow route for the site.

       Response: An overflow arrow has been added to the grading plan.

15. An existing 36" storm sewer is proposed to be relocated and replaced with a 24" RCP to the north of Building 2. This pipe must equal the existing size of 36".

    Response: The pipe callout has been updated.

16. The preliminary utility plan shows numerous crossings of utilities. Additional information shall be provided at final engineering to verify that there are no conflicts at the utility crossings.

    Response: The preliminary crossing calculations were calculated, just not added to the plans since they are preliminary. In progress crossing tables have been added to a utility plan sheets, but not completed at this time. Currently, all the utility crossings have been figured out for the current preliminary utility design.

17. Numerous easements are shown on the preliminary plans. The easements shall be documented on a plat of survey and clarify whether the easements are private or public.

    Response: The plat was provided after the original submittal. We added the notations of private and public for clarification. We have included the updated plat in this submittal for review and addressing any other comments during final engineering. (PEG)

18. For the Lexus Dealership site modifications, provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

    Response by Lexus project team representative: A fire truck turning exhibit has been included in this submittal.

19. For the Lexus Dealership, where a fire lane is required adjacent to building, the fire lane must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section, Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

    Response by Lexus project team representative: Heavy duty pavement has been added to the fire lane locations in the newly paved area.

20. Provide total number of parking stalls for the Lexus Dealership. Verify that the number of handicap parking stalls provided meets Village code.

    Response by Lexus project team representative: Parking stall information has been added to sheet C2.0. The originally proposed number of handicapped parking stalls remains the same and thus meets Village code and previous approvals.

21. The triangular area to the north of the Lexus entrance off of Wilke Rd appears problematic. Clarify if this area will be used for parking or to display vehicles.

    Response by Lexus project team representative: The referenced area is planned to be used as display area only.

22. The "Autoturn" Exhibit shows that the tower truck will have access to three of the four sides of each building; however, the tower truck is not shown accessing the side of the building with the truck docks. Verify with the Fire Department that this is acceptable.

    Response: The Ridgeline lots Fire Truck Turning Exhibit shows the fire apparatus having access to all 4 sides of both buildings. After a discussion with Sam on this item, it sounds like the concern may be the distance from the building where the fire lane is located. Mark Alexan with the Fire Department was contacted and with the access on 3 sides within the distance requirement, he doesn't have an issue with the fire apparatus access concern.

    Response by Lexus project team representative: The "Autoturn" exhibit has been included in this submittal.

23. Provide the appropriate signage at the southerly access off of Wilke Road for no truck traffic, passenger vehicles only.

    Response: Signage notations have been added to the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

24. Provide a stop bar and stop sign for the northerly access off of Wilke Road. The traffic report mentions that there will be no northbound truck traffic from this access point. Provide the appropriate signage.

    Response: Signage notations and stop bar have been added to the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

25. The sidewalk for the northerly access off of Wilke Road shall carry through the entrance. The curb shall stop on either side of the sidewalk. Detectable warning panels will be required.

    Response: This modification has been made on the Pinnacle Engineering Group's preliminary engineering plans on the site dimensional sheets.

26. Provide a construction staging plan.

Response by FCL: A Preliminary Construction Staging Plan has been included in the resubmittal package for review.

27. There is a significant grade change along the north property line. Provide additional information on the proposed grades.

Response: Additional grading information has been added to the Pinnacle Engineering Group's preliminary engineering plans on the grading plan sheets to address this comment.

28. The ALTA Survey provided does not match the previously approved Final Plat of the Bob Rohrinan Arlington Heights Auto Mall.

Response by Vanderstappen: A Topographic survey showing existing easements per title commitment and existing property lines matching that of the Subdivision Plat is being submitted.

29. A Plat of Resubdivision will be required.

Response: A Final Plat of Subdivision 1st Amendment to Bob Rohrman's Arlington Heights Auto Mall was submitted on April 30, 2021. Due to the later submittal, comments for that plat were not provided for addressing with this review. We are submitting a Preliminary Plat of Subdivision with this submittal for review, based on other comments.

30. The plan indicates low profile wall packs will be used. The fixtures mounted on the side of the building must not have moveable heads that can be pointed "out." The intent is for no glare. This can be addressed at final engineering.

Response: Noted, this will be addressed with Final Engineering submittal items.

Traffic:

31. The traffic report will need to be revised/updated should a proposed development is brought forward that changes the Development Generated Traffic Volumes reflected in the report.

Response by KLOA: Noted.

32. The traffic report indicates that the majority of traffic generated from the site will utilize Wilke Road.

a. Provide additional information on how this will be enforced.

Response by KLOA: This flow of traffic will be self-enforced. Wilke Road provides direct connection to Lake Cook Road which is projected to carry 25 percent of the projected traffic. Additionally, given the width of Wilke Road this route will be more desirable to be traveled by truck traffic for both buildings

b. Table 15 shows that the LOS for both Wilke Road acce5s points will be reduced from LOS A to B.

Response by KLOA: Table 15 presented projected capacity analyses for the Wilk Road access points, of which the northerly access does not exist today. Furthermore, the existing southerly access point is for use by Lexus of Arlington and given the layout of the site it is not anticipated this access drive carries any significant traffic volumes during the peak

hours. Overall, the LOS for the Wilke Road access points presents the projected condition which does not have an existing condition for comparison

33. With two separate building sites, instead of utilizing Wilke Road there is potential for vehicles exiting the site from the northerly access point on Kennicott Avenue and travel north to Happfield Road, and then east to Arlington Heights Road which is not a signalized intersection. The northerly access point should be restricted to emergency only, all vehicles should enter/exit the site from the southerly access off of Kennicott Avenue or off of Wilke Road.

    Response by KLOA: The traffic study has been revised to assign all of the Kennicott Avenue site generated traffic to the southerly access point and the north access has been designated as emergency access only.

34. There is also potential for truck traffic to travel westbound Happfield Road, south on Kennicott Avenue to the site. Truck traffic shall be required to access the site from Dundee Road.

    Response by KLOA: All truck traffic generated by the site will be restricted to travel to/from Dundee Road.

35. Recent traffic reports have been submitted for similar distribution facilities in Arlington Heights; however, the truck volume is significantly lower for this site when compared to facilities that are similar or smaller in size. Clarify how the truck volume was generated for this site.

    Response by KLOA: Truck trips for the site were estimated based on truck trip generation information published in the ITE Trip Generation Manual, 10th Edition Supplement for Land-Use Code 150 (Warehousing). This information indicates that 12-16 percent of the trips generated by warehousing developments during the peak hours of adjacent street traffic is truck trips. In order to provide a conservative analysis, 20 percent for truck trips was assumed for both peak hours.

36. Provide the cross-access agreements.

    Response: This will be addressed with the Final Plat of Subdivision comments, once they are available with final engineering.

Public Works:

37. Ensure landscaping berm near Building #2 does not add significant soil on top of the existing main. Relocate berm as necessary.

    Response: The berm has been shifted east enough to minimize any fill over the existing watermain location.

38. Utility notes on Utility Plan reference Village of Palatine:

    Response: The reference has been fixed on the utility plan.

39. Sheet C-8 Shows entrance changes near Building #1, will be improved “by others". This area does not function well as proposed and needs to be corrected during construction. Please revise.

    Response by Lexus project team representative: As mentioned above, this area is only for vehicle display. Based on this, no changes have been made.

40. Add general note to Utility Plan: All utility structures that will be reused will have their condition assessed to determine if they can be modified for proposed connection.

Response: Note 14 has been added to the Utility Plan Sheets on the Pinnacle Engineering Group plan set to address this item.

41. Sheet C-1 of demo plan: Exterior water line cannot be abandoned at the property line. It needs to be abandoned at the main.

Response: The demo plan has been updated accordingly.

42. Comment #23 Engineering: Not accepted. The Village is required to ensure all detention facilities have a maintenance plan for the future and property owners must understand the requirement.

Response: It is understood that an OUMA will be required for the project and a maintenance plan will be put together as part of Final Engineering plans, as MWRD will require it for permitting also.

43. A water vault is currently set up for Building 2. Condition and size can be determined at final Engineering.

Response: Noted. Due to the current plumbing code requirements, we will need to discuss if the current water vault use will be allowed, based on the dead-end pipe limitations now.

44. Building 1 water appurtenances can be determined upon final Engineering.

Response: Noted.

Arlington Heights Fire Department

1. Buildings are to be sprinkled per code.

Response: Understood.

2. The Fire Department Connections shall be located at the main front entrances. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

Response: Understood. This will be addressed during final engineering.

3. A Knox Boxes shall be located at the main front entrance of each business and exterior entrances of fire Protection rooms.

Response: Understood. This will be addressed with the architectural/MEP plans as the project moves forward.

4. Install a fully operational annunciator panel or alarm panel at the main front entrances.

Response: Understood. This will be addressed with the architectural/MEP plans as the project moves forward.

*Please note we can take a more detailed looked at Knox Boxes as plans get finalized.
Response: Noted.

Arlington Heights Police Department

1. Character of use: The character of use is consistent with the area and is not a concern.

   Response: Noted.

2. Are lighting requirements adequate? Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

   Response: Preliminary photometrics plans were submitted with the overall package. The lighting will be finalized as the project moves to final engineering.

3. Present traffic problems? There are no traffic problems at this location.

   Response: Noted.

4. Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.

   Response: Noted.

5. Traffic problems that may be created by the development. This development should not create any additional traffic problems.

   Response: Noted.

6. General comments:
   a. Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

      Response: This will be provided prior to construction.

   b. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

      Response: Noted. An updated preliminary landscaping plan is being provided in the revised preliminary engineering resubmittal.

   c. Consider Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

      Response: Noted. An updated preliminary landscaping plan is being provided in the revised preliminary engineering resubmittal.

Health Service Department

1. General Comments:

a. Solid waste storage site is not shown on plan. Show location of solid waste storage site on building permit plans.

Response by Ware Malcomb: We do not have any trash enclosures planned at this time, since these are spec buildings, and the tenant would handle this at the time the TI is reviewed by the Village.

Response by Ridgeline: All refuse storage will be found internally by the loading docks.

b. Solid waste storage sites must comply with the following:
   i. Area shall be of a sufficient size to easily accommodate the container.
   ii. The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
   iii. Visual screening of the site shall be provided.

Response by Ware Malcomb: Refer to item 1 above.

c. Access to Container
   i. Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
   ii. Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

Response by Ware Malcomb: Refer to item 1 above.

Planning & Community Development:

1. Complies with Comprehensive Plan? (No)

   Response: Noted.

2. Complies with Throughfare Plan? (Yes)

   Response: Noted.

3. Variations Needed from Zoning Regulation? (Yes)

   Response: Noted.

4. Variations Needed from Subdivision Regulations? (No)

   Response: Noted.

5. Subdivision Required?

   Response: Noted.

6. School/Park District Contributions Required? (No)

   Response: Noted.

General:

7. The following approvals are needed:
   a. Preliminary and Final Plat of Subdivision approval to re-subdivide the property into three lots.

Response: Understood.

b. Amendment to PUD Ordinance #99-031, 07-072, and 09-041 to allow for modifications to the approved development plan including construction of a 511,000 square foot warehouse distribution development and modifications to the Lexus building and parking areas.

Response: Understood.

c. Amendment to the Comprehensive Plan to reclassify all portions of Lots 2 & 3 to “Commercial" and all portions of Lot 1 to "R&D, Mfg., Warehousing".
Response: Understood.

d. Rezoning of all portions of Lots 2 & 3 from M-7 to B-3, and all portions of Lot 1 from B-3 to M-1.
Response: Understood.

e. Variation to Chapter 28 of the Municipal Code, Section 10.2-9, Access, to allow certain parking spaces without direct access to a drive aisle on Lot 2.

Response: Understood.

f. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to allow certain parking rows to omit the requirement for landscape islands offer every 20 parking spaces on the Lot 1, and to allow certain porting rows to omit the requirement for landscape islands offer every 20 parking spaces and at the ends of oil parking rows on Lot 2.

Response: Understood. Please note that the truck parking lot has been modified to provide the required landscape islands in the revised preliminary engineering plans.

Response by Lexus project team representative: Lots 2 & 3 previously received approval for existing parking/vehicle storage areas without islands every 20 spaces and wish to maintain these variances. In addition to this, ownership requests one additional location in the area of new vehicle storage in the north area of the new vehicle storage along the east side of the Lexus dealership. This is being requested because significant vehicle storage area is being lost due to the proposed development of Lot 1.

8. The above variations apply mostly to the Rohrman lots. However, the written justification was prepared by Ridgeline and primary outlined the justification for the rezoning and introduction of M-1 uses. The justification letter should be revised to address the rational for the requested variations for tandem parking spaces and omitted landscape islands. Staff recommends that the code required landscape islands be installed on both the Ridgeline and Rohrman lots.

Response by Lexus project team representative: Landscape island variance request is addressed previously. Tandem parking spaces are being requested for several reasons. The first reason is the need for efficient use of vehicle storage areas provided by the tandem parking. This is required due to the significant reduction in vehicle storage area. The second reason is the display of new cars facing south with either new car delivery or duplicate cars facing north or internally between identical models. This only occurs in vehicle display and storage areas and was approved with the previous PUD plan.

