



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

March 4, 2019

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Cub Scout Pack #129 from Southminster Presbyterian Church

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. 02/16/2019 Joint Meeting-Park District
- B. 02/18/2019 Committee of the Whole
- C. 02/18/2019 Village Board

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 02/28/2019

VI. RECOGNITIONS AND PRESENTATIONS

- A. Swearing In of Acting Fire Chief Andrew Larson as Fire Chief

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

- A. Report of Committee-of-the-Whole Meeting of March 4, 2019

Interview of Brian Harrison for Appointment to the Commission

for Citizens with Disabilities - Term ending 4/30/21

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item.

Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Police Utility Vehicles Purchase 2019
- B. 2019 MFT Street Reconstruction and Rehabilitation Program
- C. Public Works Vehicle Purchase
- D. Asphalt Cold Patch 2019

CONSENT NEW BUSINESS

- A. 2019 Budget Encumbrance

CONSENT LEGAL

- A. An Ordinance Prohibiting Parking
(Arlington Heights Road)
- B. An Ordinance Amending the Zoning Ordinance and Granting a Variation from Chapter 28 of the Arlington Heights Municipal Code
(Westgate Park & Shop, 1531-1711 W Campbell St)
- C. A Resolution Approving an Agreement with the Illinois Department of Transportation
(Tonne Rd resurfacing from Algonquin Rd, north to Falcon Dr)
- D. Funding Resolution
(Village's share of costs to the State of Illinois for resurfacing a portion of Tonne Rd from IL Route 62 north to Falcon Dr)

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Settlement - Workers' Compensation Claim - Nancy Hundrieser

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - Metropolis Performing Arts Centre Gala

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. 7-Eleven Gas Station - 1650 W. Algonquin Rd. - PC#18-026
Special Use Permit for Auto Service (Gas) Station, Variation
- B. 608-614 N. Haddow Ave. - PC#18-016
Final Plat of Subdivision

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Presentation of Colors

Department: Village Manager's Office

Presentation of the Colors by Cub Scout Pack #129 from Southminster
Presbyterian Church

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



**Village Board
3/4/2019**

Item: Joint Meeting-Park District

Department: Village Clerk

02/16/2019 Joint Meeting-Park District

ATTACHMENTS:

Description	Type
02/16/2019 Joint Meeting-Park District	Minutes

**JOINT VILLAGE-LIBRARY MEETING
MINUTES OF THE MEETING OF THE MAYOR AND THE BOARD OF
TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS**

ARLINGTON HEIGHTS POLICE STATION

SATURDAY, FEBRUARY 16, 2019 8:30 A.M.

BOARD MEMBERS PRESENT: President Hayes; Trustees: Baldino, Blackwood, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

BOARD MEMBERS ABSENT: Trustee: Tinaglia

STAFF MEMBERS PRESENT: Randy Recklaus, Village Manager

OTHERS PRESENT: Arlington Heights Park Board Commissioners, Gelinas, Naughton, Nesvacil, Ploger, President Leno, various Park District Staff

SUBJECTS:

Citizens to be Heard

Village Items of Interest to Share

Park District Items of Interest to Share

Other Topics for Discussion

Adjournment

President Hayes and Park District Board of Commissioners President Leno called the meeting to order at 8:33 AM. The Pledge of Allegiance was recited. Both made introductory comments commending the level of intergovernmental cooperation present in Arlington Heights.

Public Comment

No public comment was received.

Village Topics of Interest

Mr. Recklaus presented information on the following:

Village of Arlington Heights Police Station- was finished this winter and under budget. The facility is almost twice the size as the previous police station. A public open house will be held on March 16th. The 2018 crime statistics show that

Arlington Heights had the lowest crime rate ever recorded in Arlington Heights. Traffic crashes are at a 15 year low.

New Fire Chief- Andrew Larson has been appointed Fire Chief this week. He will be formally sworn in next month.

Downtown Construction- Much of Downtown will be impacted by construction this summer. Some of the projects will include.

- Resurfacing Northwest Highway
- Union Pacific Northwest railroad crossing work at AH Road
- Storm water system work along Campbell and Sigwalt Streets
- Update brick paver system
- Three new mid-block crossing locations
- Gas main work by Nicor

Village Staff will work to get the word out to businesses and customers about these necessary projects.

Building Construction Projects for 2019

- Arlington Downs project located near the Arlington International Racecourse off Euclid Avenue and Route 53, with hotel, 417 housing units, and retail stores
- Proposed Arlington 425 project located between Chestnut Avenue and Campbell Street, with three buildings consisting of 358 housing units and retail

Parking Study- was completed last fall and recommendations were made to improve signage and availability of downtown parking and in garages.

Cypress Stormwater Project- will get underway this spring. Water main lining will also be scheduled concurrently in the same neighborhood.

Senior Center Improvements- Architect will be hired to evaluate the current facility for potential upgrade opportunities. The Park District and other stakeholders will be brought into the conversation.

Park Commissioners asked about the school and park impact of the proposed new housing units and about whether the parking improvements and downtown construction would impact parking for the CAP program. Mr. Recklaus explained that the new units were not expected to significantly impact schools based on the

School Districts' population projection formulas and that it was not anticipated that the downtown construction would impact CAP.

Park District Topics of Interest

Director of Parks and Planning, Ben Rea, presented information on the ongoing update and expansion of the Olympic Pool and Rec Center facility. The new facility will include a warm water wellness pool, updated locker rooms, a walking track, a gymnasium, and sun deck.

Trustee LaBedz asked about the status of the renaming of the park. Mr. Rea indicated that a committee had been formed that was examining different names for the facility but nothing had been finalized yet.

Mr. Rea also went over the recent Lake Arlington walking path, boat dock, and playground improvements. At this time, the new improvements appear to be very popular.

Arlen Gould, a School Board member from District 21 who was in the audience suggested that the 10 acres of vacant land the northeast of the Lake Arlington property should be redeveloped as an Urban Habitat.

Brian Meyer, Director of Recreation and Facilities discussed the high level of cooperation with the Village and highlighted the Scholarship Program that helps subsidize recreation costs for residents in need. The program is jointly managed by the Village and Park District. Mr. Recklaus also mentioned the high level of support the Park District provided during the ice storm event this past November.

Trustee Scaletta indicated he was curious about the impact of increased affordable housing on the park programs and asked for information on the qualifications for such programs. Mr. Recklaus indicated that he would provide that information to the Village Board.

Mr. Meyer also mentioned that the garden plots being moved to facilitate the Cypress Detention Expansion project will be re-located to a piece of land near the Forest View Racquet Club. While the number of plots would be reduced, every Arlington Heights family that previously had a plot would still be able to get one.

There was some discussion about how the increase in multi-family units in the community may increase demand for garden plots. Trustee LaBedz suggested that the Farmer's Market is also a resource for individuals who do not have a yard to grow their own produce.

A request was made by the Park Board that as part of communication for residents on the Cypress project that it be made known that garden plots are available at the Forest View site.

Trustee Padovani highlighted the upcoming activities for this year's Memorial Day Parade, which will be the 100th one in our community.

Other Topics of Discussion

No other items for discussion

Adjournment

Meeting adjourned at 9:50 am.



Village Board
3/4/2019

Item: Committee of the Whole 02/18/2019

Department: Village Clerk

ATTACHMENTS:

Description	Type
Committee of the Whole 02/18/2019	Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND
BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM
February 18, 2019 – 7:30 PM**

President Hayes called the meeting to order at 7:30 PM.

BOARD MEMBERS PRESENT: Mayor Hayes; Trustees Baldino, Blackwood, LaBedz,
Padovani, Rosenberg, Scaletta, Sidor,

BOARD MEMBERS ABSENT: Trustee Jim Tinaglia

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus; Business Development
Coordinator Michael Mertes

OTHERS PRESENT: Stacy Ennes, Joe Keefe, Dave Parulo

President Hayes stated that the individual who was to be interviewed for the Commission for Citizens with Disabilities called in sick. Trustee Scaletta moved to continue the discussion of the appointment of Brian Harrison to the Commission for Citizens with Disabilities to the Committee of the Whole meeting on March 4, 2019. Trustee Sidor seconded the motion.

THE FOLLOWING VOICE VOTE WAS RECORDED:

8 AYES

0 NAYS

The motion passed.

A. Interview of Stacy Ennes for appointment to the Performing Arts Metropolis Board of Directors -term ending 2/18/2022

Mayor Hayes introduced Stacy Ennes and explained that she would become a village appointee to the Metropolis Board of Directors. Trustee Sidor asked Mrs. Ennes her thoughts on the Metropolis and what she can bring to the Board. Mrs. Ennes explained that she thinks the Metropolis is vital to bringing people into the village as well as the cultural opportunity for children and adults. Mrs. Ennes stated that it always helps to enrich the Board by adding new eyes and new perspective. Trustee Blackwood commented that Mrs. Ennes worked closely with Trustee Blackwood when Metropolis had some issues and that she understands the need for balance and oversight.

Trustee Blackwood moved to concur in the Mayor's appointment of Stacy Ennes to the Metropolis Board of Directors - term ending 2/18/22. Trustee Sidor seconded the motion.

THE FOLLOWING VOICE VOTE WAS RECORDED:

8 AYES

0 NAYS

The motion passed.

B. Meet Chicago Northwest / Village of Arlington Heights Marketing Efforts

Michael Mertes gave a short induction highlighting the extensive collaboration between the Village and Meet Chicago Northwest (visitor's bureau) in 2018. Dave Parulo, President of Meet Chicago Northwest gave a presentation of the new regional marketing campaign, visitor guides and maps and highlighted events. Discussion ensued regarding the collaboration and the benefits to keeping visitors and residents local.

C. OTHER BUSINESS – There was no further business.

D. ADJOURNMENT

Trustee Scaletta moved, and Trustee LaBedz seconded the motion to adjourn. The meeting adjourned at 7:59 p.m.



**Village Board
3/4/2019**

Item: 02/18/2019 Village Board

Department: Village Clerk

02/18/2019 Village Board

ATTACHMENTS:

Description	Type
02/18/2019 Village Board	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

February 18, 2019

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Cub Scout Pack
#130 from Westgate School

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Scaletta, Padovani, Blackwood, Baldino, LaBedz, Sidor and Rosenberg.

Trustee Tinaglia was absent.

Also present were: Randy Recklaus, Diana Mikula, Robin Ward, Bill Enright and Becky Hume.

IV. APPROVAL OF MINUTES

- A. Village Board 02/04/2019 Approved

Trustee Carol Blackwood moved to approve. Trustee Richard Baldino
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Sidor

Abstain: Scaletta

Absent: Tinaglia

- B. Committee of the Whole 02/11/2019 Approved

Trustee Bert Rosenberg moved to approve. Trustee Carol Blackwood

Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 02/15/2019

Approved

Trustee Bert Rosenberg moved to approve in the amount of \$1,686,197.65.

Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. Recognition of Winnie ("Gram") Sluga 100th Birthday

President Hayes recognized Winnie 'Gram' Sluga on, her 100th birthday.