9. Please clarify if the intention is to proceed first, and separately, with preliminary plat approval, then return to the Plan Commission and Village Board with final engineering plans and proceed

with final plat of subdivision approval. The submitted Plat appears to read “Final Plat", however, the engineering plans and calculations appear to be preliminary. Final engineering is required for final plat of subdivision approval.

Response by Ridgeline: Confirmed. The intention is to proceed first, and separately, with preliminary plat approval, then return to the Plan Commission and Village Board with final engineering plans and proceed with final plat of subdivision approval.

10. A plat of survey for the entire subject property is required. The Plat of Survey submitted with the application only included the proposed Ridgeline lot. An electronic copy of the legal description for the entire PUD must also be provided. This legal description must include 1) the subject property as it exists today prior to proposed subdivision, 2) the Nissan lot, and 3) the Curtiss Wright/Arens Control lot. The legal description on the Alta Survey is missing information.

    Response by Vanderstappen: A Topographic survey showing existing easements per title commitment provided by client and existing property lines matching that of the Subdivision Plat is being submitted. Easements reference in title are shown for Lots 1-4 in Bob Rohrman’s Automall are shown, and easements shown on the existing Subdivision Plat are shown for the Nissan Lot and Curtiss Wright / Arens lot as well.

11. An overall site plan is needed thot shows all drive aisle connections, parking areas, and buildings within the entire PUD. This shall include the Ridgeline lot, both Lexus lots, the Nissan lot, and the Curtiss Wright/Arens Control lot.

    Response: Pinnacle has prepared an Overall PUD Site Plan Exhibit that should address this request that has been provided in the resubmitted documents.

12. The Plat of Subdivision document was received on April 30th and therefore its review could not be incorporated into these Round 1 review comments. Review of the plat document will occur when a response to these comments and revised plans have been received as port of a “Round 2" submittal.

    Response: Understood. When available any comments will be addressed at that time.

13. Will the subdivision include any separate document with covenants, conditions, or restrictions?

    Response by Ridgeline: The subdivision will most likely include a separate document with covenants, conditions, or restrictions. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

14. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

    Response: Documents being resubmitted should all have the 5/21/2021 revision date in the revision blocks, as appropriate.

Ridgeline Plans:

General:

15. Will the distribution facility include any area for motor vehicle/truck repairs?

    Response by Ridgeline: The distribution facility will comply with the local zoning codes for Research, Development and Light Manufacturing District: M-1.

16. Architectural plans (elevations, floor plans, etc.) for the distribution facility buildings are required.

Response by Ware Malcomb: Please see attached drawings.

Site Plan/Landscaping:

17. No exterior dumpster enclosure/refuse area is shown on the plans. Will all refuse storage and loading areas be internalized within the two distribution buildings?

Response by Ridgeline: Yes, refuse storage will be found internally by the loading docks.

18. Will any new/relocated above ground utility or mechanical units be proposed on the site (HVAC equipment, generators, transformers, utility pedestals, above ground meters/panels, etc.)? Please show any such elements on the plans and screen accordingly.

Response: This will be addressed during final engineering, once the locations are known.

19. Code requires thot all rows of parking spaces include interim landscape islands after every continuous stretch of 20 spaces. Please incorporate the code required landscape islands within the truck parking row adjacent to Building 2.

Response: This has been addressed on the revised engineering plans.

Traffic/Parking:

20) 7 Bike parking spaces are required for Building 1 and 10 spaces are required for Building 2. Please add a note to the plan showing the location for the code required bike parking spaces.

Response: The site plan has been updated to include the required bike parking at both of the buildings. The bike racks for Building 1 are located near the building jog on the south elevation. The bike racks for Building 2 are located at the north end of the building.

21) KLOA study states that vehicular access will be provided via the north access drive on the Arens Control property. Are the appropriate easements for this access established? You are encouraged to reach out to the owner of the Arens Control property to coordinate on any expected access through their site.

Response by Ridgeline: Based on the conversations with the Village of Arlington Heights, it is Ridgeline Property Group's understanding that access had to be provided because of the existing PUD. However, if it not there, than Ridgeline Property Group is not going to pursue.

22) The development summary on Page 12 of the KLOA study does not match the plans with regards to size of the parking lot, number of loading spaces, and the number of loading docks.

Response: As the KLOA study was based on an old site plan, the revised KLOA report should now reference the current site plan and information.

23) Per KLOA study, northbound truck egress from the northern truck access drive onto Wilke should be prohibited. Please add a note to sheet C-8 outlining signage for this restriction.

Response by KLOA: Signage prohibiting truck egress to the north on Wilke Road will be provided.

24) The expected vehicle and truck traffic outlined in Table 7 appears underestimated. Please reconcile this analysis with the 2018 KLOA study for a similar warehouse distribution facility (LUC

150) of 331,014 sq. ft., which projected more traffic during peak times in comparison to the proposed warehouse distribution facility of 511,000 sq. ft. Please correct the study or explain/justify the difference in vehicle/truck generation roles for the similar developments.

Response by KLOA: The traffic volumes generated as part of the 2018 KLOA study were based on the ITE Trip Generation Manual, 9th Edition, which is an older edition of the manual. Furthermore, the fitted curve equations were utilized in this study to present a conservative analysis, even though ITE discourages the use of fitted curve equations that have an R^2 value of less than 0.75. The current traffic study prepared as part of the subject development utilized the ITE Trip Generation Manual, 10th Edition, which is the most recent version of the manual, and utilized the average rate for the purposes of trip generation. For Land-Use Code 150 in the 10th edition of the manual, the average rate resulted in the most conservative trip generation with higher traffic volumes as compared to the fitted curve equations, which also have an R^2 value less than 0.75. Copies of the ITE Trip Generation worksheets for Land-Use Code 150 are included in the Appendix of the revised traffic impact study.

25) The KLOA study shall be revised to include a parking analysis of the Ridgeline development.

Response by KLOA: A parking analysis has been included in the revised traffic impact study.

26) Per the January 13th Conceptual Plan Review Committee staff report, the traffic study was to analyze if on additional signal is warranted along Dundee Rood, aligning with the Napoleon entrance drive to the south. Please include this analysis within the KLOA study.

Response by KLOA: Access from the proposed development is not proposed at this location. Should direct access be provided to Dundee Road, a traffic signal will not be warranted at this location based on the following:

- **A traffic signal at this location will not meet the IDOT minimum spacing requirement for traffic signals.**
- **The volume of traffic generated by the proposed development will not generate an hourly outbound traffic volume greater than 150 vehicles, which is required to meet the peak hour traffic signal warrant assuming two outbound lanes.**

Rohrman Plans:

Site Plan/Landscaping/Building:

27. The photometric plan was not legible. Please submit a full size of the plan. Additionally, please provide catalog cuts for any new fixtures within the parking lot, and if any new fixtures are proposed within the small western parking lot modifications, please show those on the plans and accommodate for them within the photometric plan.

Response by Lexus project team representative: A properly scaled photometric plan has been included with this submittal. Additionally, catalog cut sheets are included in this submittal. No changes to lighting in the western vehicle display area of the Lexus lot are proposed at this time.

28. There is a large exterior storage/enclosure north of the Lexus building, which is proposed for demolition. This area appears to be used for tire, dumpster, and miscellaneous refuse storage. Where will this storage occur upon demolition of this area?

Response by Lexus project team representative: The revised plan included a dumpster location in the parking area at the northeast corner of the Lexus building.

29. Architectural plans shall be revised to show size (square footage) of remaining Lexus building post demolition.

Response by Lexus project team representative: Attached are updated architectural plans showing the required information.

30) Engineering and landscape plans are not coordinated with regards to certain areas of paving. Please revise plans to be coordinated.

Response by Lexus project team representative: Landscape plans have been revised to coordinate with engineering plans.

Traffic/Parking:

31. Please outline on the plane how many parking spaces will be included on Lot 2 and Lot 3, both standard spaces and accessible spaces upon completion of the proposed improvements.

Response by Lexus project team representative: Parking stall information has been added to sheet C2.0 of the Lexus plans.

32. In order to re-calculate parking for the Lexus site, please update the highlighted information in the below table, which was provided as port of the original Lexus building construction:

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	10,020				
Office	17,671				
Service	71,042	49	43		
Parts	16,400				
Spa/Health Club	1,651				
Café	448				
Multi-purpose	2,588				
Total	119,820				
Total Provided					735

Response by Lexus project team representative: Parking stall information has been added to sheet C2.0 of the Lexus plans.

Access:

33. The access through-out the entire PUD appears somewhat disjointed. The Ridgeline lot should have access (passenger vehicles but not trucks) into Lot 2 to utilize the existing traffic signal at the Rohrman driveway entrance on Wilke. Additionally, the Ridgeline lot should have a streamlined connection and easements to the existing right-in/right-out to Dundee Rood on the Nissan property (site plan modifications may be needed to facilitate this), as well as on easement for future access to lot 3 for a possible future traffic signal on Dundee Rood across from the Napleton entrance drive (passenger vehicles but not trucks).

Response by Lexus project team representative: Ridgeline has indicated that they do not plan to make this connection and thus should address this comment.

Response by Ridgeline: The truck court is 4 feet lower than building grade. The slope to connect the Lexus Wilke Drive Entrance to the south edge of the truck court is +/- 20%, a slope that is way beyond good engineering practice. We do have an entrance point to the Nissan lot.

34. There are existing CCR's from July 15, 2009 (Doc. 0921849002), which appears to grant cross access and cross parking between all four existing platted lots on the subject property. Will this document be revised to clarify cross access/parking given the new subdivision?

Response by Ridgeline: The CCR document (Doc. 0921849003), dated July 15, 2009, will be revised to clarify cross access/parking given the new subdivision. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review

35. The Alta/Title survey does not reflect the blanket ingress/egress and parking easement established via Doc. 0921849002. Why is this?

Response by Vanderstappen: The easement in question is a blanket easement over Bob Rohrman's Arlington Heights Automall Subdivision as a whole, (lots 1 through 4 inclusive) for the benefit of Lot 2 (Nissan Lot at the Southeast corner)" the Easement is noted as Blanket in Nature on the ALTA, however we will add notation in various locations throughout the ALTA and new plat of Subdivision acknowledging it more clearly.

Response by Ridgeline: "The easement in question is a blanket easement over Bob Rohrman's Arlington Heights Automall Subdivision as a whole, (lots 1 through 4 inclusive) for the benefit of Lot 2 (Nissan Lot at the Southeast corner)" the Easement is noted as Blanket in Nature on the ALTA; however, we will add notation in various locations throughout the ALTA and new plat of Subdivision acknowledging it more clearly.

36. Please provide Doc. 0026084 1 and Doc. 00364848. To whom do these easements benefit? Does this easement need to be amended to accommodate for the proposed Ridgeline improvements within its boundaries?

Response by Lexus project team representative: I've attached both easements in question, as well as the document referenced in 35 for all to have for their records/forward on to the Village as part of the submittal.

Response by Ridgeline: Attached are the requested documents. Below is a summary of the documents. Yes, the easements will need to be amended to accommodate the proposed Ridgeline development. Ridgeline Property Group and Rohrman Family are evaluating and discussing all easements and existing & new connections to conform with the PUD and new development.

Summary of Doc. 0026681

Terms and provisions of declaration of non-exclusive easement for ingress and egress recorded April 17, 2000 as document 00266841. (for further particulars, see record.) (Affects the Easterly portion of the land)	**Description:** • Declarant: Centerpoint Properties Trust • Declarant reserves a nonexclusive ingress/egress easement appurtenant to Parcel Two (believe this to be the tract currently owned by Breit Industrial - northeast of the subject property) (also, the legal description for Parcel 2 matches the metes and bounds for the 6.25+ acre tract depicted on the Final Plat of Bob Rohrman's Resubdivision – 4059) • The easement area is the driveway area leading from the subject property to Kennicott Avenue. • The maintenance, repair and replacement of the easement area is the obligation of the party owning the easement area (appears to be Seller). • It is difficult to ascertain exactly which property Parcel 1 (as defined in the agreement) includes however, it is clear that the subject property is at least a portion of Parcel 1. **Survey:** Per the Survey, this Item is not Survey related and is therefore, not plotted. **No objection**, but need to confirm that Seller is maintaining the easement area. Note: This easement area/driveway also provides access for the subject property to Kennicott Avenue.

This easement benefits Ridgeline and Rohrman as we need the access to the Kennicott Road.

Summary of Doc. 00364848.