President Hayes attended her birthday party this past Saturday, and over 100 family members were there. She's a great lady and a 43 year resident. He read the proclamation presented to her on Saturday.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Resident Melissa Cayer asked who looks at the surveillance video feeds from the cameras that are throughout the village. Mr. Recklaus said the cameras focus mostly on village owned property. There a few in public spaces downtown. The feeds only go to the Police Department. Ms. Cayer stated that President Trump issued a national emergency. She asked who is required to register for the selective service. Mr. Recklaus said that is a question that could be answered on a federal website.

Resident James Pawelski said he was here a couple of weeks ago because of the mail delivery in Lake Arlington Town. He thanked the village for the courtesy and the phone call follow up. The issue is resolved, the regular guy is back. His other issue the snow removal truck speed. He said the plow truck drivers are going a little slower so the snow is not piling up so much at the curb. The response was wonderful, and to get a call back from the Village Manager was impressive.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting Approved of February 18, 2019

Interview of Stacey Ennes for Appointment to the Performing Arts Metropolis Board of Directors - term ending 2/18/22

President Hayes administered the Oath of Office to Ms. Ennes.

Trustee Carol Blackwood moved to enthusiastically concur in the Mayor's appointment of Ms. Ennes. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

- B. Report of the Committee-of-the-Whole Meeting Rescheduled of February 18, 2019

Interview of Brian Harrison for Appointment to the Commission for Citizens with Disabilities - term ending 4/30/2021

Trustee John Scaletta moved to continue until March 4th. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Cypress Area Public Improvements - Contract Award Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta,

Sidor

Absent: Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

A. Bond Waiver - Cub Scout Pack 129 Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Sidor

Abstain: Scaletta

Absent: Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Westgate Park & Shop - 1531-1711 W. Campbell St. - PC#18-027
Rezoning from B-1 to B-2

Michael Schwartz, Westgate Park & Shop co-owner, asked to rezone the center from B-1 to B-2 (General Business District). This will allow them to expand the variety of businesses that the center could attract. They also asked to waive the parking study as they have two previous studies that are still pertinent.

Mr. Enright said staff supports the request. There are couple of small shopping centers in the Village that are zoned B-1, most are zoned B-2 or B-3. He described the lay of the land near the center and said this is a common situation. This center meets the parking requirements with an excess of 24 spaces. Fitness 19 would like to expand and this rezoning would allow them to do that without variations. The Plan Commission unanimously recommends this action.

The center has two signs and code only allows one. Mr. Recklaus said as a condition of the variation a few years back, the shopping center was asked to replace their sign on Wilke and remove the multi-tenant sign facing Campbell Street. This has not yet occurred, however, staff does not believe that the sign issue should be a condition of rezoning. Mr. Schwartz said they would like an extension to spring of this year to replace the sign. They have had a hard time moving forward as it has been a challenge to find the person at Walgreens who has the correct authority.

The village always works with property owners on compliance and takes into consideration their unique factors. After reaching out in January, there was no reply to the village until this evening. Ultimately a citation will be issued if they stay out of compliance.

The sign issue was discussed and frustration expressed that the issue was not resolved three years later. Mr. Schwartz enumerated the problems that Walgreens has including: the removable letters on the tenants can only be 4" high, the redesign that moves their sign higher as they cannot reach these letters to change them without a ladder. Mr. Schwartz said he doesn't know how it can be resolved. He thinks some new ideas that have come forward could mean that they will resolve it in the spring. It was recalled that the village was working with Walgreens three years ago and that the center lost its window of opportunity. If the center was willing to invest in it, it would happen. Mr. Schwartz said he has reached out to the Chamber of Commerce for assistance in working with the village. It was questioned why he didn't reach out to staff directly.

It was agreed that the success of Fitness 19 is a good situation, and that there is enough parking. After this expansion, the only vacancies are in the former Subway and liquor store frontages.

The Board was in favor of the rezoning but wants to see the sign come to fruition.

Trustee Greg Padovani moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

XIII. LEGAL

- | | | |
|----|--|----------|
| A. | A Resolution Approving a Highway Authority Agreement
(Impacted Soil/Groundwater Control, 102 W Northwest Hwy) | Approved |
|----|--|----------|

This item was continued from the previous meeting due to questions from Trustee Baldino. After further investigation and communication, it is being brought forward again tonight.

Trustee Baldino said between 2002 and 2017 the concentration of contaminants on this site went down. He wanted to know if there was any data about where these things went and there isn't because it was not required by IEPA. There is risk at this site, but he doesn't believe there is

unacceptable risk to businesses or residents. His question has not been answered, but believes the institutional control can move forward.

Trustee Richard Baldino moved to approve R19-006. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

- | | | |
|----|--|----------|
| B. | An Ordinance Amending Chapter 13 of the
Arlington Heights Municipal Code
(Hotel and Cosmetic Facilities liquor license
classifications) | Approved |
|----|--|----------|

Over the past few years the village has received inquiries for ways for businesses to serve liquor that the Liquor Code did not permit. After Board direction, staff looked into these various opportunities. Tonight two new classifications are being presented, for salon/spa and hotels. The proposals were explained by Ms. Mikula.

Class N-Hotels

This classification has the same hours of sale as do any other retail operator selling liquor. These new license categories will be processed in the same way as all other liquor license applications with walk-throughs and required business plans. Access to the mini bar is limited to those who are 21. The Marriott Courtyards are the only hotels that sell liquor currently. They were grandfathered in and have maintained a restaurant license in order to serve liquor. Their license will change with the addition of these new categories. The minimum age to rent a hotel room is 18. It was suggested that the proprietor must verify that the person is 21 prior to giving them access to the mini bar. It was questioned why on some holidays sales are allowed until 2:00 a.m. Ms. Ward answered that these are the same hours as other retail liquor sellers, and are not unique to the Class N license.

Class O-Cosmetic Facilities

The village modeled the Class O license after surveying other like communities that have this kind of license. This license includes barbers, cosmetologists and nail technicians. Cosmetic facilities may sell liquor only to customers while they are there for service and are limited to selling beer/wine. No customer shall be served more than two servings per day. The proposed cost of these licenses is \$1,400, the same cost as a Coffee Shop License. Staff thinks that these uses are most like coffee shops in that alcohol is incidental to the primary business. If a hotel only sell liquor one way, either retail or in-room, then the cost of the license is \$1,000. It was suggested that the language in the code section 13-501 specify 'registered guests' in case the person in the room is 18 and has someone 21 with them. There was consensus on this addition. The hotel owners will be the

ultimate monitor for enforcement.

Trustee John Scaletta moved to approve 19-006 with the addition of the word 'registered' in section 13-501.q, paragraph 3. Trustee Richard Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee Robin LaBedz moved to adjourn at 8:52 p.m.. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Sidor

Absent: Tinaglia



**Village Board
3/4/2019**

Item: Warrant Register 02/28/2019

Department: Village Clerk

Warrant Register 02/28/2019

ATTACHMENTS:

Description

Warrant Register 02/28/2019

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**
WARRANT REGISTER FOR
CHECK DATE: 2-28-2019

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$260,160.88
227	Foreign Fire Ins Tax Fund	\$3,190.53
231	Criminal Investigation Fd	\$683.28
235	Municipal Parkg Opr Fund	\$12,189.57
401	Capital Projects Fund	\$49,987.62
431	Public Building Fund	\$514,310.27
505	Water and Sewer Fund	\$86,414.68
515	Arts,Entert & Events Fund	\$10,592.07
605	Health Insurance Fund	\$338,172.63
611	General Liability Ins Fnd	\$3,054.00
615	Workers Compensation Ins	\$24,571.64
621	Fleet Operations Fund	\$38,412.32
625	Technology Fund	\$17,686.90
705	Police Pension Fund	\$644.92
711	Fire Pension Fund	\$89.50
715	Guaranty Deposits Fund	\$133,297.00
TOTAL ALL FUNDS		\$1,493,457.81

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216725	101-0000-433.14-00	AETNA	REFUND AMBULANCE CLAIM	\$260.00	\$260.00
216727	715-0000-220.93-00	AGRANI HEIGHTS LLC 13-4330	BOND REFUND	\$6,650.00	\$6,650.00
216735	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE REIMBURSEMENT	\$3,844.79	\$3,844.79
216746	715-0000-220.93-00	BARRON, SCOTT W 182088	BOND REFUND	\$200.00	\$200.00
216751	101-0000-433.14-00	BLUE CROSS BLUE SHIELD	REFUND AMBULANCE CLAIM	\$1,307.64	\$4,761.08
			REFUND AMBULANCE CLAIM	\$596.42	
			REFUND AMBULANCE CLAIM	\$1,550.40	
			REFUND AMBULANCE CLAIM	\$1,306.62	
216752	715-0000-220.93-00	BLUE WATER BUILDERS 132759	BOND REFUND	\$4,000.00	\$4,000.00
216753	715-0000-220.93-00	BOLANOS, MARIO 182164	BOND REFUND	\$200.00	\$200.00
216755	715-0000-220.93-00	BOYNTON, EDWARD A 182372	BOND REFUND	\$200.00	\$200.00
216758	101-0000-140.51-00	CANON SOLUTIONS AMERICA	COPIER MAINTENANCE	\$6.96	\$6.96
216759	715-0000-220.93-00	CARSON, GEORGE 182514	BOND REFUND	\$200.00	\$200.00
216764	715-0000-220.93-00	CHICAGOLAND BRICK PAVING	BOND REFUND	\$100.00	\$100.00
216766	235-0000-435.65-03	DENNIS CLOUD	REFUND PARKING PERMIT	\$40.00	\$40.00
216776	715-0000-220.93-00	D B LOREN CO LLC 13-3382	BOND REFUND	\$1,290.00	\$1,290.00
216778	715-0000-220.93-00	DANLEY GARAGE WORLD 181241	BOND REFUND	\$50.00	\$50.00
216779	715-0000-220.93-00	DANLEY'S GARAGE WORLD 171991	BOND REFUND	\$50.00	\$50.00
216782	101-0000-421.05-00	MARYANN DIZON	REFUND VEHICLE STICKERS	\$120.00	\$120.00
216784	715-0000-220.93-00	DLS LANDSCAPING INC 181687	BOND REFUND	\$200.00	\$200.00
216787	715-0000-220.93-00	DRH CAMBRIDGE HOMES INC 174749	BOND REFUND	\$50.00	\$50.00
216788	715-0000-220.93-00	DRH CAMBRIDGE HOMES INC 174749	BOND REFUND	\$500.00	\$500.00
216791	715-0000-220.93-00	ERIDONO, JOHN 132479	BOND REFUND	\$350.00	\$350.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216793	715-0000-220.93-00	EVERLAST BLACKTOP INC 182161	BOND REFUND	\$150.00	\$150.00
216796	715-0000-220.93-00	FEPH ARLINGTON LLC 14895	BOND REFUND	\$4,727.00	\$4,727.00
216801	715-0000-220.93-00	FREIMAN, ALLAN M 131913	BOND REFUND	\$804.00	\$804.00
216805	715-0000-220.93-00	GHERADINI, FRANK 181505	BOND REFUND	\$200.00	\$200.00
216806	715-0000-220.93-00	GHERARDINI, FRANK D 182888	BOND REFUND	\$200.00	\$200.00
216814	715-0000-220.93-00	HARD SURFACE SOLUTIONS 181704	BOND REFUND	\$200.00	\$200.00
216819	101-0000-421.99-00	HOME DEPOT U.S.A., INC	OL REFUNDS	\$130.00	\$130.00
216820	715-0000-220.93-00	HOOKER, RACHAEL 181480	BOND REFUND	\$200.00	\$200.00
216831	715-0000-220.93-00	JAMESON PAVEMENT 182744	BOND REFUND	\$200.00	\$200.00
216833	715-0000-220.93-00	JOHN ORNELAS	BOND REFUND	\$500.00	\$500.00
216836	715-0000-220.93-00	JONES, CHRISTOPHER 181840	BOND REFUND	\$200.00	\$200.00
216837	715-0000-220.93-00	JONES, NICHOLAS M 183052	BOND REFUND	\$200.00	\$200.00
216840	715-0000-220.93-00	KINASTOWSKI, MARY 183190	BOND REFUND	\$150.00	\$150.00
216842	715-0000-220.93-00	KREIFELS, KATIE 16126	BOND REFUND	\$15,000.00	\$15,000.00
216844	715-0000-220.93-00	LASALLE GROUP INC, THE 134233	BOND REFUND	\$1,300.00	\$1,300.00
216845	715-0000-220.93-00	LASALLE GROUP INC, THE 134233	BOND REFUND	\$32,985.00	\$32,985.00
216846	715-0000-220.93-00	LASALLE GROUP INC, THE 134233	BOND REFUND	\$14,220.00	\$14,220.00
216847	715-0000-220.93-00	LASCHINSKI, DAVID 182461	BOND REFUND	\$200.00	\$200.00
216850	715-0000-220.93-00	LIFELINE PLUMBING 141022	BOND REFUND	\$200.00	\$200.00
216852	715-0000-220.93-00	LOPEZ, ADRIAN 182847	BOND REFUND	\$150.00	\$150.00
216856	715-0000-220.93-00	MATESI, DANIEL 182877	BOND REFUND	\$200.00	\$200.00
216881	101-0000-421.05-00	DONALD NOVAK	REFUND VEHICLE STICKER	\$40.00	\$40.00
216887	715-0000-220.93-00	ORCHARD EVANGELICAL 14-3754	BOND REFUND	\$14,786.00	\$14,786.00
216888	715-0000-220.93-00	OUR SAVIOUR'S, 182431	BOND REFUND	\$200.00	\$200.00
216891	715-0000-220.93-00	PANOCHA, MARIUZ 181417	BOND REFUND	\$50.00	\$50.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216893	715-0000-220.93-00	PENZ, LISA 181874	BOND REFUND	\$200.00	\$200.00
216895	715-0000-220.93-00	POWER CONSTRUCTION 152378	BOND REFUND	\$23,885.00	\$23,885.00
216901	715-0000-220.93-00	RAMIREZ SEALCOATING & 182450	BOND REFUND	\$150.00	\$150.00
216904	715-0000-220.93-00	RG ASPHALT AND CONCRETE 182370	BOND REFUND	\$150.00	\$150.00
216906	715-0000-220.93-00	RODRIQUEZ, GENARO 182927	BOND REFUND	\$200.00	\$200.00
216907	715-0000-220.93-00	ROGNER, PAUL A 133979	BOND REFUND	\$100.00	\$100.00
216911	715-0000-220.93-00	ROSE PAVING 184354	BOND REFUND	\$200.00	\$200.00
216912	715-0000-220.93-00	ROSE PAVING CO 133341	BOND REFUND	\$3,960.00	\$3,960.00
216917	715-0000-220.93-00	SAINT VIATOR H S 141445	BOND REFUND	\$2,040.00	\$2,040.00
216918	101-0000-421.99-00	SALON CENTRIC	OL REFUNDS	\$228.00	\$228.00
216921	715-0000-220.93-00	KURK SCHILD	BOND REFUND	\$50.00	\$50.00
216934	101-0000-433.14-00	THADDEUS SZEWC	REFUND AMBULANCE CLAIM	\$47.46	\$47.46
216943	715-0000-220.93-00	TRIANGLE CONSTRUCTION GROUP	BOND REFUND	\$200.00	\$200.00
216944	715-0000-220.93-00	TRIPPIEDI, MICHAEL 15922	BOND REFUND	\$720.00	\$720.00
216951	101-0000-211.06-00	VISION SERVICE PLAN	BASE VISION	\$1,180.64	\$4,415.20
			INSURANCE ADJUSTMENT	\$66.52	
			PREMIER VISION	\$3,168.04	
216953	715-0000-220.93-00	W E O'NEIL CONSTRUCTION 184603	BOND REFUND	\$180.00	\$180.00
216958	715-0000-220.93-00	WOOD, KAREN 182730	BOND REFUND	\$200.00	\$200.00
801816	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	RTA/CTA BENEFIT PROGRAM	\$602.50	\$602.50
901421	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA	\$13,400.93	\$13,400.93
901422	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA	\$3,016.66	\$3,016.66
901423	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA	\$778.75	\$778.75
				Division 0 Total	\$164,989.33
				Department 0 Total	\$164,989.33

WARRANT REGISTER - GM0002**Department: 1 Board of Trustees****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216853	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	\$4,500.00	\$4,500.00
				Division 1 Total	\$4,500.00
				Department 1 Total	\$4,500.00

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216823	101-0201-502.22-03	IL CITY/COUNTY MGMT ASSOC	MARCH PROF DEV EVENT	\$35.00	\$35.00
216885	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$87.46	\$87.46
216962	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
				Division 1 Total	\$207.46
				Department 2 Total	\$207.46

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216803	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$17,256.91	\$17,256.91
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$1,205.30	\$1,205.30
216815	101-0301-503.40-70	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB1G63KX2	\$73.80	\$73.80
	615-0301-552.22-03	HARRIS TRUST & SAVINGS BANK	NIPSTAILPARKPARKSNREC	(\$103.30)	(\$103.30)
216827	615-0301-552.20-70	IL WORKERS COMPENSATION COMMISSION	RATE ADJUSTMENT 7/1-12/31	\$6,212.73	\$6,212.73
216828	101-0301-503.20-75	INDUSTRIAL ORGANIZATIONAL SOLUTIONS	PD COMMANDER ASSESSMENT	\$6,600.00	\$6,600.00
216878	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$4,359.00	\$14,557.00
			SERVICE HEALTH TESTING	\$5,459.00	
			SERVICE HEALTH TESTING	\$4,703.00	
			SERVICE HEALTH TESTING	\$36.00	
901424	605-0301-552.20-60	HMO ILLINOIS	HEALTH INSURANCE	\$323,594.92	\$323,594.92
901425	605-0301-552.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$20.71	\$20.71
				Division 1 Total	\$369,418.07
				Department 3 Total	\$369,418.07

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216750	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$7.50	\$7.50
216792	101-0401-503.20-15	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$7,732.50	\$11,902.50
			RETAINER	\$4,170.00	
216795	101-0401-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$34.67	\$34.67
216910	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$655.00	\$655.00
216938	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	\$304.02	\$304.02
				Division 1 Total	\$12,903.69
				Department 4 Total	\$12,903.69

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216737	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$5,719.70	\$5,719.70
216743	101-0501-503.30-05	ASI MODULEX	OFFICE SUPPLIES, GENERAL	\$243.00	\$243.00
216795	101-0501-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$55.13	\$55.13
216803	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$3,054.00	\$3,054.00
216885	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$369.60	\$837.77
			OFFICE SUPPLIES, GENERAL	\$468.17	
216889	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$299.70	\$299.70
216949	101-0501-503.30-05	VDO COMMUNICATIONS LLC	OFFICE SUPPLIES, GENERAL	\$29.90	\$29.90
901425	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$978.30	\$978.30
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$4.42	\$4.42
Division 1 Total					\$11,221.92
Department 5 Total					\$11,221.92

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216815	625-0601-553.21-02	HARRIS TRUST & SAVINGS BANK	SOURCE INC	\$450.00	\$450.00
	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB2OY67G2	\$38.07	\$226.97
			AMZN MKTP US*MI39G3F02	\$64.95	
			AMZN MKTP US*MI5LB6CV1	\$114.98	
			AMZN MKTP US*MI6AL5AU1	\$8.97	
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	OTSOFTWARE	\$683.40	\$683.40
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US	(\$189.00)	(\$189.00)
216933	625-0601-553.20-39	SUPERION LLC	COMPUTERS,DP & WORD PROC.	\$16,328.91	\$16,328.91
216952	401-0601-572.50-15	VSA CHICAGO	CABLE ACCESS BROADCAST	\$4,102.00	\$4,102.00
216959	625-0601-553.21-65	WOW BUSINESS	ACCT 014753641	\$111.97	\$111.97
216960	625-0601-553.21-65	WOW BUSINESS	ACCT 014748718	\$61.97	\$61.97
901425	625-0601-553.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$12.68	\$12.68
				Division 1 Total	\$21,788.90
				Department 6 Total	\$21,788.90

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901425	101-1008-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$101.50	\$101.50
				Division 8 Total	\$101.50

Division: 11

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901425	101-1011-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$35.07	\$35.07
				Division 11 Total	\$35.07

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901425	101-1013-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$39.72	\$39.72
				Division 13 Total	\$39.72

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216802	515-1018-525.40-55	STEVEN FROMM	HEARTS OF GOLD BANQUET	\$2,014.47	\$2,014.47
216908	515-1018-525.40-55	ROLLING GREEN COUNTRY CLUB	HEARTS OF GOLD BANQUET	\$6,541.24	\$6,541.24
216929	515-1018-525.40-55	STATE GRAPHICS	HEARTS OF GOLD BANQUET	\$677.50	\$677.50
				Division 18 Total	\$9,233.21

Division: 22

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216734	515-1022-525.40-55	AMERICAN PRINT INC	ARTS	\$414.00	\$414.00
216780	515-1022-525.40-55	DESIGN FACTOR INC	SERVICE PRINTING	\$400.00	\$400.00

Check Date: 2-28-2019

Wednesday, February 27, 2019

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 22 Total	\$814.00
				Department 10 Total	\$10,223.50

WARRANT REGISTER - GM0002**Department: 20 Special Events****Division: 5**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216815	515-2005-525.50-55	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB5YM07U0	\$368.92	\$544.86
			AMZN MKTP US*MB7WG8760	\$175.94	
				Division 5 Total	\$544.86
				Department 20 Total	\$544.86