Terms and provisions of declaration of non-exclusive easement for parking and sign recorded May 22, 2000 as document 00364848. (for further particulars, see record.)	**Description:** • Declarant: Centerpoint Properties Trust • Declarant reserves an Ingress, Egress and Parking Easement appurtenant to Parcel 2 (believe this to be the tract currently owned by Breit Industrial - northeast of the subject property) (also, the legal description for Parcel 2 matches the metes and bounds for the 6.25+ acre tract depicted on the Final Plat of Bob Rohrman's Resubdivision – 4059) • Declarant also reserves a nonexclusive easement appurtenant to Parcel 2 for the right to use a portion of any Identification Sign located on Parcel 1. (It is difficult to ascertain exactly which property Parcel 1 (as defined in the agreement) includes however, it is clear that the subject property is at least a portion of Parcel 1.) The portion of any Identification Sign on Parcel 1 which may be utilized by Parcel 2 is equal to a fraction, the numerator of which shall be the total rentable area of the improvements located on Parcel 2 and the denominator of which shall be equal to the total rental area of the improvements located on Parcel 1 (the "Parcel 2 Share"). • **The owner of Parcel 2 must pay to the owner of Parcel 1 an amount equal to the Parcel 2 Share of the cost of maintaining the Identification Sign.** • The maintenance, repair and replacement of the easement area and any Identification Sign is the obligation of the party owning the easement areas (appears to be Seller). **Survey:** Per the Survey, this Item affects the subject property and is plotted. **Object.** Require Seller to confirm that (i) it is maintaining the ingress/egress/parking easement areas, (ii) whether the Seller maintains any Identification Signs and if so, whether the owner of Parcel 2 uses the sign and is current in its payment of its maintenance obligations with respect to the sign.

This easement benefits Curtiss Wright and we object to this easement.

37. Will Rohrman hove ingress/egress rights to use the Lot 1 access to Kennicott? Does the existing easement in this area give the Rohrman lots (both the two proposed Lexus lots and the existing Nissan lot) rights to access Kennicott via the Lot 1 drive aisle connection? Please see condition #5 of Ordinance #05-065, which required certain easements in this location to be established. It appears these easements may not have been established.

Response by Ridgeline: Ridgeline Property Group and the Rohrman Family Ridgeline are evaluating and discussing all easements and existing & new connections to conform with the PUD. Easements subject to change to fit the new development. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

38. Is a new access easement needed to accommodate for the existing connection between the Nissan site and the proposed Ridgeline Lot 1? The Plat of Survey does not appear to show this connection within an easement.

Response by Ridgeline: Ridgeline Property Group and Rohrman Family are evaluating and discussing all easements and existing & new connections to conform with the PUD. Easements subject to change to fit the new development. Seller and Buyer are negotiating access easements and CC&Rs concurrently with Village review.

Landscape Comments:

Ridgeline Distribution Center:

1. The ends of all parking rows must include a 4-inch caliper shade tree. For a double island two trees must be provided.

   Response: The preliminary landscaping plan has been revised to address this comment.

2. Provide additional landscaping along the north property line. The landscaping should consist of a mix of evergreen trees. Overall, the landscaping is minimal along the shared property line. Evergreen trees should be incorporated in order to buffer the loading area from the north.

   Response: The preliminary landscaping plan has been revised to address this comment.

3. Provide additional landscaping along Dundee Road. It is recommended that and abundance of landscaping be provided in the island south of building #2 in order to screen the loading area/bays. The landscaping should be comprised of a mix of evergreens.

   Response: The preliminary landscaping plan has been revised to address this comment.

4. Increase the size of the proposed 1.5-inch caliper shade trees. The shade trees should be a minimum of 2.5 inches and the trees within the landscape islands must be a minimum of 4-inch caliper.

   Response: The preliminary landscaping plan has been revised to address this comment.

5. Overall, the proposed landscaping is minimal. It is recommended that additional landscaping be provided throughout the site. Incorporate additional trees throughout the site. In addition, increase the size of the plant material. The shrubs along Wilke Road must be a minimum of 3 feet high at time of installation.

   Response: The preliminary landscaping plan has been revised to address this comment.

6. All mechanical units must be fully screened. Please show all transformers/utilities on the landscape plan and provide landscaping in order to screen.

   Response: Once the transformers/utility locations are known (during final engineering), the final landscaping plan can be revised to address this comment.

7. A tree fee of $4 per lineal foot of frontage is required at the time of permit along with a landscape compliance bond that is 30% of the estimated landscape costs.

   Response: Understood. This will be calculated during final engineering.

8. As more detailed plans are provided additional comments may be forthcoming.

   Response: Understood.

Lexus Site:

9. The ends of all parking rows must include an island with a 4-inch caliper shade tree. Please incorporate an island adjacent to the building near the southeast corner.

   Response by Lexus project team representative: Plans have been revised to require 4" caliper trees.

10. Must maintain an 18-inch-high buffer between the parking area and the frontage. Please infill where any landscaping is absent.

    Response by Lexus project team representative: No additional parking is being proposed along any frontage on lots 2 or 3. Ownership of lots 2 and 3 requests that existing landscaping be continued.

11. The shade trees within the landscape islands at the ends of the parking rows must be a minimum of 4-inch caliper. Please increase the size of the proposed trees.

    Response by Lexus project team representative: Plans have been revised to require 4" caliper trees.

We appreciate your time and assistance. If you have any questions or require additional information, please do not hesitate to contact me at (847) 551-5300 or *jbryant@pinnacle-engr.com*.

Best Regards,
PINNACLE ENGINEERING GROUP, LLC

Jana Bryant

Jana Bryant, PE, CFM
Senior Project Manager

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 1100, 1400 W Dundee Rd., and 1510-1530 W Dundee Rd – Ridgeline Distribution Center

PC#: 21-009 – Round 2

Date: May 25, 2021

General Comments:

The information provided is conceptual only and subject to a formal plan review.

I do not have any additional comments.

RECEIVED
MAY 27 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #21-009
Ridgeline Distribution Center
1100, 1400 W. Dundee Rd. and 1500-1530 W. Dundee Rd
Round 2

45. The petitioner's response to comment nos. 11-14, 16-34 and 36-44 are acceptable.

46. The petitioner's response to comment no. 15 is acceptable. The proposed relocated storm sewer north of Building 2 has been changed to 36". Double check the proposed manhole diameters (15"?) and verify that the existing manhole at the west connection is large enough to accommodate a 36" sewer at 90-degrees to the existing 36" pipe. This can be addressed at final engineering.

47. There is a meter pit on the northwest corner of the property that is not currently being utilized that needs to be disconnected from the Villages Water System.

48. Add the following note to the Demolition Notes on Sheet C-3 and to the Utility Notes on Sheet C-15: "Coordinate all water main shut downs with Village Staff at least forty-eight hours (48-hrs) in advance."

49. The existing ingress/egress access from Kennicott Ave is shown to have asphalt mill and repave with 1 ½" asphalt. The existing pavement has signs of subbase failure, additional improvements will be needed to the access. This can be addressed at final engineering.

Traffic:

50. The petitioner's response to comment no. 35 is noted. Confirm that the ITE based estimated truck trip generation values substantially comply with known trip generation values based on other existing facilities owned by the proposed un-named tenant.

Preliminary Plat of Subdivision:

51. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following items are incomplete:

    a) Checklist item 5, provide the description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
    b) Checklist item 6, the boundary lines of the proposed subdivision are difficult to identify with the multiple line types and easements. Provide clarification to clearly show the proposed boundaries of the three proposed lots.
    c) Checklist item 11, the locations and dimensions of easements (existing, proposed, to be vacated) should be clarified as it is difficult to identify with the similarities in the line types. Provide clarification by adjusting the line types and shading to differentiate between the easements.
        i. Confirm the document number for the Public Utility Easement Doc. 1007631040 off of Wilke Rd to be vacated. The Topographic Survey provided by Vanderstappen Surveying references 10078631040.
        ii. The existing final plat shows that the 15 ft Public Utility Easement for the sanitary sewer line that runs southeast from Wilke Rd ends at the structure, and that the sanitary sewer service that runs from this structure northeast to the Lexus building is private. The preliminary plat shows that this northeast section of sanitary sewer is located within an easement. Verify the location of the easement.

d) Checklist item 12, show the location and dimensions of all building setback lines in the proposed subdivision.
e) Checklist item 13, provide the names and addresses of the owners of the land proposed to be subdivided.

52. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks

Michael L. Pagones, P.E. Date 6/8/21
Village Engineer

Attachments:
Preliminary Plat of Subdivision Checklist (1 page)
Final Plat of Subdivision Checklist (3 pages)
Contacts for Plat Signatures (1 page)
Sample Utility Signature Blocks (1 page)

Preliminary Plat of Subdivision Checklist

Municipal Code Section 29-201(b)(1 – 13)

- O 1. The name of the proposed subdivision.
- O 2. A north-point indication, scale, date of preparation of the Preliminary plat, and by whom prepared.
- O 3. A legal description of land proposed to be subdivided, by section, township and range, and other terms as used in describing land on the records of the Recorder of Deeds or Registrar of Titles, Cook County, Illinois.
- O 4. Sufficient information to locate accurately the proposed subdivision in relation to its general neighborhood, by means of references to streets, railroad lines, recorded plats, etc. If the foregoing references cannot be made, then a vicinity plat showing the location of the proposed subdivision, drawn to a smaller scale, shall accompany the Preliminary plat.
- O 5. The description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
- O 6. The boundary lines of the proposed subdivision, drawn to accurate scale and bearing, and a statement of the total area encompassed by the boundary lines.
- O 7. The location and dimensions of streets, easements, improvements and utilities within and immediately contiguous to the proposed subdivision, as well as the location and dimensions of major features such as railroad lines, airports, water courses, lakes and exceptional topography.
- O 8. The location, dimensions and layout of proposed streets, alleys, and sidewalks of the proposed subdivision.
- O 9. The layout, number, dimensions and area of each lot of the proposed subdivision.
- O 10. The location, dimensions and layout of all parcels of land intended to be dedicated for public use, such as parks and other open spaces, or reserved for the use of all subdivision property owners, together with an indication of the nature of each such use within the proposed subdivision.
- O 11. The location, dimensions and layout of all public utility easements in the proposed subdivision.
- O 12. The location and dimensions of all building setback lines in the proposed subdivision.
- O 13. The names and last known addresses of the owners of the land proposed to be subdivided, the subdivider and all owners of land immediately adjoining the land proposed to be subdivided.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Plat of Vacation Checklist

- Legal description of area being vacated
- Area in square feet of area being vacated
- Surveyor's Certificate
- Utility signature blocks
- Village signature blocks as shown below
- County Clerk Certificate

Village signature blocks:

Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Village Board of Trustees at a meeting held

_____, 20__

By: _____
Village President

Attest:_____
Village Clerk

APPROVED by the Village Collector on _____, 20__

_____

APPROVED by the Village Engineer on _____, 20__

_____

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ○ a. The date of preparation of the final plat and by whom prepared.
- ○ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ○ c. All permanent survey monuments, markers and bench marks.
- ○ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ○ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ○ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ○ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ○ h. All easements for rights of way established for public use and utilities.
- ○ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ○ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ○ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ○ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ○ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ○ n. A deed of dedication in the form set forth in Section 29-217(a):
  The Final plat shall contain a deed of dedication substantially as follows:

  "We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 _____.

_____
Notary Public"

○ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

_____
Chairman

_____
Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

_____
President

_____
Village Clerk

APPROVED by the Village Collector

_____

APPROVED by the Village Engineer

_____"

○ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

_____
Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____"

○ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.

○ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.

○ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.

○ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.

○ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier **Comcast Cable** 688 Industrial Drive Elmhurst, IL 60126	224-229-5850 Ted_Wyman@comcast.com Alternates: Bob Schulter (Department Supervisor), Martha Agieras (Assistant) Bob_Schulter@comcast.ncom Martha_Gieras@comcast.com *Per Frank: Request that completed plat data be shared with Comcast in advance of signature, and that the plat be physically provided at their 688 Industrial Drive office at a mutually agreed date and time.*
Mr. Mark Cozzi **ComEd** Three Lincoln Center, 4th Floor Oakbrook Terrace, IL 60181	630-576-6530 Mark.Cozzi@ComEd.com
Ms. Gwen Borjon **NICOR Gas** 1844 W Ferry Rd Naperville, IL 60563	630-388-2976 gborjon@southernco.com
Ms. Sue E. Manshum ROW Engineer **Ameritech** 1391 Abbot Ct Buffalo Grove, IL 60089	847-465-6086 sm9231@att.com
Mr. Dominick Silvio **WOW Internet Cable** 4350 Weaver Parkway Warrenville, IL 60555	630-536-3121 dominick.silvio@wowinc.com
Ms. Abigail Robinson **IDOT Permits** 201 W Center Court Schaumburg, IL 60196	847-705-4541 Abigail.L.Robinson@illinois.gov
Mr. Michael Sterr, P.E. Permit Division Head, Construction Bureau **Cook County Department of Transportation and Highways** 69 W Washington St 24th Floor Chicago, IL 60602	312-603-1670 michael.sterr@cookcountyil.gov hwy.permits@cookcountyil.gov

Sample Signature Blocks

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-009

Project Name Ridgeline Distribution Center

Project Location 1100, 1400, and 1510-1530 W. Dundee Rd.