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216722	101-3001-511.30-05	A & E RUBBER STAMP CORP	PRE-INKED STAMPS	\$111.00	\$111.00
216742	101-3001-511.21-65	ARMOR SYSTEMS	SERVICE PROFESSIONAL	\$127.84	\$127.84
216767	101-3001-511.22-03	COLLEGE OF DUPAGE	REGISTRATION	\$75.00	\$75.00
216772	101-3001-511.33-30	CORPORATE IDENTITY INC	OFFICE SUPPLIES, GENERAL	\$1,915.67	\$1,915.67
216773	101-3001-511.33-05	CROWN TROPHY	PLAQUE	\$75.00	\$75.00
216809	101-3001-511.33-25	GRAINGER W W INC	HARDWARE SUPPLIES	\$13.28	\$13.28
216811	101-3001-511.21-65	GUARDIAN ALLIANCE TECHNOLOGIES INC	SOFTWARE LICENSE	\$3,000.00	\$3,000.00
216815	101-3001-511.22-02	HARRIS TRUST & SAVINGS BANK	FBI NATIONAL ACADEMY A	\$115.00	\$155.00
			NASRO	\$40.00	
	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	NIU OUTREACH	\$79.00	\$1,537.00
			IAFCI	\$300.00	
			LIFE SAVERS CONFERENCE	\$350.00	
			LIFE SAVERS CONFERENCE	\$350.00	
			NIU OUTREACH	\$149.00	
			SKILLPATH / NATIONAL	\$159.00	
			WINDY CITY FLYERS INC	\$150.00	
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB9OE7762	\$21.98	\$122.84
			AMAZON.COM*MI7Y07OP2	\$41.64	
			BAUDVILLE INC.	\$59.22	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON.COM*MB86B6KP2	\$154.86	\$466.83
			AMZN MKTP US*MB1M23YC0	\$69.99	
			MENARDS MOUNT PROSPECT	\$24.44	
			THE HOME DEPOT #1913	\$160.91	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216815	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MI4GK2T31	\$56.63	\$466.83
216832	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$55.00	\$194.95
			CLOTHING & APPAREL	\$139.95	
216841	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$63.00	\$88.26
			OFFICE MACHINES & ACCESS	\$25.26	
216862	101-3001-511.33-25	MIDWEST GLASS TINTERS	WINDOW TINT	\$640.00	\$640.00
216866	401-3001-572.50-15	MOTOROLA	RADIO & TELECOMMUNICATION	\$2,229.00	\$7,528.50
			RADIO & TELECOMMUNICATION	\$571.50	
			RADIO & TELECOMMUNICATION	\$4,728.00	
216885	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$72.56	\$322.39
			OFFICE SUPPLIES, GENERAL	\$13.90	
			OFFICE SUPPLIES, GENERAL	\$44.43	
			OFFICE SUPPLIES, GENERAL	\$191.50	
216902	235-3001-532.30-35	RAY O'HERRON	CLOTHING & APPAREL	\$171.25	\$171.25
216903	101-3001-511.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	\$116.99	\$116.99
216919	101-3001-511.33-25	SAMS CLUB/SYNCHRONY BANK	POLICE EQUIPMENT & SUPPLY	\$50.92	\$243.26
			POLICE EQUIPMENT & SUPPLY	\$192.34	
216926	101-3001-511.33-25	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$9.99	\$17.96
			HARDWARE SUPPLIES	\$7.97	
216930	101-3001-511.22-10	SUBURBAN ACCENTS INC	SERVICE PRINTING	\$250.00	\$250.00
	401-3001-572.50-15	SUBURBAN ACCENTS INC	SERVICE PRINTING	\$75.00	\$225.00
			SERVICE PRINTING	\$150.00	
216932	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	\$50.00	\$50.00
216938	101-3001-511.21-65	THOMSON REUTERS-WEST	SERVICE PROFESSIONAL	\$494.40	\$494.40
216954	101-3001-511.21-65	WALGREEN COMPANY	SERVICE PROFESSIONAL	\$26.16	\$26.16

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901425	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$246.98	\$246.98
				Division 1 Total	\$18,215.56

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216815	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	INIA.ORG	\$425.00	\$425.00
216924	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$55.48	\$125.47
			CANINE UNIT PROGRAM	\$69.99	
216935	231-3003-511.40-11	TECHNOLOGY MANAGEMENT REV FUND	SERVICE PROFESSIONAL	\$132.81	\$132.81
				Division 3 Total	\$683.28
				Department 30 Total	\$18,898.84

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216728	101-3501-512.21-02	AIR ONE EQUIPMENT	SERVICE EQUIPMENT	\$431.00	\$431.00
216741	101-3501-512.31-65	ARLINGTON POWER EQUIPMENT	HARDWARE SUPPLIES	\$83.06	\$83.06
216754	101-3501-512.31-45	BOUND TREE MEDICAL LLC	HARDWARE SUPPLIES	\$208.56	\$208.56
216783	101-3501-512.30-35	DJS SCUBA LOCKER INC	DIVE GLOVES	\$349.92	\$517.92
			DIVE GLOVES	\$168.00	
216797	101-3501-512.30-01	FIRE ENGINEERING	RENEWAL A. LARSON	\$24.00	\$24.00
216798	101-3501-512.30-35	FIRESERVICE MANAGEMENT	TURNOUT GEAR REPAIR	\$381.36	\$381.36
216815	101-3501-512.21-65	HARRIS TRUST & SAVINGS BANK	TEAMSNAP	\$69.99	\$69.99
	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	IMAGETREND INC	\$865.00	\$1,245.00
			ITOAORG	\$190.00	
			ITOAORG	\$190.00	
	101-3501-512.31-45	HARRIS TRUST & SAVINGS BANK	AMAZON.COM*MI7OZ9FY2	\$159.84	\$159.84
	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	HOMEDEPOT.COM	\$109.87	\$109.87
216832	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$150.00	\$650.85
			CLOTHING & APPAREL	\$79.90	
			CLOTHING & APPAREL	\$19.95	
			CLOTHING & APPAREL	\$70.00	
			CLOTHING & APPAREL	\$265.00	
			CLOTHING & APPAREL	\$66.00	
216838	101-3501-512.31-85	KARDS INC	CABINET FOR ENGINE 119	\$2,328.96	\$8,424.79
			CABINET FOR ENGINE 117	\$2,328.96	
			CABINET FOR ENGINE 112	\$2,328.96	
			CABINET FOR ENGINE 117	\$1,437.91	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216843	101-3501-512.33-05	ANDREW LARSON	SUPPLIES REIMBURSEMENT	\$142.67	\$142.67
216859	101-3501-512.21-65	METRO-WESTERN COOK CREDIT	CREDIT CHECKS	\$252.00	\$252.00
216860	101-3501-512.22-02	METROPOLITAN FIRE CHIEFS ASSN	2019 DUES	\$40.00	\$40.00
216870	101-3501-512.32-80	NATL FIRE PROTECTION ASSOC	SERVICE PRINTINGS	\$212.95	\$212.95
216874	101-3501-512.22-03	NORTHEASTERN IL PUBLIC SAFETY	TRAINING	\$900.00	\$5,193.75
			TRAINING	\$1,800.00	
			TRAINING	\$300.00	
			TRAINING	\$168.75	
			TRAINING	\$1,350.00	
			TRAINING	\$675.00	
216876	101-3501-512.22-02	NORTHWEST COMMUNITY	SYSTEM ENTRY FEE	\$75.00	\$75.00
216877	101-3501-512.22-02	NORTHWEST COMMUNITY HOSP	2019 DUES	\$1,390.00	\$1,390.00
216882	101-3501-512.31-60	O'REILLY AUTO PARTS	ANTIFREEZE	\$56.97	\$56.97
216885	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$58.04	\$58.04
216890	101-3501-512.30-01	PADDOCK PUBLICATIONS INC	2019 RENEWAL	\$450.80	\$450.80
216899	101-3501-512.31-60	R H MEDICAL	MEDICAL OXYGEN	\$313.50	\$313.50
216903	101-3501-512.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	\$169.99	\$169.99
216909	101-3501-512.22-03	ROMEONVILLE FIRE DEPARTMENT	TRAINING	\$345.00	\$690.00
			TRAINING	\$345.00	
216913	101-3501-512.31-60	ROUTE 12 RENTAL CO INC	KEROSENE	\$65.00	\$292.50
			KEROSENE	\$32.50	
			KEROSENE	\$65.00	
			KEROSENE	\$65.00	
			KEROSENE	\$65.00	
216930	101-3501-512.21-07	SUBURBAN ACCENTS INC	VEHICLE LETTERING	\$400.00	\$400.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216940	101-3501-512.30-35	TRADER JOHNS OUTPOST	HARDWARE SUPPLIES	\$639.00	\$639.00
216945	101-3501-512.31-65	TRUE VALUE	HARDWARE SUPPLIES	\$11.29	\$11.29
216950	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	\$1,940.57	\$1,940.57
216962	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
901425	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$9.83	\$9.83
Division 1 Total					\$24,834.10
Department 35 Total					\$24,834.10

WARRANT REGISTER - GM0002**Department: 37 Foreign Fire Insurance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216748	227-3701-512.22-03	ALEXANDER BELLUSCI	TUITION REIMBURSEMENT	\$96.06	\$96.06
216761	227-3701-512.22-03	REGINALD CASTILLO	TUITION REIMBURSEMENT	\$294.06	\$294.06
216763	227-3701-512.22-03	ROSS CHAPMAN	TUITION REIMBURSEMENT	\$900.00	\$900.00
216834	227-3701-512.22-03	DAVID JOHNSON	TUITION REIMBURSEMENT	\$925.00	\$925.00
216894	227-3701-512.22-03	PETERSON, RAGNAR	TUITION REIMBURSEMENT	\$375.00	\$375.00
216957	227-3701-512.22-03	WOOD DWAYNE J	TUITION REIMBURSEMENT	\$600.41	\$600.41
				Division 1 Total	\$3,190.53
				Department 37 Total	\$3,190.53

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216733	101-4001-521.22-02	AMERICAN PLANNING ASSOC	DUES	\$644.00	\$644.00
216771	101-4001-521.40-40	CORNETT PUBLISHING INC	ADVERTISING	\$2,285.00	\$2,285.00
216785	101-4001-521.30-01	DOWNTOWN IDEA EXCHANGE	SUBSCRIPTION	\$246.50	\$246.50
216813	401-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$1,504.00	\$1,504.00
216815	101-4001-521.40-40	HARRIS TRUST & SAVINGS BANK	EB FEBRUARY 2019 LUNC	\$54.67	\$714.67
			ICSC	\$660.00	
216849	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPT SERVICES	\$180.85	\$180.85
216889	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$189.00	\$670.95
			ADVERTISING	\$288.90	
			ADVERTISING	\$193.05	
216925	101-4001-521.40-40	SELECT CHICAGO	ECONOMIC ALLIANCE	\$1,500.00	\$1,500.00
216927	401-4001-571.50-30	SOUND STRUCTURES INC	LIGHTING ANALYSIS	\$2,000.00	\$2,000.00
216962	101-4001-521.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$37.96	\$37.96
901425	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$9.40	\$9.40
Division 1 Total					\$9,793.33
Department 40 Total					\$9,793.33

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216810	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	ENGINEERING REVIEW	\$625.00	\$625.00
216824	101-4501-523.22-02	IL PLUMBING INSPECTORS ASSOC	ANNUAL DUES	\$70.00	\$70.00
	101-4501-523.22-03	IL PLUMBING INSPECTORS ASSOC	TRAINING	\$125.00	\$125.00
216885	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$75.19	\$140.18
			OFFICE SUPPLIES, GENERAL	\$64.99	
216922	101-4501-523.22-02	JAMIE SCHMIDT	ICC RENEWALS	\$100.00	\$100.00
216937	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$76.00	\$6,462.00
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$6,272.00	
			SERVICE BLDG MAINT	\$76.00	
216939	101-4501-523.22-10	TOTAL PRINT SOLUTIONS	SERVICE PRINTING	\$1,155.00	\$1,375.00
			SERVICE PRINTING	\$220.00	
216962	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$137.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	
901425	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$225.18	\$225.18
Division 1 Total					\$9,259.36
Department 45 Total					\$9,259.36

WARRANT REGISTER - GM0002**Department: 70 Health****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2172	101-7001-541.30-35	PRO STAR	CLOTHING & APPAREL	\$250.72	\$250.72
216738	101-7001-541.20-25	ARLINGTON CENTER	COUNSELING	\$741.00	\$741.00
216740	101-7001-541.41-16	ARLINGTON HTS PARK DISTRICT	CAP CHILDREN AT PLAY	\$1,680.38	\$1,794.38
			CAP CHILDREN AT PLAY	\$114.00	
216770	101-7001-541.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
216789	101-7001-541.20-25	EDGE COUNSELING SOLUTIONS	COUNSELING	\$910.00	\$910.00
216815	101-7001-541.33-10	HARRIS TRUST & SAVINGS BANK	SANOFI PASTEUR INC	\$236.87	\$236.87
216857	101-7001-541.33-10	MC KESSON MEDICAL SURGICAL	CLINIC SUPPLIES	\$18.79	\$1,784.62
			CLINIC SUPPLIES	\$1,765.83	
216886	101-7001-541.20-25	OMNI YOUTH SERVICES INC	COUNSELING	\$178.00	\$178.00
Division 1 Total					\$6,115.59

Division: 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216815	101-7007-541.21-65	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$61.00
	101-7007-541.22-40	HARRIS TRUST & SAVINGS BANK	CHI TAXI 999	\$30.00	\$30.00
	101-7007-541.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB00A9WM1	\$10.89	\$10.89
	101-7007-541.31-65	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US*MB6B212G2	\$83.50	\$534.79
			AMZN MKTP US*MB9XY0WR1	\$27.05	
			WAL-MART #2815	\$32.48	
			GFS STORE #0204	\$131.86	
			SP * RESTON LLOYD	\$213.05	
			WHOLESALE FLOWERS	\$46.85	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216948	101-7007-541.21-65	PETRA VAN NUIS	MARDI GRAS PROGRAM 3/5	\$550.00	\$550.00
901425	101-7007-541.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$39.96	\$39.96
				Division 7 Total	\$1,226.64
				Department 70 Total	\$7,342.23

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2173	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ELECTRICAL SERVICES	\$1,942.17	\$1,942.17
216723	101-7101-531.31-55	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$262.00	\$439.44
			ELECTRICAL SUPPLIES	\$190.54	
			ELECTRICAL SUPPLIES	(\$13.10)	
	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$3,271.12	\$5,796.72
			ELECTRICAL SUPPLIES	\$2,525.60	
216724	101-7101-531.31-55	ADDISON BUILDING MATERIAL CO	SERVICE BLDG MAINTENANCE	\$47.68	\$47.68
216729	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINTENANCE	\$3,562.50	\$3,562.50
216731	101-7101-531.30-35	AMAZON.COM	CLOTHING & APPAREL	\$199.95	\$199.95
216732	401-7101-571.50-20	AMERICAN DOOR & DOCK	SERVICE BLDG MAINTENANCE	\$5,440.18	\$6,917.12
			SERVICE BLDG MAINTENANCE	\$1,476.94	
216736	101-7101-531.31-55	ANDERSON LOCK	KEYS	\$105.00	\$440.40
			SERVICE BLDG MAINTENANCE	\$335.40	
216744	101-7101-531.22-70	AT & T LONG DISTANCE	CORP ID 2147713	\$357.99	\$357.99
216749	101-7101-531.31-55	BERKHEIMER CO INC	SERVICE BLDG MAINTENANCE	\$47.17	\$47.17
216757	101-7101-531.31-90	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$2,424.64	\$2,424.64
216765	101-7101-531.21-11	CINTAS CORP	MATS	\$33.95	\$268.21
			MATS	\$37.48	
			MATS	\$116.38	
			MATS	\$80.40	
216768	101-7101-531.22-70	COMCAST CABLE	TELECOMMUNICATIONS	\$141.85	\$166.56
			TELECOMMUNICATIONS	\$24.71	
216769	101-7101-531.31-85	CONSERV FS	SNOW PUSHER	\$698.70	\$698.70

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216769	101-7101-531.31-90	CONSERV FS	ICE MELT	\$1,274.00	\$1,274.00
216774	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINTENANCE	\$7,645.00	\$7,645.00
216781	101-7101-531.31-90	DETROIT SALT CO. LLC	STREET/SIDEWALK SUPPLIES	\$8,223.06	\$8,223.06
216790	101-7101-531.31-85	EJ EQUIPMENT INCORPORATED	HARDWARE SUPPLIES	\$400.00	\$400.00
216804	101-7101-531.30-39	GAS DEPOT INC	FUEL,OIL,GREASE, & LUBES	\$14,024.00	\$44,964.20
			FUEL,OIL,GREASE, & LUBES	\$14,780.00	
			FUEL,OIL,GREASE, & LUBES	\$16,160.20	
216809	101-7101-531.31-55	GRAINGER W W INC	PLUMBING EQUIP FIXT,SUPP	\$659.62	\$672.96
			HARDWARE SUPPLIES	(\$6.21)	
			HARDWARE SUPPLIES	\$19.55	
216812	401-7101-571.50-30	HAEGER ENGINEERING LLC	SERVICE CONSULTING	\$500.00	\$500.00
216813	401-7101-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$492.00	\$492.00
216815	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	ILLINOIS AWWA	\$83.00	\$258.00
			INTL SOC ARBORICULTURE	\$175.00	
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS AWWA	\$225.00	\$225.00
	101-7101-531.30-01	HARRIS TRUST & SAVINGS BANK	HCR HORTICULTURE MAG	\$14.95	\$14.95
	101-7101-531.31-55	HARRIS TRUST & SAVINGS BANK	GLOBAL SPECIALTIES DIR	\$170.00	\$170.00
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	MEIJER #228 Q01	\$32.92	\$312.68
			SAMSClub #6464	\$279.76	
216816	101-7101-531.21-02	HAYES MECHANICAL	HVAC MAINTENANCE	\$894.00	\$3,020.00
			HVAC MAINTENANCE	\$841.00	
			HVAC MAINTENANCE	\$535.00	
			HVAC MAINTENANCE	\$289.00	
			HVAC MAINTENANCE	\$461.00	
216818	101-7101-531.31-55	HELLER LUMBER CO	SERVICE BLDG MAINTENANCE	\$16.54	\$16.54

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216829	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	\$3,006.00	\$31,014.00
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,960.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
216830	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$120.00	\$446.00
			PEST CONTROL	\$147.00	
			PEST CONTROL	\$59.00	
			PEST CONTROL	\$60.00	
			PEST CONTROL	\$60.00	
216835	101-7101-531.31-90	JON-DON INC	HARDWARE SUPPLIES	\$180.00	\$180.00
216848	101-7101-531.30-39	LEAHY WOLF CO	FUEL,OIL,GREASE, & LUBES	\$2,532.97	\$2,532.97
216854	101-7101-531.31-45	LOWES COMMERCIAL SERVICES	JANITORIAL SUPPLIES	\$291.60	\$291.60
	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	PAINT & EQUIPMENT	(\$23.75)	\$1,586.12
			PAINT & EQUIPMENT	\$23.75	
			HARDWARE SUPPLIES	\$180.77	
			HARDWARE SUPPLIES	\$73.05	
			HARDWARE SUPPLIES	\$1,332.30	
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$49.86	\$49.86
	101-7101-531.31-75	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$10.56	\$10.56

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216854	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$71.36	\$288.91
			HARDWARE SUPPLIES	\$217.55	
216861	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINTENANCE	\$1,497.75	\$1,497.75
216869	401-7101-571.50-20	NATL DECORATING SERVICE INC	SERVICE BLDG MAINTENANCE	\$24,935.00	\$24,935.00
216871	101-7101-531.21-50	NICOR	ACCT 01701843946	\$6,690.46	\$6,690.46
216872	101-7101-531.21-50	NICOR	ACCT 71251169620	\$1,061.15	\$1,061.15
216883	101-7101-531.22-02	OAKLEY WILLIAM	CDL RENEWAL	\$50.00	\$50.00
216884	101-7101-531.30-35	OCCUPATIONAL TRAINING & SUPPLY	HARDWARE SUPPLIES	\$105.99	\$105.99
216896	101-7101-531.21-65	PRECISION REPRODUCTION INC	COPIES	\$97.00	\$198.25
			PLOTS	\$101.25	
	101-7101-531.30-05	PRECISION REPRODUCTION INC	PLOTS	\$1,306.80	\$1,306.80
216898	101-7101-531.30-35	PRO SAFETY INC	CLOTHING & APPAREL	\$42.37	\$42.37
216916	101-7101-531.31-85	RUSO'S POWER EQUIPMENT INC	HARDWARE SUPPLIES	\$187.90	\$187.90
216920	101-7101-531.31-40	SANDLER ENTERPRISES INC	HARDWARE SUPPLIES	\$775.00	\$775.00
216926	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$23.27	\$23.27
216928	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SERVICE BLDG MAINTENANCE	\$18.51	\$18.51
216936	401-7101-571.50-30	THOMAS ENGINEERING GROUP LLC	SERVICE PROFESSIONAL	\$1,784.00	\$1,784.00
216961	101-7101-531.22-15	XEROX CORPORATION	COPIES	\$85.00	\$85.00
801818	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 2985063029	\$141.53	\$188.94
			ACCT 8572043011	\$47.41	
801820	101-7101-531.22-70	AT & T	ACCT 84725961248940	\$42.67	\$9,490.93
			ACCT 84743978686650	\$85.38	
			ACCT 847R1605198974	\$1,995.65	
			ACCT 847Z9727849771	\$7,367.23	
901425	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1.91	\$1.91

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	\$176,340.89
				Department 71 Total	\$176,340.89