Planning Department Contact Sam Hubbard

General Comments

Round 2
General Comments:

1) Please provide a clearer location of the hydrants. The hydrants on the utility plan show hydrants on the north and east side of the project. What appears to be other hydrants don't match the legend and are not labeled like hydrants 1-7.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date June 2, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Ridegline Distribution Center
1100, 1400 W Dundee Rd and 1510-1530 W Dundee Rd

Round 2 Review Comments **05/26/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further
6. **General comments:**
   Nothing further.

A-V #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt R 569

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: May 24, 2021

Re: PC# 21-009, Ridgeline Distribution Center (Dundee Rd.), Round 2

No comments at this time.

Planning & Community Development Dept. Review

June 15, 2021

REVIEW ROUND 2

Project: Ridgeline/Rohrman Redevelopment

Case Number: PC 21-009

General:

39) The response to the following comments is acceptable: #9, #12, #14, #16, #17, #19, #20, #22, #23, #25, #32.

40) The response to comment 7f is noted. While it is understood that landscape islands are being omitted to maximize the number of parking stalls, a response to the specific justification criteria is required. See #41 below.

41) The response to comment #8 is not acceptable. The previously granted landscape island variation and tandem parking variation were specific to the previous work that was done on the property. The proposed project involves new areas of tandem parking and new areas where landscape islands have been omitted. Therefore, justification for these newly requested variations must be provided. For each of the two requested variations, please provide a written response to each of the four criteria for approval.

42) The response to comment #10 is incomplete. A legal description for the Arens Control/Curtiss Wright lot and the Nissan lot must be provided. An electronic copy, in Microsoft Word format, of the legal description for both of those properties must be provided. An electronic copy, in Word format, must also be provided for the four existing lots within Bob Rohrmans Arlington Heights Auto Mall Subdivision.

43) The response to comment #11 is noted. Given the overall PUD plan, shared access to certain drive aisle is critical to the success of the PUD. Please reach out to the property owner of the Arens Control/Curtiss Wright site to understand any potential concerns they have with the proposed development and specifically in relation to the easements where they are the beneficiaries.

44) The response to comment #13 is noted. Please note that Section 29-209k of Chapter 29 of the Municipal Code requires the submission of the proposed CCR's, to be approved by the Plan Commission, as part of Final Plat of Subdivision review. Additionally, please acknowledge that the requirements of Section 29-205 of Chapter 29 will be addressed after Preliminary Plat of Subdivision approval but prior to submission of a Final Plat for review.

45) The response to comment #15 is noted. Please note that any future area proposed for vehicle fueling, service, or repair could require an amendment to the PUD and/or additional zoning approvals. Motor Vehicle repair and service is not allowed within the M-1 District.

46) The response to comment #18 is noted. Should the Village recommend approval of this application, a condition of approval would likely be recommended that would require the final proposed location for these elements to be provided at time of Final Plat of Subdivision submission. The locations for these elements shall be internalized and screened to the maximum extent feasible, for review and approval by the Village as part of Final Plat review. A modified landscape plan may also be required.

47) The response to comment #21 is noted. While cross access within all four lots of the Bob Rohrmans Arlington Heights Auto Mall subdivision is required per the PUD and established via a blanket easement (Doc. 0921849003), there does not appear to be cross access allowed through the Arens Control/Curtiss Wright lot.

48) The response to comment #24 is noted. Staff has concerns that the traffic projections do not adequately capture future traffic generation from the proposed uses on the site and encourages alternative means to estimate future traffic volumes.

49) The response to comment #26 is noted. Staff notes that a 2017 Warrant Study prepared by KLOA found that a traffic signal in this location would meet warrants.

50) The response to comment #27 is noted. The information provided did not include any information on the height of the poles as measured from grade to the top of the fixture. Please review Section 10.2-12.3c of Chapter 28 to ensure light poles comply with spacing standards.

51) The response to comment #28 is noted. Provide a note on the plans with details on the height and materials for the enclosure walls and gate.

52) The response to comment #29 is noted, however, no architectural plans were included within the documents resubmitted. Remaining square footage within the Lexus Dealership building must be provided. Please see comment #54

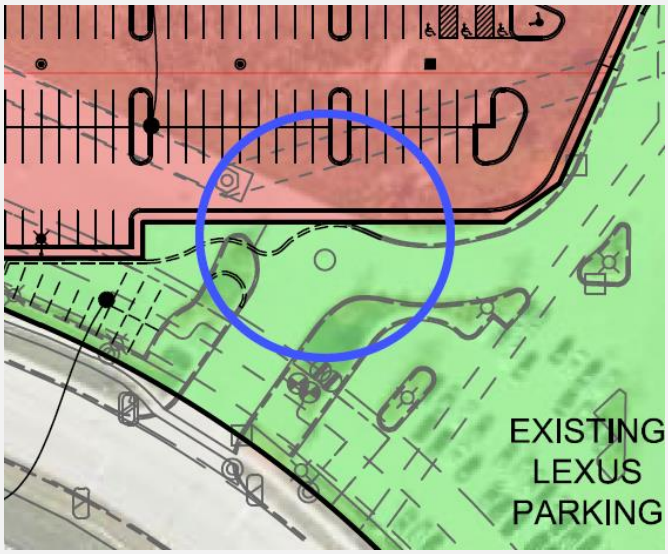
53) The response to comment #30 is noted. Staff notes that the landscape and engineering plans for the Rohrman site have minor inconsistencies.

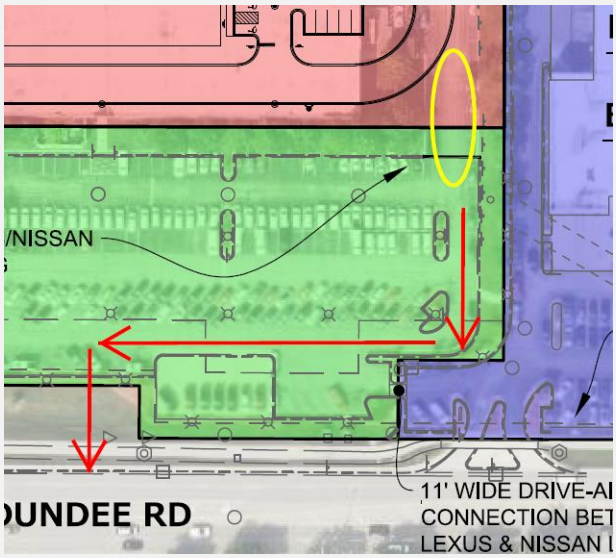
54) The response to comment #31 is not acceptable. Please either provide a detailed and scaled floorplan showing the interior of the remaining spaces within the Lexus building post-demolition, or provide the specific info as highlighted in the table below, which is necessary for the Village to re-calculate the parking requirement.

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	Confirmed, thank you.				
Office	Confirmed, thank you.				
Service	Please confirm sq. footage of service area(s).	Please confirm number of employees working in the service area	Confirm number of lifts and bay.		
Parts	Please confirm sq. footage of parts area(s).				
Spa/Health Club	Is total area for "spa" and "health club" 2,366 sq. ft?				
Café	Please confirm sq. footage of cafe area.				
Multi-purpose	Please confirm sq. footage of any multi-purpose room (boardroom? others?)				
Total	Please confirm remaining sq. footage post-demo.				

Please note that elevators/stairs/closets/storage areas can be included within the overall square footage of the Service, Office, Showroom, or Parts portions of the building to which they serve/are accessory to.

55) The response to comment #33 is not acceptable. Staff continues to recommend that passenger vehicle cross access be provided in the location as shown in blue below, which would provide passenger vehicle access at a signalized intersection to the Ridgeline property for safer vehicle movements. Staff continues to recommend a streamlined point of access between the Ridgeline lot and Lexus lot in the location as shown in yellow below, with future cross access to a potential signal as shown in red below. A connection and cross access easement between the Lexus site and the Nissan site should also be provided.





56) The response to comment #34 is not acceptable. The location of easements and cross access must be addressed/determined as part of the PUD amendment process. Please provide further information.

57) The response to comment #35 is noted. It appears that this easement will need to be amended, which must be addressed as part the PUD amendment process. If this easement does not need to be amended and will remain, the blanket easement should be identified on the Plat of Subdivision.

58) The response to comment #36 is not acceptable. Staff disagrees that document #00266841 is to the benefit of Ridgeline/Rorhman. Please reevaluate this easement as the legal description for "Parcel 2" (the beneficiary) appears to be describing the Arens Control/Curtiss Wright lot. Furthermore, the response states that you object to easement established via document #00364848. What does this mean? It appears that this easement will need to be amended to allow the Ridgeline development. Coordination with the beneficiary of this easement will be required. This must be addressed as part of the PUD amendment.

59) The response to comments #37 and #38 is not acceptable. Access and easements must be addressed as part of the PUD amendment and Preliminary Plat of Subdivision approval process. It does not appear that Ridgeline has cross access rights through the Nissan site although a physical connection is shown.

Plat of Subdivision:

60) The number of dashed lines on the Plat are hard to follow. Please explore alternative means of depicting these items for clarity (reduce/increase line weight, add hatching, etc.). Please increase the weight of the proposed interior lot lines for clarity.

61) Existing building setback lines shown on the Plat of Subdivision that were established from a previously recorded Plat of Subdivision document should be removed as they will no longer be applicable since the proposed subdivision will establish new lot lines and new required setbacks.

62) Per Chapter 29, Section 29-201b.12, newly established required setback lines must be shown on the proposed plat, which shall be based on the required setbacks (front, side, exterior side, rear) for each newly proposed lot as per the zoning district setback requirements and configuration of each lot.

63) Chapter 29, Section 29-201b.6 requires a statement of the total land areas encompassed within the subdivision.

64) Please provide the information as required in Section 29-201b.13.

65) The Plat of Subdivision notes that Document #00266841 is to the benefit of Lot 2 in Bob Rohrmans Subdivision. Please reevaluate this (see comment #58).

Prepared by: 

1100, 1400 W Dundee & 1500-1530 W. Dundee Road
PC 21-009
June 4, 2021

Landscape Comments

Ridgeline Distribution Center

1) Please increase the size of the evergreen trees so that they are 6-8 feet high at time of installation. The code required screen adjacent to the parking areas must be a minimum of 3 feet high at time of installation.

2) Provide an additional 15 evergreen trees along the north property line adjacent to the loading area in order to buffer the area from the north.

3) Provide 18 additional evergreen trees in the island south of building #2 and along the west property line adjacent to Lexus in order to screen the loading area/bays from Dundee Road.

July 9, 2021

Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: 1400-1500 W. Dundee Rd., Arlington Heights – Review Letter Response
Arlington Heights, Illinois (Cook County)
PEG Job No.: 2283.00-IL

Dear Sam Hubbard,

Thank you for your comment letter dated May 25th, 2021. Please find the following documents, provided digitally, for your review, along with responses to your comments.

- nine (9) Comment Response Letter
- nine (9) Preliminary Civil Engineering Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Preliminary Landscape Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Overall PUD Site Plan Exhibit (4 full size & 5 11x17)
- nine (9) Preliminary Plat
- five (5) Traffic Impact Study Report
- nine (9) Curtis Wright legal description
- nine (9) Easement exhibits:
  - Existing Lexus & Nissan Ingress & Egress Easement Exhibit
  - East Ingress & Egress Easement Exhibit
  - Future East Ingress & Egress Easement Exhibit
  - West Ingress & Egress Easement Exhibit
  - Exhibit "C"
- 1 Jump drive with digital copies of the entire submittal

Plan Commission

45. The petitioner's response to comment nos. 11-14, 16-34 and 36-44 are acceptable.
Response: Understood.

46. The petitioner's response to comment no. 15 is acceptable. The proposed relocated storm sewer north of Building 2 has been changes to 36". Double check the proposed manhole diameters (15"?) and verify that the existing manhole at the west connection is large enough to accommodate a 36" sewer at 90-degrees to the existing 36" pipe. This can be addressed at final engineering.
Response: The storm structure sizing will be addressed with the final engineering plans for permitting.

47. There is a meter pit on the northwest corner of the property that is not currently being utilized that needs to be disconnected from the Villages Water System.
Response: The meter pit has been referenced on sheet C-4 to be removed.

48. The Add the following note to the Demolition Notes on Sheet C-3 and to the Utility Notes on Sheet C-15: "Coordinate all water main shut downs with Village Staff at least fourth-eight hours (48-hrs) in advance."
Response: We have added the note to all demolition sheets (demolition note number 16) and utility sheets (utility note number 15).

Response by Lexus project team representative (JCA): This note has been added to sheet C1.0 of the JCA site plans.

49. The existing ingress/egress access from Kennicott Ave is shown to have asphalt mill and repave with 1 ½" asphalt. The existing pavement has signs of subbase failure, additional improvements will be needed to the access. This can be addressed at final engineering.
Response: With regard to the existing ingress/egress access from Kennicott Ave., we now call for full depth pavement removal on the demolition plans, and proposed fire lane asphalt pavement on the site plans. If the Village will allow for areas to be full depth patches in the area with subbase failure, that would be preferred, but we will address this during final engineering with the Village.