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216731	505-7201-561.30-35	AMAZON.COM	CLOTHING & APPAREL	\$184.95	\$230.87
			CLOTHING & APPAREL	\$45.92	
	505-7201-561.31-65	AMAZON.COM	OFFICE SUPPLIES, GENERAL	\$83.35	\$83.35
216745	505-7201-561.31-02	BACKFLOW APPARATUS AND VALVE CO	HARDWARE SUPPLIES	\$2,538.00	\$3,884.00
			HARDWARE SUPPLIES	\$1,346.00	
216750	505-7201-561.22-10	BHFX LLC	SERVICE PRINTING	\$107.60	\$107.60
216757	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$1,023.68	\$1,023.68
	505-7201-561.21-62	C C CARTAGE INC	SERVICE DISPOSAL	\$264.44	\$264.44
	505-7201-561.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	\$7,560.30	\$7,560.30
216768	505-7201-561.22-70	COMCAST CABLE	INTERNET	\$186.85	\$186.85
216775	505-7201-561.21-02	CUMMINS INC	FLEET SERVICE	\$1,571.75	\$1,571.75
216777	505-7201-561.21-30	DAHME MECHANICAL INDUSTRIES	SERVICE CONSTRUCTION	\$5,160.00	\$5,160.00
216800	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	WATER SEWER SYSTEM SUPPLY	\$1,417.50	\$1,417.50
216808	505-7201-561.22-03	CHESTER GORECKI	TRAVEL ADVANCE	\$50.00	\$50.00
216809	505-7201-561.31-55	GRAINGER W W INC	HARDWARE SUPPLIES	\$1,000.11	\$1,857.42
			HARDWARE SUPPLIES	\$85.84	
			WATER SEWER SYSTEM SUPPLY	\$771.47	
216815	505-7201-561.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS AWWA	\$225.00	\$225.00
216817	505-7201-561.21-35	HBK WATER METER SERVICE INC	METER SUPPLIES	\$9,176.79	\$9,176.79
	505-7201-561.31-02	HBK WATER METER SERVICE INC	METER SUPPLIES	\$3,028.07	\$8,525.08
			METER SUPPLIES	\$3,932.86	
			METER SUPPLIES	\$1,564.15	
	505-7201-561.50-15	HBK WATER METER SERVICE INC	PLUMBING EQUIP FIXT,SUPP	\$4,450.00	\$4,450.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216821	505-7201-561.22-03	HORNDASCH TODD	TRAVEL ADVANCE	\$221.36	\$221.36
216822	505-7201-561.22-03	MIKE IGNOFFO	TRAVEL ADVANCE	\$50.00	\$50.00
216839	505-7201-561.22-03	ASHLEY KARR	TRAVEL ADVANCE	\$50.00	\$50.00
216851	505-7201-561.21-30	LO VERDE CONSTRUCTION CO INC	SERVICE CONSTRUCTION	\$6,290.00	\$6,290.00
216854	505-7201-561.31-01	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	\$56.94	\$56.94
	505-7201-561.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$4.26	\$4.26
	505-7201-561.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$131.75	\$131.75
	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$18.99	\$62.87
			HARDWARE SUPPLIES	\$23.73	
			HARDWARE SUPPLIES	\$39.14	
			HARDWARE SUPPLIES	(\$18.99)	
	505-7201-561.50-20	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$393.86	\$393.86
216863	505-7201-561.31-02	MIDWEST METER INC	METER SUPPLIES	\$288.50	\$288.50
216873	505-7201-561.22-03	NORDIN DAVID	TRAVEL ADVANCE	\$355.10	\$355.10
216879	505-7201-561.33-05	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRIAL SUPPLIES	\$36.98	\$36.98
216884	505-7201-561.30-35	OCCUPATIONAL TRAINING & SUPPLY	OFFICE SUPPLIES, GENERAL	\$105.99	\$105.99
216897	505-7201-561.22-03	PREUCIL JOHN	TRAVEL ADVANCE	\$355.10	\$355.10
216898	505-7201-561.30-35	PRO SAFETY INC	CLOTHING & APPAREL	\$42.38	\$42.38
216923	505-7201-561.22-03	BRIGET SCHWAB	TRAVEL ADVANCE	\$355.10	\$355.10
216931	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER TESTING	\$1,344.00	\$1,344.00
216942	505-7201-561.22-03	VERONICA TREVINO	TRAVEL ADVANCE	\$355.10	\$355.10
216947	505-7201-561.31-60	USA BLUEBOOK	WATER SEWER SYSTEM SUPPLY	\$90.73	\$90.73
801817	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1-109311	\$109.76	\$109.76
801819	505-7201-561.21-50	NICOR	ACCT 05850400002	\$59.99	\$164.50
			ACCT 16797600000	\$104.51	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801821	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	ACCT 9205457	\$9,524.89	\$24,319.76
			ACCT 9205455	\$7,892.51	
			ACCT 9205452	\$1,856.19	
			ACCT 9205450	\$1,257.79	
			ACCT 9205459	\$3,788.38	
901425	505-7201-561.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$336.50	\$1,606.80
			POSTAGE REIMBURSEMENT	\$1,270.30	
Division 1 Total					\$82,565.47
Department 72 Total					\$82,565.47

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 2**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216726	235-7302-532.21-02	AFFILIATED CUSTOMER SERVICE INC	SERVICE BLDG MAINTENANCE	\$749.46	\$749.46
216861	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINTENANCE	\$1,466.00	\$1,466.00
801821	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	ACCT 9205451	\$4,965.05	\$4,965.05
				Division 2 Total	\$7,180.51

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801821	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	ACCT 9205458	\$4,797.81	\$4,797.81
				Division 4 Total	\$4,797.81
				Department 73 Total	\$11,978.32

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216730	621-7501-551.31-51	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	\$462.78	\$813.08
			VEH MAINTENANCE SUPPLY	\$350.30	
216739	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	(\$69.55)	\$162.06
			VEH MAINTENANCE SUPPLY	\$146.30	
			VEH MAINTENANCE SUPPLY	\$26.23	
			VEH MAINTENANCE SUPPLY	\$59.08	
216747	621-7501-551.31-51	BATTERIES PLUS LLC	VEH MAINTENANCE SUPPLY	\$488.16	\$488.16
216756	621-7501-551.31-51	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	\$58.03	\$965.69
			VEH MAINTENANCE SUPPLY	\$286.09	
			VEH MAINTENANCE SUPPLY	\$31.54	
			VEH MAINTENANCE SUPPLY	(\$11.79)	
			VEH MAINTENANCE SUPPLY	\$109.39	
			VEH MAINTENANCE SUPPLY	\$120.00	
			VEH MAINTENANCE SUPPLY	\$23.14	
			VEH MAINTENANCE SUPPLY	\$4.66	
			VEH MAINTENANCE SUPPLY	\$66.00	
			VEH MAINTENANCE SUPPLY	\$3.99	
			VEH MAINTENANCE SUPPLY	\$42.16	
			VEH MAINTENANCE SUPPLY	\$3.29	
			VEH MAINTENANCE SUPPLY	\$229.19	
216760	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$196.00	\$196.00
216762	621-7501-551.31-51	CERTIFIED LABORATORIES	VEH MAINTENANCE SUPPLY	\$457.54	\$457.54
216786	621-7501-551.21-02	DREISILKER ELECTRIC MOTORS INC	SERVICE BLDG MAINTENANCE	\$178.06	\$178.06

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216794	621-7501-551.31-51	FACTORY MOTOR PARTS	VEH MAINTENANCE SUPPLY	\$23.28	\$669.68
			VEH MAINTENANCE SUPPLY	\$162.06	
			VEH MAINTENANCE SUPPLY	\$138.05	
			VEH MAINTENANCE SUPPLY	\$22.17	
			VEH MAINTENANCE SUPPLY	\$324.12	
216807	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$6,432.50	\$6,432.50
	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$899.22	\$899.22
216815	621-7501-551.21-65	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY AUTO REPLEN	\$40.00	\$40.00
	621-7501-551.22-02	HARRIS TRUST & SAVINGS BANK	ASE	\$65.00	\$65.00
	621-7501-551.31-85	HARRIS TRUST & SAVINGS BANK	TOOLTOPIA	(\$23.79)	\$237.88
			TOOLTOPIA	\$261.67	
216825	621-7501-551.21-07	IL SECRETARY OF STATE	REGISTRATION RENEWAL	\$101.00	\$101.00
216826	621-7501-551.21-07	IL SECRETARY OF STATE	TITLE TRANSFER	\$95.00	\$95.00
216841	621-7501-551.21-02	KONICA MINOLTA BUSINESS USA	COPIER MAINTENANCE	\$377.21	\$377.21
216855	621-7501-551.21-07	MAACO COLLISION REPAIR & PAINTING	ACCIDENT REPAIR	\$535.00	\$535.00
	621-7501-551.21-08	MAACO COLLISION REPAIR & PAINTING	ACCIDENT REPAIR	\$927.80	\$2,899.16
			ACCIDENT EPAIR	\$1,971.36	
216858	621-7501-551.31-51	METRO TANK & PUMP CO	FUEL ISLAND MAINTENANCE	\$192.36	\$192.36
216864	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$107.62	\$107.62
216865	621-7501-551.31-51	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$245.00	\$245.00
216867	621-7501-551.31-51	MPC COMMUNICATIONS & LIGHTING INC	VEH MAINTENANCE SUPPLY	\$290.00	\$290.00
216868	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	\$483.70	\$483.70
216875	621-7501-551.21-07	NORTHWEST AUTO WASH	CAR WASHES	\$523.90	\$523.90
216880	621-7501-551.31-51	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	\$12.88	\$12.88
216884	621-7501-551.31-51	OCCUPATIONAL TRAINING & SUPPLY	VEH MAINTENANCE SUPPLY	\$75.00	\$75.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216892	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	\$415.73	\$415.73
216900	621-7501-551.21-07	RACEWAY CARWASH	VEH MAINTENANCE SUPPLY	\$120.00	\$120.00
216914	621-7501-551.31-51	RUSH TRUCK CENTERS OF ILLINOIS INC	VEH MAINTENANCE SUPPLY	\$148.37	\$148.37
216915	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	(\$444.10)	\$18,007.71
			VEH MAINTENANCE SUPPLY	\$444.10	
			VEH MAINTENANCE SUPPLY	(\$2,128.00)	
			VEH MAINTENANCE SUPPLY	\$1,505.92	
			VEH MAINTENANCE SUPPLY	\$66.82	
			VEH MAINTENANCE SUPPLY	\$82.01	
			VEH MAINTENANCE SUPPLY	\$16,187.34	
			VEH MAINTENANCE SUPPLY	\$2,161.02	
			VEH MAINTENANCE SUPPLY	\$15.75	
			VEH MAINTENANCE SUPPLY	\$45.94	
			VEH MAINTENANCE SUPPLY	(\$199.50)	
			VEH MAINTENANCE SUPPLY	\$157.00	
			VEH MAINTENANCE SUPPLY	(\$48.67)	
			VEH MAINTENANCE SUPPLY	\$23.18	
			VEH MAINTENANCE SUPPLY	\$138.90	
216941	621-7501-551.31-51	TRANS CHICAGO TRUCK GROUP	VEH MAINTENANCE SUPPLY	\$77.12	\$137.59
			VEH MAINTENANCE SUPPLY	\$60.47	
216946	621-7501-551.30-35	UNIFIRST CORPORATION	UNIFORM	\$56.19	\$112.38
			UNIFORM	\$56.19	
216955	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$1,478.63	\$1,478.63
216956	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$399.44	\$449.21
			VEH MAINTENANCE SUPPLY	\$49.77	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	\$38,412.32
				Department 75 Total	\$38,412.32

WARRANT REGISTER - GM0002**Department: 80 Pensions****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901425	705-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$644.92	\$644.92
	711-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$89.50	\$89.50
Division 1 Total					\$734.42
Department 80 Total					\$734.42

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 13**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
216799	431-9013-571.50-25	FIRST COMMUNICATIONS	PHONE	\$525.01	\$525.01
216905	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$513,785.26	\$513,785.26
				Division 13 Total	\$514,310.27
				Department 90 Total	\$514,310.27
TOTAL ALL FUNDS:					\$1,493,457.81



Village Board
3/4/2019

Item: Swearing In of Acting Fire Chief Andrew Larson as Fire Chief

Department:

Swearing In of Acting Fire Chief Andrew Larson as Fire Chief



Village Board
3/4/2019

Item: Report of Committee-of-the-Whole Meeting March 4, 2019

Department: Village Manager's Office

Report of Committee-of-the-Whole Meeting of March 4, 2019

Interview of Brian Harrison for Appointment to the Commission for Citizens with Disabilities - Term ending 4/30/21



**Village Board
3/4/2019**

Item: Police Utility Vehicles Purchase 2019

Department: Public Works

The approved 2019 Capital Budget includes \$72,000 for the replacement of two vehicles for the Police Department. The proposed vehicles are 2019 Chevrolet Tahoes. One vehicle is for Patrol and one is for Forensics. The current vehicles are in excess of five years old, and exceeded their useful lives as Police vehicles. The Fleet Unit of Public Works has inspected these vehicles, and determined they are in need of replacement. The current vehicles will be surplus in accordance with Village guidelines.