Traffic:

50. The petitioner's response to comment no. 35 is noted. Confirm that the ITE based estimated truck trip generation values substantially comply with known trip generation values based on other existing facilities owned by the proposed un-named tenant.
Response by KLOA: The assumed 20% of total traffic will be truck traffic is higher than what ITE recommends and should be representative of the number of trucks that will be generated by this type of development. Furthermore and as discussed in the revised traffic study, the truck estimates are consistent with the results of the two trip generation surveys that KLOA has previously conducted at similar developments.

Preliminary Plat of Subdivision:

51. The plat was reviewed against the attached Preliminary Plat of Subdivision Checklist. The following items are incomplete:
    a) Checklist item 5, provide the description and location of all survey monuments, existing and to be erected, in the area of the proposed subdivision.
    b) Checklist item 6, the boundary lines of the proposed subdivision are difficult to identify with the multiple line types and easements. Provide clarification to clearly show the proposed boundaries of the three proposed lots.
    c) Checklist item 11, the locations and dimensions of easements (existing, proposed, to be vacated) should be clarified as it is difficult to identify with the similarities in the line types. Provide clarification by adjusting the line types and shading to differentiate between the easements.
        i. Confirm the document number for the Public Utility Easement Doc. 1007631040 off of Wilke Rd to be vacated. The Topographic Survey provided by Vanderstappen Surveying references 10078631040.
        ii. The existing final plat shows that the 15 ft Public Utility Easement for the sanitary sewer line that runs southwest from Wilke Rd ends at the structure, and that the sanitary sewer service that runs from this structure northeast to the Lexus building is private. The preliminary plat shows that this northeast section of sanitary sewer is located within the easement. Verify the location of the easement.

d) Checklist item 12, show the location and dimensions of all building setback lines in the proposed subdivision.
e) Checklist item 13, provided the names and addresses of the owners of the land proposed to be subdivided.

Response:

a) The description and location of all survey monuments have been added.
b) The plat has been revised to clarify this better.
c) i. The document number referenced is correct. The previous survey done for the site had the correct number, the more recent survey of the site contains an extra number in the document number.
ii. The location of the easement was verified and the plan revised accordingly.
d) They are shown and labeled, existing shown labeled with distance.
e) The names and addresses of the owners of the land proposed to be subdivided have been added.

52. For the Final Plat of Subdivision, use the attached Final Plat of Subdivision Checklist. The elementary school district is Consolidated Community School District #25, Township High School District #214, Harper Community College District #512. Add the utility signature blocks.
Response: This has been updated within the Owners Certificate on page 2 of the preliminary plat of subdivision.

Arlington Heights Fire Department- Round 2

General Comments:

1. Please provide a clearer location of the hydrants. The hydrants on the utility plan show hydrants on the north and east side of the project. What appears to be other hydrants don't match the legend and are not labeled like hydrants 1-7.
Response: All 13 proposed fire hydrants are now labeled and use the same symbol as that shown in the legend.

Arlington Heights Police Department-Round 2

General Comments:

1. Character of use: Nothing further.
Response: Understood.

2. Are lighting requirements adequate? Nothing further.
Response: Understood.

3. Present traffic problems? Nothing further.
Response: Understood.

4. Traffic accidents at particular location? Nothing further.
Response: Understood.

5. Traffic problems that may be created by the development. Nothing further.
Response: Understood.

6. General comments: Nothing further.
Response: Understood.

Health Service Department

1. No comments at this time.

Planning & Community Development:

General:

39. The response to the following comments is acceptable: #9, #12, #14, #16, #17, #19, #20, #22, #23, #25, #32.
Response: Understood.

40. The response to comment 7f is noted. While it is understood that landscape islands are being omitted to maximize the number of parking stalls, a response to the specific justification criteria is required. See #41 below.
Response by Lexus project team representative (JCA): A landscaped island has been added to the only location in the new parking area that did not meet the requirements.

41. The response to comment #8 is not acceptable. The previously granted landscape island variation and tandem parking variation were specific to the previous work that was done on the property. The proposed project involves new areas of tandem parking and new areas where landscape islands have been omitted. Therefore, justification for these newly requested variation must be provided. For each of the two requested variations, please provide a written response to each of the four criteria for approval.
Response by Lexus project team representative (JCA): As mentioned above, a landscape island has been added in the new parking area at the one required location.
Tandem parking is being requested because Rohrman Auto Group is eliminating significant areas of tandem parking/vehicle storage for the benefit of the new development. This is the most efficient way to display vehicles from a marketing standpoint. It allows dealers to place similar vehicles with minor differences such as color adjacent to one another. This provides the most efficient configuration for sales comparison in addition to efficient use of vehicle storage areas.

42. The response to comment #10 is incomplete. A legal description for the Arens Control/Curtiss Wright lot and the Nissan lot must be provided. An electronic copy, in Microsoft Word format, of the legal description for both of those properties must be provided. An electronic copy, in Word format, must also be provided for the four existing lots within the Bob Rohrmans Arlington Heights Auto Mall Subdivision.
Response: The legal description for the Arens Control/Curtiss Wright lot and the Nissan have been provided. The requested word files are included on the files on the jump drive.

43. The response to comment #11 is noted. Given the overall PUD plan, shared access to certain drive aisle is critical to the success of the PUD. Please reach out to the property owner of the Arens Control/Curtiss Wright site to understand any potential concerns they have with the proposed development and specifically in relation to the easements where they are the beneficiaries.
Response by Ridgeline: Ridgeline reached out to the owner of Arens Control/Curtiss Wright, Link (BREIT), to discuss the proposed development and existing easements. Link is aware and is in support of the proposed industrial development. There are two easements in which Link is the beneficiary: 1.) Doc. #00266841 and 2.) Doc. #00364848. Easement, Doc. #00266841 gives Link ingress/egress access to and from Ridgeline Lot 1 and Kennicott Drive. Ridgeline does not object to this easement and thus okay with the existing easement – no modifications necessary. Easement Doc. #00364848 gives the beneficiary, Link, ingress/egress, and parking rights for Ridgeline Lot 1. Ridgeline engaged a specialized land use law firm, Liston & Tsantilis, to assist in the discussions with Link to modify easement Doc. #00364848. The goal is to vacate the parking easement. However, if Link needs the parking, then Ridgeline and Link will modify the easement to clearly outline the number and location of parking stalls

provided. An exhibit, titled, "Exhibit C," has been provided for Village's review for the modifications to easement Doc. #00364848.

44. The response to comment #13 is noted. Please note that Section 29-209k of Chapter 29 of the Municipal Code requires the submission of the proposed CCR's, to be approved by the Plan Commission, as part of Final Plat of Subdivision review. Additionally, please acknowledge that the requirements of Section 29-205 of Chapter 29 will be addressed after Preliminary Plat of Subdivision approval but prior to submission of a Final Plat for review.
Response by Ridgeline: Ridgeline and Rohrman will modify the CCRs after Preliminary Plat of Subdivision Approval, but before Final Plat review. Section 29-205 refers to installation of survey monuments. It is acknowledged that this will need to occur after Preliminary Plat of Subdivision approval, but prior to submission of a Final Plat for review.

45. The response to comment #15 is noted. Please note that any future area proposed for vehicle fueling, service, or repair couple require an amendment to the PUD and/or additional zoning approvals. Motor Vehicle repair and service is not allowed within the M-1 District.
Response by Ridgeline: Ridgeline notes that if there were to be vehicle fueling, service, or repair, then there would be an amendment to the PUD or additional zoning approvals. While Ridgeline is developing the buildings on a speculative basis, Ridgeline does not anticipate those type of uses for this project.

46. The response to comment #18 is noted. Should the Village recommend approval of this application, a condition of approval would likely be recommended that would require the final proposed location for these elements to be provided at time of Final Plat of Subdivision submission. The locations for these elements shall be internalized and screened to the maximum extent feasible, for review and approval by the Village as part of the Final Plat review. A modified landscape plan may also be required.
Response: Understood.

47. The response to comment #21 is noted. While cross access within all four lots of the Bob Rohrmans Arlington Heights Auto Mall subdivision is required per the PUD and established via a blanket easement (Doc. 092184900.), there does not appear to be cross access allowed through the Arens Control/Curtiss Wright lot.
Response by Ridgeline: This is correct. A cross access easement does not exist on the very north end of the property between Ridgeline and Arens Control/Curtiss Wright. Ridgeline met with Village Staff, Sam Hubbard, on Friday, June 25th, and Sam said we do not need to establish an easement as this is for emergency access only. Thus, we will keep the connection between both lots with no new easements.

48. The response to comment #24 is noted. Staff has concerns that the traffic projections do not adequately capture future traffic generation from the proposed uses on the site and encourages alternative means to estimate future traffic volumes.
Response by KLOA: As discussed in the revised traffic study, the trip generation estimates have been revised to reflect higher traffic projections.

49. The response to comment #26 is noted. Staff notes that a 2017 Warrant Study prepared by KLOA found that a traffic signal in this location would meet warrants.
Response by KLOA: The 2017 Warrant Study assumed a big box anchor retail store that generates significantly higher traffic volumes than the proposed development will generate. As such, even with the revised trip rates, the estimated traffic volumes for the proposed Warehouse/Distribution development will not warrant a traffic signal.

50. The response to comment #27 is noted. The information provided did not include any information on the height of the poles as measures from grade to the top of the fixture. Please review Section 10.2-12.3c of Chapter 28 to ensure light poles comply with spacing standards.
Response: Per the detail on the Ridgeline photometric plan, the height of the pole from the pavement is 27.5', or a 25' pole on top of a 2.5' concrete base.

Response by Lexus project team representative (JCA): The light pole height is 24' from the pavement.

51. The response to comment #28 is noted. Provide a note on the plans with details on the height and materials for the enclosure walls and gate.
Response by Lexus project team representative (JCA): The architect is currently completing this work and will submit it once completed.

52. The response to comment #29 is noted, however, no architectural plans were included with in the documents resubmitted. Remaining square footage within the Lexus Dealership building must be provided. Please see comment #54.
Response by Lexus project team representative (JCA): This information has been included on sheet C2.0 of the JCA site engineering plans.

53. The response to comment #30 is noted. Staff notes that the landscape and engineering plans for the Rohrman site have minor inconsistencies.
Response by Lexus project team representative (JCA): Changes to the landscape plan have been completed and the landscape plan now conforms to the engineering plans.

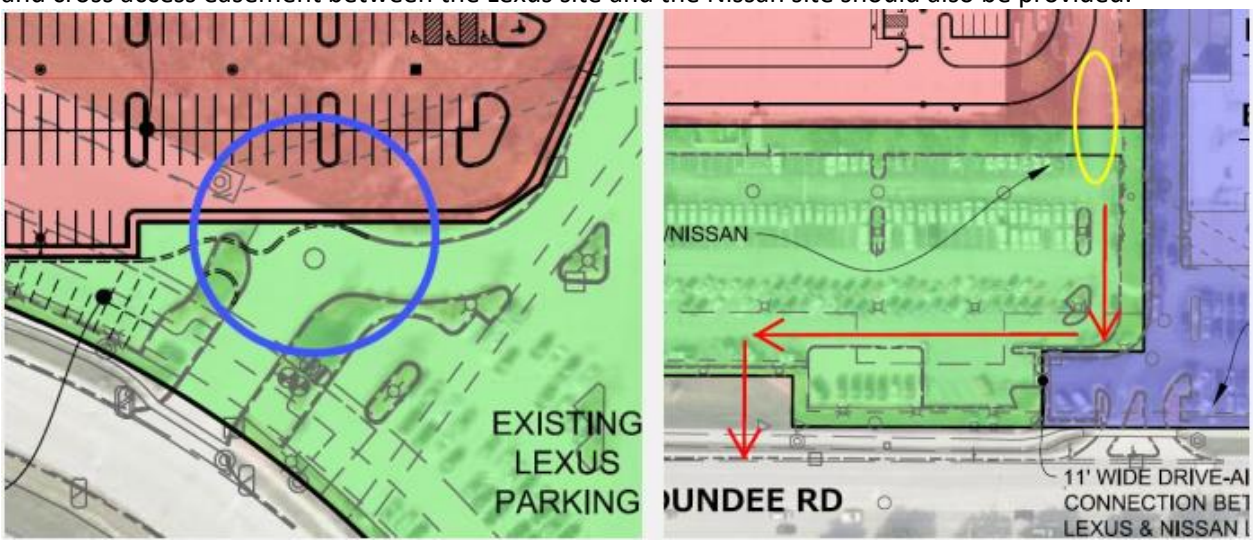
54. The response to comment #31 is not acceptable. Please either provide a detailed and scaled floorplan showing the interior of the remaining spaces within the Lexus building post-demolition, or provide the specific info as highlighted in the table below, which is necessary for the Village to re-calculate the parking requirement.

USE	SF	# of Employees	# of Service Bays	Parking Ratio	Required Parking
Showroom/Sales	Confirmed, thank you.				
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Service	Please confirm sq. footage of service area(s).	Please confirm number of employees working in the service area	Confirm number of lifts and bay.		
Parts	Please confirm sq. footage of parts area(s).				
Spa/Health Club	Is total area for "spa" and "health club" 2,366 sq. ft?				
Café	Please confirm sq. footage of cafe area.				
Multi-purpose	Please confirm sq. footage of any multi-purpose room (boardroom? others?)				
Total	Please confirm remaining sq. footage post-demo.				

Please note that elevators/stairs/closets/storage areas can be included within the overall square footage of the Service, Office, Showroom, or Parts portions of the building to which they serve/are accessory to.

Response by Lexus project team representative: This information has been included on sheet C2.0 of the JCA site engineering plans.

55. The response to comment #33 is not acceptable. Staff continues to recommend that passenger vehicle cross access be provided in the location as shown in blue below, which would provide passenger vehicle access at a signalized intersection to the Ridgeline property for safer vehicle movements. Staff continues to recommend a streamlined point of access between the Ridgeline lot and Lexus lot in the location as shown in yellow below, with future cross access to a potential signal as shown in red below. A connection and cross access easement between the Lexus site and the Nissan site should also be provided.



Response by Ridgeline: Ridgeline and the Rohrman Team met with Village Staff on Friday, July 2nd, to discuss the various easements.

<u>Connection Point South of Building 1 and Lexus Dealership</u>
Ridgeline and Rohrman agreed to create the connection proposed by the Village of Arlington Heights. Ridgeline and Rohrman are submitting updated plans to show the connection point between the two lots. Additionally, a cross access easement will be established between the two lots. Please see exhibit titled, "West Ingress & Egress Easement Exhibit."

<u>Connection Point South of Building 2 and Lexus Parking</u>
Ridgeline, Rohrman and The Village of Arlington Heights reached agreement to create a "Future East Ingress & Egress Easement" at the proposed location if there were to be a curb cut and traffic signal constructed between Wilke and Kennicott. Please see the exhibit titled, "Future East Ingress & Egress Easement Exhibit," highlighting a future access easement per the Village's requested location.

56. The response to comment #34 is not acceptable. The location of easements and cross access must be addressed/determined as part of the PUD amendment process. Please provide further information.
Response by Ridgeline: Ridgeline and Rohrman are going to vacate easement, Doc. #0921849002, and have clearly defined access easements between the parties. These access easements are outlined on the subdivision of plat and are provided as exhibits with the submittal.

The following Easement Exhibits are provided for Village review:

1.) **<u>West Ingress & Egress Easement Exhibit:</u> This access easement grants only car access to and from Building 1 (Ridgeline Lot 1) via the Lexus property from Wilke Road.**

2.) **<u>Future East Ingress & Egress Easement Exhibit:</u> This access easement grants only car access to and from Building 2 (Ridgeline Lot 1) via the Lexus parking lot if a traffic signal were to be constructed between Wilke Road and Kennicott Road.**
3.) **<u>Existing East Ingress & Egress Easement Exhibit:</u> This access easement will grant only car access to and from Building 2 (Ridgeline Lot 1) via the Nissan Dealership Lot so only cars can access the Right-In and Right-Out to Dundee.**
4.) **<u>Existing Lexus & Nissan Ingress & Egress Easement Exhibit:</u> This access easement will grant access between the Lexus and Nissan dealerships at the existing connection point.**

57. The response to comment #35 is noted. It appears that this easement will need to be amended, which must be addressed as part the PUD amendment process. If this easement does not need to be amended and will remain, the blanket easement should be identified on the Plat of Subdivision.
Response by Ridgeline: Per the response to #56, easement Doc. #0921849002 will be vacated and thus will not show on the Plat of Subdivision.

58. The response to comment #36 is not acceptable. Staff disagrees that document #00266841 is to the benefit of Ridgeline/Rorhman. Please reevaluate this easement as the legal description for "Parcel 2" (the beneficiary) appears to be describing the Arens Control/Curtiss Wright lot. Furthermore, the response states that you object to easement established via document #00364848. What does this mean? It appears that this easement will need to be amended to allow the Ridgeline development. Coordination with the beneficiary of this easement will be required. This must be addressed as part of the PUD amendment.
Response by Ridgeline: After further review of the documents, Ridgeline agrees with Village Staff that the beneficiary of the easement is the Arens Control/Curtiss Wright lot. To clarify the initial response, the "objection" means Ridgeline is trying to vacate the easement and thus Ridgeline engaged Liston and Tsantilis to coordinate with the beneficiary of the easement, Link, to vacate easement Doc. #00364848. Ridgeline is currently having conversations with Link, the owner of the Arens Control/Curtiss Wright property, to either modify or eliminate easement Doc. #00364848. If Link needs the additional parking, Ridgeline provided an Easement Exhibit, titled, "Exhibit C" that shows the proposed parking for Arens Control/Curtiss Wright.

59. The response to comments response to comments #37 and #38 is not acceptable. Access and easements must be addressed as part of the PUD amendment and Preliminary Plat of Subdivision approval process. It does not appear that Ridgeline has cross access rights through the Nissan site although a physical connection is shown.
Response by Ridgeline:
<u>Revised Comments to #37</u>
Ridgeline spoke with Rohrman to see if Rohrman needs ingress/egress access to Kennicott via the proposed Ridgeline Lot 1. Rohrman does <u>not</u> need ingress/egress access to Kennicott and thus there will be no access easements created or recorded.

<u>Revised Comments to #38:</u>
Ridgeline and Rohrman met with Village Staff (Charles Perkins and Sam Hubbard) to discuss the access between Ridgeline Lot 1 and Nissan Lot. Ridgeline and Rohrman will create an access easement between Ridgeline Lot 1 and the Nissan Lot so cars can access the right-in/right-out to Dundee from the Building 2 of Ridgeline Lot 1. There is an exhibit titled, "Existing East Ingress & Egress Easement Exhibit,"

– granting car access to and from Building 2 (Ridgeline Lot 1) via the Nissan Dealership lot so only cars can access the right-in/right-out to Dundee.

Plat of Subdivision:

60. The number of dashed lines on the Plat are hard to follow. Please explore alternative means of depicting these items for clarity (reduce/increase line weight, add hatching, etc.). Please increase the weight of the proposed interior lot lines for clarity.
Response: The Plat has been adjusted for clarity.

61. Existing building setback lines shown on the Plat of Subdivision that were established from a previously recorded Plat of Subdivision document should be removed as they will no longer be applicable since the proposed subdivision will establish new lot lines and new required setbacks.
Response: The Plat has been revised as requested.

62. Per Chapter 29, Section 29-201b.12, newly established required setback lines must be shown on the proposed / plat, which shall be based on the required setbacks (front, side, exterior side, rear) for each newly proposed lot as per the zoning district setback requirements and configuration of each lot.
Response: Only the front setback is required and has been shown.

63. Chapter 29, Section 29-201b.6 requires a statement of the total land areas encompassed within the subdivision.
Response: The table has been added.

64. Please provide the information as required in Section 29-201b.13.
Response: The information as required by that section has been added to the Plat.

65. The Plat of Subdivision notes that Document #00266841 is to the benefit of Lot 2 in Bob Rohrmans Subdivision. Please reevaluate this (see comment #58).
Response: The current document referenced only is to the benefit of the Curtis Wright property only and not the Nissan property. The proposed easement is placed to add the Nissan property as additionally benefitted.

Planning & Community Development:

Landscape Comments:

Ridgeline Distribution Center:

1. Please increase the size of the evergreen trees so that they are 6-8 feet high at time of installation. The code required screen adjacent to the parking areas must be a minimum of 3 feet high at time of installation.
Response: The landscape plans have been adjusted to note this requirement.

2. Provide an additional 15 evergreen trees along the north property line adjacent to the loading area in order to buffer the area from the north.
Response: The landscape plans have been adjusted to address this comment.

3. Provide 18 additional evergreen trees I the island south of building #2 and along the west property line adjacent to Lexus in order to screen the loading area/bays from Dundee Road.
Response: The landscape plans have been adjusted to address this comment.

We appreciate your time and assistance. If you have any questions or require additional information, please do not hesitate to contact me at (847) 551-5300 or *jbryant@pinnacle-engr.com*.

Best Regards,
PINNACLE ENGINEERING GROUP, LLC



Jana Bryant, PE, CFM
Senior Project Manager

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 21, 2021
Subject: 1100, 1400, 1510-1530 W Dundee, PC #21-009 Round 3

With regard the proposed construction, PW has the following comments:

PW has no further comments

C. file

PLAN COMMISSION PC #21-009
Ridgeline Distribution Center
1100, 1400 W. Dundee Rd. and 1500-1530 W. Dundee Rd
Round 3

53. The petitioner's response to comment nos. 45-50, and 51 a, b, c (i) and d and e are acceptable.

54. The petitioner's response to comment no. 51, item c (ii) is not acceptable. The Village will not accept maintenance of the private utility line for the existing Lexus building. Establishing a private utility easement would be acceptable.

Michael L. Pagones, P.E. Date 7/20/21
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

Planning & Community Development Dept. Review

July 22, 2021

REVIEW ROUND 3

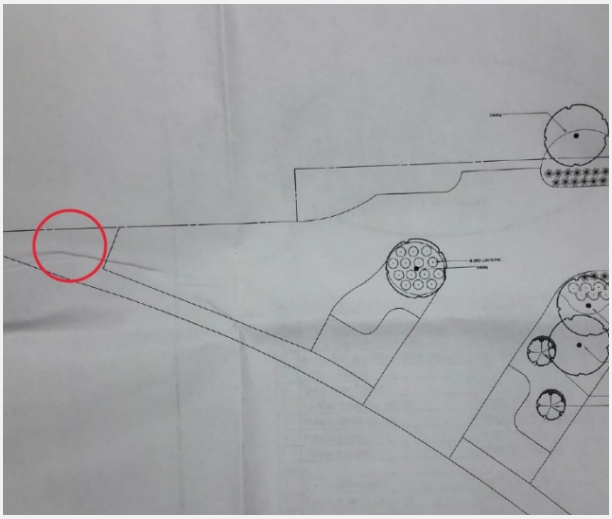
Project: Ridgeline/Rohrman Redevelopment

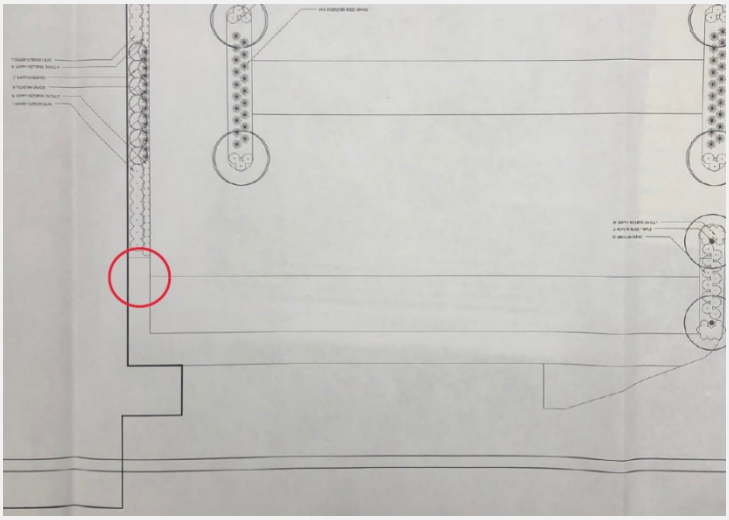
Case Number: PC 21-009

General:

66) The response to the following comments is acceptable: #39, #46, #47, #49, and #60.

67) The response to comment 40 is not acceptable. Shade trees are required at the ends of all parking rows. Shade trees are missing in the following locations. Either incorporate the required shade trees or request a variation and provide the required written justification, which includes **a response to each of the 4 approval criteria**.





68) The response to comment #41 is noted. Please provide the response within the following framework, addressing each criteria individually.

Standards for Variation approval:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

69) The response to comment #42 is noted. Please double check the legal description provided for the Nissan lot; staff has noted the following errors and questions the accuracy of the legal description:

- **The address for the Nissan lot is incorrect.**
- **The PIN # provided for the Nissan lot does not exist.**
- **The square footage for the lot does not match the square footage as shown on the recorded Final Plat of Subdivision.**

70) The response to comment #43 is noted. Staff has verified that the Curtiss Wright property contains sufficient parking to conform to code requirements as existing and without the need for the overflow area as identified within and provided by the easement on the Ridgeline Lot.

However, Doc. 00364848 does not give the owner of the Ridgeline lot the rights to improve the easement area as proposed. While it is understood that Ridgeline is negotiating vacation of the easement or the reduction of the easement with permission to improve the area as proposed, unless said change or vacation is executed, the beneficiary of the easement has the legal authority to block the improvements as proposed by Ridgeline. Please provide a conceptual plan that outlines how the Ridgeline site would be redesigned to avoid modifications to the easement area should the beneficiary of that easement object to the proposed site improvements. Alternatively, Ridgeline can provide an executed easement vacation or an executed revised easement document that grants permission for the improvements as proposed. To maximize the parking supply on the Ridgeline lot, it is recommended that this easement be vacated as opposed to reduced in size.

71) The response to comment #41 is acceptable. As a condition of approval, the applicable CCR's shall be amended to provide for adequate maintenance shared elements (utilities, stormwater infrastructure, etc.) and appropriate ingress/egress easements shall be established, which shall be at the discretion of the Village.