The total cost for the two SUVs is \$74,437.46. This cost is over budget by \$2,437.46 but the overall Police Vehicle Replacement budget (Account No. 621-9003-572.50-05 VH9503) can accommodate the overage. We estimate after all purchases are made, to be \$15,000 below budget for Police vehicles this year.

Staff proposes to purchase the vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. The SPC represents 143 municipalities in the six County area of Northern Illinois and is administered through the Northwest Municipal Conference.

Currie Motors of Forest Park, IL is this year's winning bidder for this vehicle. The Village has worked with Currie Motors in the past and found them to be acceptable.

RECOMMENDATION

It is recommended that the Village Board award the bid to Currie Motors of Forest Park, Illinois in the amount of \$74,437.46 for the purchase of two Chevrolet 2019 Tahoes for the Police Department, and authorize Staff to execute the necessary contracts.



**Village Board
3/4/2019**

Item: 2019 MFT Street Reconstruction and Rehabilitation Program

Department: Public Works

There are approximately 2.23 miles of streets included in this program and include the following:

- Eight street segments that will be fully reconstructed
- Three street segments that will be rehabilitated with widening
- One street segment that will receive new water main

Bids for the 2019 MFT Street Reconstruction & Rehabilitation, IDOT Section #19-00211-00-00-PV were publicly opened on February 25, 2019.

TABULATION OF BIDS:

Arrow Road Construction	\$3,582,266.67
J.A. Johnson Paving	\$3,643,700.00
Builder's Paving LLC	\$3,675,000.00
ENGINEER'S ESTIMATE	\$3,912,301.85

Total Budgeted:	\$3,900,000.00
Amount of Bid:	\$3,582,266.67
Total Amount of Bid Recommended:	\$3,582,266.67

Arrow Road has successfully performed the reconstruction program for the Village several times in the past. If approved, this project will begin in mid to late March, weather pending. The project will be substantially complete in August. Landscaping will be completed in September, when weather conditions permit.

Funds are available in the following accounts:

Motor Fuel Tax Fund 211-7101-571-50-40 (ST9009): \$1,800,000.00
Capital Projects - Street Program 401-7101-571-50-30 (ST9008): \$1,497,059.77
Water & Sewer Fund - Watermain Replacement Program 505-9001-571-50-25 (WA9001): \$285,165.90

RECOMMENDATION

The bids received have been thoroughly reviewed. It is therefore recommended

that the Village Board award the contract to Arrow Road Construction in the amount of \$3,582,226.67. It is further recommended that the 2019 Water & Sewer Fund budget (505-9001-571-5025 WA9001) be amended by \$285,165.90 from reserves.



**Village Board
3/4/2019**

Item: Public Works Vehicle Purchase

Department: Public Works

The approved 2019 Capital Budget for Public Works appropriates \$40,100 for the replacement of one of the Administrative vehicles. The current vehicle is in excess of ten years old, and has been deemed by the PW Fleet Unit in need of replacement. The current vehicle will be surplus in accordance with Village guidelines.

Staff is proposing to purchase a 2020 Ford Interceptor at a total cost of \$36,249 through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities to obtain better prices through economies of scale. The SPC represents 143 municipalities in the six County area of Northern Illinois and is administered through the Northwest Municipal Conference.

This year's award is through Currie Motors of Frankfort, IL. The Village has worked with Currie Motors in the past and found them to be acceptable. Funds are available in Account No. 621-9003-572.50-05 VH9501 for this purchase.

RECOMMENDATION

It is recommended that the Village Board award the bid to Currie Motors of Frankfort, Illinois in the amount of \$36,249 for the purchase of a 2020 Ford Interceptor for Public Works Administration, and authorize Staff to execute the necessary contracts.



**Village Board
3/4/2019**

Item: Asphalt Cold Patch 2019

Department: Public Works

The Public Works Department contracts out the supply and delivery of cold patch asphalt. Cold patch, otherwise known as cold mix asphalt, is a readily available, easy to apply roadway patching product that is used for repair of potholes and utility excavations, when outside temperatures do not permit the use of Hot Mix Asphalt (HMA).

Public Works is requesting approval to join the Cold Patch Contract through the Municipal Purchasing Initiative (MPI). MPI is a cooperative of nearby municipalities jointly bidding materials and services in an effort to reduce pricing through economies of scale.

Arrow Road Construction is the current low bidder in the Cold Patch Contract through MPI. The contract is for \$144/ton delivered. Staff recommends approval of the MPI contract price. Funding is available in Account 101-7101-531.31-90 (\$26,900) and Account 505-7201-561.31-90 (\$15,000). The Village has worked successfully with Arrow Road Construction in the past and the bids meets specifications.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract for Asphalt Cold Patch to Arrow Road Construction, of Mount Prospect, Illinois, for a delivered unit price of \$144/ton, up to the budgeted amount, and authorize Staff to execute the necessary documents.



**Village Board
3/4/2019**

Item: 2019 Budget Encumbrance

Department: Finance

The appropriation of resources by a governing board represents the legal right to incur expenditures for its activities. Encumbrance accounting is designed to improve the control over government expenditures and to insure that total actual expenditures do not exceed budgeted amounts.

Encumbrances are purchase orders or other commitments for goods or services that have not yet been received and which become expenditures only upon receipt of those goods and services. Encumbrances are formally recorded in the general ledger as budgetary control accounts. The budget line is reduced by that amount so the line item is not overspent. When the goods are received, the encumbrance is removed and the true expense is recorded.

Encumbrances on the books at the end of the year present a problem. Legally, appropriations lapse at year end; however, we have ordered goods or entered into contracts that we have not yet paid for. If we intend to honor those contracts-in-progress at year-end, we must "rebudget" for them. Generally accepted accounting principles do not allow us to include these items as expenses in the old fiscal year. Therefore, within our accounting system we will remove the encumbrance from last fiscal year and reserve the fund balance for the amount of the encumbrances. Since we did not "spend" this amount last year even though it was budgeted and purchase orders were issued, the cash is available to be rebudgeted. We increase the amount of the new year budget by the amount of the encumbrances using the reserved fund balance as the source of funds. In effect, we have rebudgeted for items that were properly budgeted and ordered in the old year, but will be paid for in the new year. By increasing the new year budget to cover these expenditures, we maintain our budget controls and try to insure that the new year budget will not be exceeded.

Attached is a schedule listing the account numbers and the amount of the encumbrances that need to be carried over to 2019. The encumbrance's total amount is \$6,184,100. Major projects include police station (\$2,768,798), vehicles and equipment (\$1,025,593), road projects (\$705,453), storm water control (\$812,836) and watermain replacement (\$209,104). All other capital

improvements and equipment from the prior year total \$383,614. The balance of \$278,703 is for regular operating expenses.

RECOMMENDATION

It is recommended that the Village Board amend the 2019 Budget to include prior year encumbrances in the amount of \$6,184,100.

ATTACHMENTS:

Description	Type
Encumbrance Carryover 2018 TO 2019	Exhibits

SUMMARY

2019 BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

FUND	AMOUNT
General	\$212,146
CDBG	7,234
Criminal Investigation	7,305
Parking Operations	31,377
TIF IV	2,453
TIF V	23,540
TIF Hickory/Kensington	6,838
Capital Projects	841,589
Storm Water Control	812,836
Public Building Fund	2,768,798
Water & Sewer	400,629
A&E	43,762
Information Technology	1,025,593
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:	<u>\$6,184,100</u>

Road Projects	\$705,453
Storm Water Control	812,836
Police Station Build	2,768,798
Other Capital Improvements & Equipment	1,618,311
Operating Expenses	278,703
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:	<u>\$6,184,100</u>

BUDGET AMENDMENT for 2019

DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name	Amount
<u>General Fund</u>				
101-0501-503.2165		Other Services	Superion LLC	\$2,500
101-1010-502.2210		Printing	Bulldog Packaging	\$600
101-3001-511.2203		Travel & Training	World Point	\$1,415
101-3001-511.3005		Office Supplies & Equipment	Johnson Controls	\$1,200
101-3001-511.3035		Clothing	Environmental Safety Group, JG Uniforms, Ray O'Herron	\$25,233
101-3001-511.3325		Operational Supplies	Williams Shooters Supply	\$17,059
101-3501-512.2203		Travel & Training	Northeastern IL Public Safety	1,350
101-3501-512.3035		Clothing	JG Uniforms	3,912
101-3501-512.3185		Small Tools and Equipment	Air One Equipment	3,440
101-4001-521.3305		Other Supplies & Equipment	Lisa Eckert Design, Zenon Co, Design Factor Inc, Meet Chicago Northwest	10,910
101-4001-521.4041		Discover Arlington	Arlington Signs & Banners, Entercom Communications Corp	5,811
101-7001-541.3305		Other Supplies & Equipment	Custom Data Processing	10,000
101-7007-541.3165		Other Equipment & Supplies	Henricksen & Company	1,337
101-7101-531.2005		Professional Services	Jenkins and Huntington, Meco Consulting	23,650
101-7101-531.2102		Equipment Maintenance	Radicom	15,000
101-7101-531.2111		Building Maintenance	J Gill & Company	9,500
101-7101-531.2136		Equipment Rental	Hendricksen Robert W Company	11,454
101-7101-531.2155		Tree Services	Hendricksen Robert W Company	25,318
101-7101-531.3155		Building Supplies	Lionheart Critical Power	5,325
101-7101-531.3175		Street Light Supplies	Sunrise Electric	37,132
Total General Fund				\$212,146
<u>CDBG Fund</u>				
215-4101-522.4174		Children's Advocate Center Reno	Children's Advocacy Center	\$7,234
Total MFT Fund				\$7,234
<u>Criminal Investigation Fund</u>				
231-3003-511.4011		Expenditures - Justice	Rack'm Up Equipment	\$7,305
Total Criminal Investigation Fund				\$7,305
<u>Parking Operations Fund</u>				
235-3001-532.3035		Clothing	Ray O'Herron	\$43
235-4001-532.2005		Professional Services	Rich & Associates Inc	\$9,270
235-7101-571.5025	BL-00-06	Construction In Progress	Parking Structure Maint	Active Electrical Supply
Total Parking Operations Fund				\$31,377