72) The response to comment #48 is noted. Based on the revised KLOA study, the following comments have been generated:
   a. Please double check the Capacity Analysis results, which on certain movements appear to indicate improvement in the level of delay within the year 2027 Projected Conditions in comparison to existing conditions. Why would these movements decrease in delay given 5 years of regional growth factor increase plus the increase in traffic attributed to this development?
   b. Does the capacity analysis and delay timing take into consideration that 20% of the new vehicles will be trucks, which need additional space for stacking and are slower to complete turning movements? Particularly in regards to the evening EB left turn movements at the Dundee/Wilke intersection and the evening EB left turn movements at the Dundee/Kennicott intersection.
   c. Would IDOT require revised striping to accommodate for the increased stacking capacity projected as necessary for the evening EB left turn movements at the Dundee/Kennicott intersection?
   d. The traffic study does not address the newly proposed passenger vehicle access from the Ridgeline lot to the Rohrman signalized intersection along Wilke Road.
   e. Parking should be evaluated based on a breakdown of 10% of the development used as office related uses and the remaining 90% used as warehouse uses.

73) The response to comment #50 is noted. Future building permit plans for the Rohrman parking lot improvements must include a detail of the light pole, which shall depict the pole to be 24' from grade to the top of the light fixture.

74) The response to comment #51 is noted. Enclosure shall not exceed 6' in height, or a future variation will be required.

75) The response to comment #54 is not acceptable. As outlined in the comment #54 and as discussed during the meeting on July 2nd, the info provided within the table on sheet C2.0 is not sufficient and lacks the detail necessary to calculate the parking for the Lexus Dealership upon demolition Honeywell building. Please provide the highlighted information as outlined in comment #54. Please be sure the format and information is as shown in the table in #54.

76) The response to comment #55 is noted. While the general location of the West Ingress & Egress Easement is acceptable, staff has concerns relative to the geometry/configuration of the intersection between the Rohrman/Ridgeline properties. Please evaluate adjustments to the connection point (wider and shifted to the east) and parking areas/drive aisles on the Ridgeline lot for a more streamlined connection between the two properties. Additionally, the Future East Ingress & Egress Easement should be extended up through the Ridgeline site and out to Kennicott Avenue to allow lots 2 and 3 access to Kennicott Avenue. Finally, please note that the

extent and layout of both easements will need to be refined as part of the Final Plat approval process. However, the general location as depicted in both exhibits is acceptable. Finally, please note that implementation of the Future East Ingress & Egress Easement will be required, at the discretion of the Village, should any connection to Dundee Road at the western terminus of the easement be implemented (i.e. a full access non-signalized curb cut, ¾ access curb cut, right-in/right-out curb cut, or a full access signalized curb cut).

77) The response to comment #56 is noted. Staff recommends that the "Existing Lexus & Nissan Ingress & Egress Easement" be a blanket easement across the entirety of Lot 2 and 3 in the proposed 1st Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision which shall be to the benefit of the Nissan lot, and a blanket easement across the entirety of the Nissan lot for the benefit of Lot 2 and 3 in the proposed 1st Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision. This is similar to how the existing ingress/egress easement within the Bob Rohrman Arlington Heights Auto Mall Subdivision is established. The defined easement area shown in the "Existing Lexus & Nissan Ingress & Egress Easement" doesn't allow access to anywhere of substance and does not fully encompass the Right-In/Right-Out on the Nissan lot.

    It should also be noted that Doc. 0921849003 will need to be revised and/or vacated with new shared maintenance established (unless the existing shared maintenance as defined within the exhibit is sufficient?). As referenced above, this document grants blanket access across all lots within the Bob Rohrman Arlington Heights Auto Mall Subdivision (which corresponds to all lots within the proposed the 1st Amendment to Bob Rohrman Arlington Heights Auto Mall Subdivision). It is the Village understanding that only certain shared access is to be established between the Ridgeline and Rohrman lots, as opposed to the existing blanket access currently established via Doc. 0921849003. To reiterate, the four easements proposed are generally acceptable but will need to be further refined as part of the Final Plat of Subdivision approval process.

78) The response to comment #57 is noted. As noted above, Doc. 0921849003 also establishes a blanket easement for access across all lots within the proposed subdivision.

79) The response to comment #58 is noted. Please see #70.

80) The response to comment #59 is noted. Staff agrees that Lot 2 does not need access to Kennicott through the Ridgeline lot. However the Plat shows a new easement to be established over Doc. 00266841, for the benefit of Lot 2, which provides access to Kennicott. Please clarify the need for this or remove it from the Plat. As stated above, Lots 2 and 3 within the proposed subdivision should have access to Kennicott via a revised Future East Ingress & Egress Easement document.

81) The response to comment #62 is not acceptable. For Lot 1, which shall be rezoned into the M-1 District, the setbacks are as follow and must be added to the Plat:
    a. Front Yard Setback (west side): 50' – already shown on Plat.
    b. Side Yard Setback (north side and south side): 50'
    c. Rear Yard Setback (west side): 30'

    Setback lines for Lots 2 and 3 can be removed as they will be within the B-3 District which requires no setbacks for those lots.

82) The response to comment #65 is not understood. Please see #80 above.

83) Please ensure all plan revisions include a revision date. The most recent revisions to the many of the plans did not include a new revision date.

84) Recent documents provided by Rohrman depict a different parking lot layout and building demolition for the Honeywell building in comparison to the plans submitted as part of this application. Please clarify and modify the plans accordingly as applicable.

Prepared by: 

1100, 1400 W Dundee & 1500-1530 W. Dundee Road
PC 21-009
July 21, 2021

Landscape Comments

Ridgeline Distribution Center

1) There are six parking islands where the code required shade trees must be provided. Please include 4-inch caliper shade trees in the four islands located west of the Lexus building and south of building one. In addition, provide a shade tree at the southeast corner of building 2 (Chapter 28, Section 6.15).

2) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees along the north property line in the northwest corner so that they fully screen the loading area from Wilke Road. Please see the attached sketch. Also, please locate the evergreens along the north property line so that they buffer the loading area from the existing buildings to the north. As proposed the evergreen trees are located adjacent to a retention basin. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time if installation.

3) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees so that they fully screen the loading area from Dundee Road. Please see the attached sketch. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time if installation.

Lexus

4) Please include the code required shade trees (4 inch caliper) in the island located in the west corner adjacent to the entry/drive aisle and in the island located near the southeast corner of the building (Chapter 28, Section 6.15).



3715

3727

BLEND TURF THROUGH LINE OF DISTURBANCE

EXISTING CONTOUR MAJOR, TYP.

EXISTING CONTOUR MINOR, TYP.

TURF

SHEET L-2

SHEET L-4

SHEET L-5

SHEET L-8

SHEET L-3A

SHEET L-3B

SHEET L-6

SHEET L-9

SHEET L-7

SHEET L-10

EXISTING LEXUS BUILDING

PROPOSED CONTOUR MAJOR, TYP

PROPOSED CONTOUR MINOR, TYP

SHEET L-6

SHEET L-7

TURF

TURF

TURF

W

W

W

729

730

727

726

725

724

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722

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731

732

August 9, 2021

Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: 1400-1500 W. Dundee Rd., Arlington Heights – Review Letter Response
Arlington Heights, Illinois (Cook County)
PEG Job No.: 2283.00-IL

Dear Sam Hubbard,

Thank you for your comment letter dated July 21, 2021. Please find the following documents, provided digitally, for your review, along with responses to your comments.

- nine (9) Comment Response Letter
- nine (9) Preliminary Civil Engineering Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Preliminary Landscape Plans (for both Ridgeline & Lexus sites) (4 full size & 5 11x17)
- nine (9) Lexus Fire Truck Turning Movement Exhibit (4 full size & 5 11x17)
- nine (9) Lexus Photometric Plans (4 full size & 5 11x17)
- nine (9) Overall PUD Site Plan Exhibit (4 full size & 5 11x17)
- nine (9) Preliminary Plat
- nine (9) Future East Ingress & Egress Easement Exhibit
- five (5) Traffic Impact Study Report
- nine (9) Nissan legal description
- nine (9) Letter from Liston & Tsantilis regarding Interpretation of Easement Letter
- nine (9) Link letter regarding the cross-parking easement
- nine (9) Main Entrance and Fire Hydrant Location Exhibit (11 x 17)
- One (1) Jump drive with digital copies of the entire submittal

Plan Commission

53) The petitioner's response to comment nos. 45-50, and 51 a, b, c (i) and d and e are acceptable.
Response: Understood.

54) The petitioner's response to comment no. 51, item c (ii) is not acceptable. The Village will not accept maintenance of the private utility line for the existing Lexus building. Establishing a private utility easement would be acceptable.
Response: The preliminary plat has been revised to include the requested Private Utility Easement over the sanitary sewer.

Arlington Heights Fire Department

1) The Fire Department Connections shall be located at the main front entrances. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

Response: The main entrance for Building 1 is located at the southwest corner of the building. There is a labeled 'anticipated FDC location' shown there on the utility plan, with a fire hydrant within 100' to the south of that area in the parking island located between required proposed parking island trees. The main entrance for Building 2 is located at the southeast corner of the building. There is a labeled 'anticipated FDC location' shown there on the utility plan, with a fire hydrant within 100' to the southeast of that location.

Planning & Community Development

66) The response to the following comments is acceptable: #39, #46, #47, #49, and #60.
Response: Understood.

67) The response to comment 40 is not acceptable. Shade trees are required at the ends of all parking rows. Shade trees are missing in the following locations. Either incorporate the required shade trees or request a variation and provide the required written justification, which includes a response to each of the 4 approval criteria.
Response by Lexus project team representative (JCA): See Revised Landscape Plan (will be forwarded once received).

68) The response to comment #41 is noted. Please provide the response within the following framework, addressing each criteria individually.
Standards for Variation approval:

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

Response by Lexus project team representative (JCA): Standards for Variation Approval: Tandem Parking

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses of nearby property -** Since the proposed tandem parking on the Lexus site existed previously throughout the area, it will match the essential character of the locality and will be compatible with the existing uses of nearby property. The variance has been granted as part of previous PUD approvals of this area.
- **The plight of the owner is due to unique circumstances, which may include length of time the subject property has been vacant as zoned –** The areas of the site redevelopment have been vacant since the last PUD revision in 2008. The owner is making changes in the overall site so that these vacant areas can be redeveloped to the benefit of the community. As part of the proposed changes the owner has given up significant areas of vehicle storage and thus the need for the requested variance.
- **The proposed variation is in harmony with the spirit and intent of this Chapter –** As indicated by previous PUD approves which included the requested variance, spirit and intent of the Chapter are met by allowing flexibility in the redevelopment that would not other be possible.
- **The variance requested is the minimum variance necessary to allow reasonable use of the property** – The requested variance is only being used in limited area and not throughout the site to provide the greatest flexibility of the redevelopment of property surrounding the Lexus dealership while maintaining the minimum vehicle storage areas required for the success of the dealership.

69) The response to comment #42 is noted. Please double check the legal description provided for the Nissan lot; staff has noted the following errors and questions the accuracy of the legal description:

- The address for the Nissan lot is incorrect.
- The PIN # provided for the Nissan lot does not exist.
- The square footage for the lot does not match the square footage as shown on the recorded Final Plat of Subdivision**.**

Response: The revised legal information for the Nissan lot is included in the resubmittal. It was forwarded to Sam early for making the publishing deadline, but the legal being submitted is the same document that was sent.

70) The response to comment #43 is noted. Staff has verified that the Curtiss Wright property contains sufficient parking to conform to code requirements as existing and without the need for the overflow area as identified within and provided by the easement on the Ridgeline Lot.

However, Doc. 00364848 does not give the owner of the Ridgeline lot the rights to improve the easement area as proposed. While it is understood that Ridgeline is negotiating vacation of the easement or the reduction of the easement with permission to improve the area as proposed, unless said change or vacation is executed, the beneficiary of the easement has the legal authority to block the improvements as proposed by Ridgeline. Please provide a conceptual plan that outlines how the Ridgeline site would be redesigned to avoid modifications to the easement area should the beneficiary of that easement object to the proposed site improvements. Alternatively, Ridgeline can provide an executed easement vacation or an executed revised easement document that grants permission for the improvements as proposed. To maximize the parking supply on the Ridgeline lot, it is recommended that this easement be vacated as opposed to reduced in size.
Response by Ridgeline: After further review of easement Doc. 00364848 with my legal counsel, Liston & Tsantilis, it was determined that the existing easement does not block the fire/truck lane road that wraps around the parking.

As discussed with Charles Perkins and Sam Hubbard on Thursday, 7/29/2021, Ridgeline is to provide two letters: 1.) A letter from Liston and Tsantili, defining the interpretation of the easement Doc. 00364848 and 2.) A letter from Link (owner of Curtiss Wright building), stating that Link will work with Ridgeline on the modification of the easement. Both letters are attached in the packet. The write-up from Liston and Tsantilis is below.

[In our review the integral text is the easement's statement on the first page, within Paragraph #2 that states, "…nonexclusive ingress and egress from Parcel 2 to the parking spaces designated on Exhibit C and for the exclusive right to park in that portion of the Ingress, Egress and Parking Easement Area designated as parking area."

When reviewing Exhibit C there is a clear delineation of the Easement Area, which is outlined with a thick black line. Within the Easement Area there are two different markings. The first are angled parallel lines that represent the "nonexclusive ingress and egress from Parcel 2," and the second being dots that represent the "exclusive parking area" that represents 40 parking spaces.

Outside of the easement area there are two boxes that likely were to serve as a legend for these two markings where one box says "nonexclusive ingress & egress area" and the second box says "exclusive parking area." These boxes are left empty, likely due to error.

This exhibit and these markings can only be interpreted in one way and that only the dots would represent the exclusive parking area and that the parallel lines solely represent areas of ingress and egress. The dots solely cover parking spaces and do not extend into any drive aisle. The intent for this can only be interpreted as created an exclusive area for parking. If the intention was to have the ability to park within the drive aisles then there would be no need to delineate a separation between the two markings, or there would be an overlap in both types of markings to include both dots and lines.

Further, it is of our opinion that the inclusion of parking in the drive aisles (where the parallel lines delineate the nonexclusive ingress and egress) it would create a blockage of the dire aisles thus creating potential backups and safety hazards.

Therefore, it is of our opinion that the Easement Area was meant to provide the specific 40 parking spaces with ingress and egress access given to them via the outlined drive aisles.]

71) The response to comment #41 is acceptable. As a condition of approval, the applicable CCR's shall be amended to provide for adequate maintenance shared elements (utilities, stormwater infrastructure, etc.) and appropriate ingress/egress easements shall be established, which shall be at the discretion of the Village.
Response by Ridgeline: CCR's will be provided after Preliminary Approval, but before Final Plat Approval.

72) The response to comment #48 is noted. Based on the revised KLOA study, the following comments have been generated:

a. Please double check the Capacity Analysis results, which on certain movements appear to indicate improvement in the level of delay within the year 2027 Projected Conditions in comparison to existing conditions. Why would these movements decrease in delay given 5 years of regional growth factor increase plus the increase in traffic attributed to this development?
b. Does the capacity analysis and delay timing take into consideration that 20% of the new vehicles will be trucks, which need additional space for stacking and are slower to complete turning movements? Particularly in regards to the evening EB left turn movements at the Dundee/Wilke intersection and the evening EB left turn movements at the Dundee/Kennicott intersection.
c. Would IDOT require revised striping to accommodate for the increased stacking capacity projected as necessary for the evening EB left turn movements at the Dundee/Kennicott intersection?
d. The traffic study does not address the newly proposed passenger vehicle access from the Ridgeline lot to the Rohrman signalized intersection along Wilke Road.
e. Parking should be evaluated based on a breakdown of 10% of the development used as office related uses and the remaining 90% used as warehouse uses.
Response by KLOA: The response to comment #48 is noted. Based on the revised KLOA study, the following comments have been generated

a. Please double check the Capacity Analysis results, which on certain movements appear to indicate improvement in the level of delay within the year 2027 Projected Conditions in comparison to existing conditions. Why would these movements decrease in delay given 5 years of regional growth factor increase plus the increase in traffic attributed to this development?

The capacity analyses have been reviewed for accuracy. The traffic signals within the study area are fully actuated with loop detectors that respond to traffic demand by sending a request to the traffic controller for additional green time until it reaches the maximum allowable green arrow

time, if needed. Currently, on average the traffic controller may not require the full maximum green time for every approach/movement.

Under projected conditions, when additional traffic is projected to utilize the various turning movements, additional green time can be allocated to these movements, resulting in a slightly reduced average delay per vehicle. The resulting levels of service for 2027 projected conditions indicate an increase delay for the intersections overall and for generally every approach. It should be noted that a majority of these delays are lower by less than one second.

b. Does the capacity analysis and delay timing take into consideration that 20% of the new vehicles will be trucks, which need additional space for stacking and are slower to complete turning movements? Particularly in regard to the evening EB left turn movements at the Dundee/Wilke intersection and the evening EB left turn movements at the Dundee/Kennicott intersection.

The capacity analyses take into consideration the new truck trips generated by the proposed development, including the eastbound left-turning movements at the Dundee Road intersection with Wilke Road and Kennicott Avenue.

c. Would IDOT require revised striping to accommodate for the increased stacking capacity projected as necessary for the evening EB left turn movements at the Dundee/Kennicott intersection?

The existing turn bay length at the intersection of Dundee Road with Kennicott Avenue is adequate to accommodate the average queue lengths during the peak hour.

The 95th percentile queue lengths are approximately one vehicle longer than no-build conditions and should these queues extend beyond the left-turn lane storage, they can be accommodated within the taper and/or the striped median on Dundee Road.

d. The traffic study does not address the newly proposed passenger vehicle access from the Ridgeline lot to the Rohrman signalized intersection along Wilke Road.

The newly proposed passenger vehicle access to the Rohrman signalized intersection will enhance the passenger vehicle access for the development: however, this connection was not assumed to present conservative condition for the proposed unsignalized access drives which are projected to operate at acceptable levels of service.

e. Parking should be evaluated based on a breakdown of 10% of the development used as office related uses and the remaining 90% used as warehouse uses.

The parking evaluation has been revised to evaluate the adequacy of the parking supply assuming 10 percent of the development as office related uses and the remaining 90 percent as warehouse uses.

73) The response to comment #50 is noted. Future building permit plans for the Rohrman parking lot improvements must include a detail of the light pole, which shall depict the pole to be 24' from grade to the top of the light fixture.
Response by Lexus project team representative (JCA): The requested light pole detain has been supplied to the Village at a recent meeting with staff.

74) The response to comment #51 is noted. Enclosure shall not exceed 6' in height, or a future variation will be required.
Response by Lexus project team representative (JCA): The dumpster information on the architectural plans has been revised to address this item.

75) The response to comment #54 is not acceptable. As outlined in the comment #54 and as discussed during the meeting on July 2nd, the info provided within the table on sheet C2.0 is not sufficient and lacks the detail necessary to calculate the parking for the Lexus Dealership upon demolition Honeywell building. Please provide the highlighted information as outlined in comment #54. Please be sure the format and information is as shown in the table in #54.
Response by Lexus project team representative (JCA): The requested building use information has been supplied to the Village at a recent meeting with staff.

76) The response to comment #55 is noted. While the general location of the West Ingress & Egress Easement is acceptable, staff has concerns relative to the geometry/configuration of the intersection between the Rohrman/Ridgeline properties. Please evaluate adjustments to the connection point (wider and shifted to the east) and parking areas/drive aisles on the Ridgeline lot for a more streamlined connection between the two properties. Additionally, the Future East Ingress & Egress Easement should be extended up through the Ridgeline site and out to Kennicott Avenue to allow lots 2 and 3 access to Kennicott Avenue. Finally, please note that the extent and layout of both easements will need to be refined as part of the Final Plat approval process. However, the general location as depicted in both exhibits is acceptable. Finally, please note that implementation of the Future East Ingress & Egress Easement will be required, at the discretion of the Village, should any connection to Dundee Road at the western terminus of the easement be implemented (i.e. a full access non-signalized curb cut,¾ access curb cut, right-in/right-out curb cut, or a full access signalized curb cut).
Response by Ridgeline: The ingress/egress configuration between Ridgeline – Building 1 and the Lexus Lot was adjusted after the meeting with Village Staff on 7/29/2021. The Future East Ingress and Egress Easement is now adjusted to extend through the Ridgeline site to Kennicott to allow lots 2 and 3 access to Kennicott Avenue. Agreed and noted for the Future Access Easement if there is a curb cut on Dundee.

77) The response to comment #56 is noted. Staff recommends that the "Existing Lexus & Nissan Ingress & Egress Easement" be a blanket easement across the entirety of Lot 2 and 3 in the proposed 1st Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision which shall be to the benefit of the Nissan lot, and a blanket easement across the entirety of the Nissan lot for the benefit of Lot 2 and 3 in the proposed 1st Amendment to the Bob Rohrman Arlington Heights Auto Mall Subdivision. This is similar to how the existing ingress/egress easement within the Bob Rohrman Arlington Heights Auto Mall Subdivision is established. The defined easement area shown in the "Existing Lexus & Nissan Ingress & Egress Easement" doesn't allow access to anywhere of substance and does not fully encompass the Right-In/Right-Out on the Nissan lot.

It should also be noted that Doc. 0921849003 will need to be revised and/or vacated with new shared maintenance established (unless the existing shared maintenance as defined within the exhibit is sufficient?). As referenced above, this document grants blanket access across all lots within the Bob Rohrman Arlington Heights Auto Mall Subdivision (which corresponds to all lots within the proposed the 1st Amendment to Bob Rohrman Arlington Heights Auto Mall Subdivision). It is the Village understanding that only certain shared access is to be established between the

Ridgeline and Rohrman lots, as opposed to the existing blanket access currently established via Doc. 0921849003. To reiterate, the four easements proposed are generally acceptable but will need to be further refined as part of the Final Plat of Subdivision approval process.
Response: The Rohrman team has agreed to the blanket cross access across Lots 2 & 3 and the Nissan lot. The preliminary subdivision plat has notes added that this easement document will be provided under a separate document, which will be submitted with the Final Engineering submittal

78) The response to comment #57 is noted. As noted above, Doc. 0921849003 also establishes a blanket easement for access across all lots within the proposed subdivision.
Response by Ridgeline: Ridgeline and Rohrman agreed to vacate the blanket easement under Doc. 0921849003. This is reflected in the preliminary plat of subdivision.

79) The response to comment #58 is noted. Please see #70.
Response by Ridgeline: Please refer to the response to item 70.

80) The response to comment #59 is noted. Staff agrees that Lot 2 does not need access to Kennicott through the Ridgeline lot. However the Plat shows a new easement to be established over Doc. 00266841, for the benefit of Lot 2, which provides access to Kennicott. Please clarify the need for this or remove it from the Plat. As stated above, Lots 2 and 3 within the proposed subdivision should have access to Kennicott via a revised Future East Ingress & Egress Easement document.
Response by Ridgeline: Ridgeline and Rohrman agreed to vacate the easement under Doc. 00266841. This reflected in the preliminary plat of subdivision. Agreed; as stated in #76, there will be a future easement for Lots 2 and 3 to have future access to Kennicott.

81) The response to comment #62 is not acceptable. For Lot 1, which shall be rezoned into the M-1 District, the setbacks are as follow and must be added to the Plat:
a. Front Yard Setback (west side): 50' – already shown on Plat.
b. Side Yard Setback (north side and south side): 50'
c. Rear Yard Setback (west side): 30'
Setback lines for Lots 2 and 3 can be removed as they will be within the B-3 District which requires no setbacks for those lots.
Response: This has been revised on the plat as requested.

82) The response to comment #65 is not understood. Please see #80 above.
Response by Ridgeline: Please refer to the response to 80.

83) Please ensure all plan revisions include a revision date. The most recent revisions to the many of the plans did not include a new revision date.
Response: Revisions dates are included on plan sets in this submittal.

84) Recent documents provided by Rohrman depict a different parking lot layout and building demolition for the Honeywell building in comparison to the plans submitted as part of this application. Please clarify and modify the plans accordingly as applicable.
Response by Lexus project team representative (JCA): The provided plans have been updated to show only a partial demolition of the existing building along the east side of the main Lexus building.

Landscape Comments

Ridgeline Distribution Center

1) There are six parking islands where the code required shade trees must be provided. Please include 4-inch caliper shade trees in the four islands located west of the Lexus building and south of building one. In addition, provide a shade tree at the southeast corner of building 2 (Chapter 28, Section 6.15).
   Response: The 6 parking islands have had the trees added as requested, even though some of the parking island trees are located over existing utilities to remain.

2) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees along the north property line in the northwest corner so that they fully screen the loading area from Wilke Road. Please see the attached sketch. Also, please locate the evergreens along the north property line so that they buffer the loading area from the existing buildings to the north. As proposed the evergreen trees are located adjacent to a retention basin. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time if installation.
   Response: The trees have been rearranged as requested.

3) Per the comments on June 4, additional evergreen trees have been provided; however, please rearrange the evergreen trees so that they fully screen the loading area from Dundee Road. Please see the attached sketch. Please increase the size of the evergreens so that they are a minimum of 6 feet high at time if installation.
   Response: The trees have been rearranged as requested.

Lexus

4) Please include the code required shade trees (4 inch caliper) in the island located in the west corner adjacent to the entry/drive aisle and in the island located near the southeast corner of the building (Chapter 28, Section 6.15).
   Response by Lexus project team representative (JCA): The landscape plan has been revised to conform to the code requirement related to shade trees located in islands.

We appreciate your time and assistance. If you have any questions or require additional information, please do not hesitate to contact me at (847) 551-5300 or *jbryant@pinnacle-engr.com*.

Best Regards,
PINNACLE ENGINEERING GROUP, LLC

Jana Bryant

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