BUDGET AMENDMENT for 2019

DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name	Amount
<u>TIF IV Fund</u>				
263-4001-571.2005		Professional Services	Pioneer Engineering, Ehlers & Assoc	\$2,453
		Total TIF IV Fund		\$2,453
<u>TIF V Fund</u>				
264-4001-571.5030	ST-17-20	Road Projects	Rand Road Corridor Hampton Lenzini, Haeger Eng	\$23,540
		Total TIF V Fund		\$23,540
<u>Hickory/ Kensington TIF Fund</u>				
266-4001-571.2005		Professional Services	Benesch Alfred and Co, Kane McKenna & Assoc	\$6,838
		Total Hickory/ Kensington Fund		\$6,838
<u>Capital Projects Fund</u>				
401-3001-572.5015	EQ-95-01	Other Equipment	Operational Equip. - Police Kiesler Police Supply, Johnson Controls, Motorola	\$21,035
401-3001-572.5015	EQ-08-03	Other Equipment	Police Vehicle Equipment Rep Ultra Strobe Communications	\$5,897
401-3501-572.5010	EQ-95-03	Office Equipment	Office Equipment Shapiro Photography	\$6,930
401-3501-572.5015	EQ-95-02	Other Equipment	Operational Equip. - Fire Air One Equipment, WS Darley, Dinges Fire Company	28,642
401-4001-571.5030	ST-17-20	Road Projects	Rand Road Corridor Hampton Lenzini & Renwick, Haeger Engineering	15,911
401-4001-571.5030	ST-17-26	Road Projects	Downtown Lighted Ceiling Utility Dynamics, Gexpro	15,825
401-4001-571.5030	ST-17-02	Road Projects	Davis/Sigwalt Fence Tallgrass Restoration, Milieu Design, Lampignano & Sons	19,968
401-4501-572.5010	EQ-95-03	Office Equipment	Office Equipment Henricksen & Company	11,695
401-7101-571.5015	EQ-94-01	Other Equipment	Operational Equip. - PW Radicom	4,180
401-7101-571.5020	BL-95-06	Building Improvements	Roof Maintenance Program Raincoat Roofing	11,527
401-7101-571.5020	BL-95-05	Building Improvements	Municipal Bldg. Refurbishing Custom Installations, Natl Decorating	57,935
401-7101-571.5030	ST-90-08	Road Projects	Street Resurfacing Program Alaniz Landscaping	28,270
401-7101-571.5030	ST-90-08	Road Projects	Street Resurfacing Program Hampton Lenzini & Renwick, Johnson Paving Co, Arrow Road Construction, Thomas Engineering, Infrastructure Mgmt Services	459,167
401-7101-571.5030	ST-05-01	Road Projects	Paver Brick Maintenance Haeger Engineering, Alaniz Landscaping	78,254
401-7101-571.5030	ST-16-20	Road Projects	NW Hwy Landscape Ecology and Vision LLC, Tallgrass Restoration, Flecks Landscaping, Union Pacific Railroad	63,718
401-7101-571.5045	ST-90-11	Sidewalk Program	Sidewalk/Curb Replacement Haeger Engineering	800
401-7501-571.5015	EQ-97-01	Other Equipment	Operational Equipment - Fleet Stenstrom	11,835
		Total Capital Projects Fund		\$841,589

BUDGET AMENDMENT for 2019

DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name	Amount
<u>Storm Water Control Fund</u>				
426-7101-571.5025	SW-11-02	Construction In Progress	Backyard Drainage Improvem Haeger Engineering, Mauro Sewer Construction	\$24,528
426-7101-571.5025	SW-15-20	Construction In Progress	Storm Water Rehab/Replacm Red Zone Robotics Inc	\$335,614
426-7101-571.5025	SW-18-04	Construction In Progress	Area 4-Street Ponding Burns McDonnell	\$19,434
426-7101-571.5025	SW-18-02	Construction In Progress	Cypress Detention Basin Christopher B Burke	\$433,260
Total Storm Water Control Fund				\$812,836
<u>Public Building Fund</u>				
431-9013-571.5015	EQ-16-10	Other Equipment	New Police Facility FF&E Tyco Integrated Security, Meridian IT Inc, Pace Systems Inc	\$48,564
431-9013-571.5025	BL-16-01	Construction In Progress	Police Facility Legat Architects	\$123,967
431-9013-571.5025	BL-16-10	Construction In Progress	Police Facility CIP Riley Construction, America's Flooring	\$2,549,292
431-9013-571.5025	BL-11-10	Construction In Progress	Temp Police Facility Riley Construction	\$46,975
Total Public Building Fund				\$2,768,798
<u>Water & Sewer Fund</u>				
505-7201-561.2005		Professional Services	Meco Consulting	4,000
505-7201-561.2102		Equipment Maintenance	Sound Incorporated	18,845
505-7201-561.2125		Sewer Collection System Maint.	Culy Contracting	16,935
505-7201-561.5010	EQ-95-03	Office Equipment	Office Equipment Arc Imaging Resources	6,575
505-7201-561.5015	EQ-94-01	Other Equipment	Operational Equip. - PW Lai Ltd, Graybar Electric, AVT Service Tech	35,033
505-7201-561.5015	EQ-15-30	Other Equipment	Pump & Motor Controls Xylem Water Solutions	64,529
505-7201-561.5015	EQ-15-25	Other Equipment	SCADA Enhancements Allan Integrated Control Systems, Lai Ltd, RKA Applied Solutions	45,608
505-9001-571.5025	WA-90-01	Construction In Progress	Watermain Repl Program Concept Plumbing, Christopher B Burke	209,104
Total Water & Sewer Fund				\$400,629
<u>A&E Fund</u>				
515-1022-525.4055	AE-06-46	Special Events	Community Awareness Events Design Factor Inc, Arlington Signs & Banners	\$2,904
515-2005-525.5055	EQ-17-04	Other Capital Outlay	Metropolis LED House Lightin Grand Stage Lighting	\$23,690
515-2005-525.5055	EQ-17-06	Other Capital Outlay	Metropolis Speaker Towers TC Furlong Inc, Aurora Civic Center	\$17,169
Total A&E Fund				\$43,762

BUDGET AMENDMENT for 2019 DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER

Account #	Project #	Account Name	Project (or Vendor) Name	Amount
<u>Fleet Fund</u>				
621-9003-572.5005	VH-95-01	Vehicle Equipment	Vehicle/Spec Equip. - PW Sutton Ford, Currie Motors, Roesch Ford	\$350,588
621-9003-572.5005	VH-95-02	Vehicle Equipment	Vehicle/Spec Equip. - Water Altorfer Industries	\$146,982
621-9003-572.5005	VH-95-03	Vehicle Equipment	Vehicles - Police Currie Motors	\$207,214
621-9003-572.5005	VH-95-04	Vehicle Equipment	Vehicles - Fire Currie Motors	\$320,809
Total Storm Water Control Fund				\$1,025,593
TOTAL BUDGET AMENDMENTS DUE TO PRIOR YEAR ENCUMBRANCE CARRYOVER:				<u><u>\$6,184,100</u></u>

Year End Encumbrance Carryover

Fiscal Year	Total Encumbrance carry over from prior year	
2006-07	\$ 4,373,360	Watermain Repl \$1.3M; AMR \$523K; L.A. Hanson \$355K
2007-08	\$ 6,564,508	Municipal Campus \$2.5M; Lynnwood \$1M; TIF I Development \$1M
2008-09	\$ 2,941,746	Vehicles \$608K; Municipal Campus \$418K; Sewer/Watermain \$608K
2009-10	\$ 1,455,156	Vehicles \$222K; Sewer Rehab \$131K; All Road Projects \$392K
2010-11	\$ 2,344,749	Vehicles \$301K; Downtown Devl \$420; Sewer Rehab \$260K; Watermain Rehab \$259K; All Road Projects \$357K
2011-12	\$ 1,324,284	All Road Projects \$286K; Roof Maint Program \$127K
2012-13	\$ 1,543,873	All Road Projects \$569K; Water Tank Painting \$181K; Vehicle Equipment \$171K
2013-14	\$ 2,894,482	Vehicles \$681K; Parkway Ash Tree Removal/Replacement \$356K; Road Projects \$535K; Roof Maintenance Program \$181K; Flood Control \$174K
2014-15	\$ 3,046,057	Road Projects \$1.3M; Parkway Ash Tree Removal/Replacement \$550K; Flood Control \$326.5K; Vehicles \$208K
8-Month Per. End. Dec. 2015	\$ 4,746,933	Road Projects \$1.5M; Parkway Ash Tree Removal/Replacement \$632K; Vehicles \$2.1M
2016	\$ 4,965,455	Road Projects \$1.4M; Storm Water Control \$841K; Vehicles \$1.5M
2017	\$ 6,211,858	Road Projects \$1.3M; Police Station \$697K; Emergency Generator \$822K; Vehicles \$1.6M
2018	\$ 11,192,160	Police Station \$8,080K; Road Projects \$1.0M; Storm Water Control \$905K
2019	\$ 6,184,100	Police Station \$2,769K; Vehicles \$1,026K; Storm Water Control \$812K; Road Projects \$705K; Watermain Replacement \$209K



Item: Ordinance - No Parking - Arlington Heights Road

Department: Engineering/Legal

Several times during the past couple of decades, when major roadway projects were proposed along Arlington Heights Road, or redevelopments of private properties occurred adjacent to this roadway, the Illinois Department of Transportation mentioned their concerns with the Village ordinances that allow parking on Arlington Heights Road.

Historically, three churches were allowed Sunday morning parking along Arlington Heights Road. Two of the churches have since provided additional off-street parking within their sites and the ordinances for their Sunday parking have been repealed. St. James Catholic Church is now providing additional off-street parking as part of their facility improvements to the east side of their campus. Village Ordinance #18-003 approving the project, included a condition that on-street parking along Arlington Heights Road would be eliminated.

The attached ordinance eliminates parking on both sides of Arlington Heights Road throughout the Village and repeals all previous ordinances pertaining to permitted parking along Arlington Heights Road. Per the ordinance, the no parking restriction will be effective Monday, April 22, which is the day after Easter.

RECOMMENDATION

It is recommended that an Ordinance Prohibiting Parking along both sides of Arlington Heights Road throughout the corporate limits of the Village of Arlington Heights, be approved.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

No Parking - Arlington Heights Road

Type

Agreement

AN ORDINANCE PROHIBITING PARKING

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

SECTION ONE: Effective April 22, 2018, parking shall not be permitted along either side of Arlington Heights Road throughout the corporate limits of the Village of Arlington Heights.

SECTION TWO: It shall be unlawful for any person, firm or corporation to park or permit to be parked, stop or stand a motor vehicle at any time on Arlington Heights Road, within the corporate limits of the Village of Arlington Heights.

SECTION THREE: The Village Manager is hereby directed to facilitate the installation of appropriate signs to effectuate the purposes of this Ordinance.

SECTION FOUR: That any person, firm or corporation violating any of the terms of this Ordinance shall be fined not more than \$750 for each such offense.

SECTION FIVE: That Ordinance Numbers 65-018, 71-030, 73-121, 83-026 and 89-074, and any ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION SIX: This Ordinance shall be in full force and effect after its passage, approval, and publication in pamphlet form and the posting of such signs in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 4th day of March, 2019.

Village President

ATTEST:

Village Clerk



Item: Ordinance - Rezoning - Westgate Park & Shop

Department: Planning/Legal

An Ordinance Amending the Zoning Ordinance and Granting a Variation from Chapter 28 of the Arlington Heights Municipal Code
(Westgate Park & Shop, 1531-1711 W Campbell St)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Westgate Park & Shop	Ordinance

**AN ORDINANCE AMENDING THE ZONING ORDINANCE
OF THE VILLAGE OF ARLINGTON HEIGHTS AND
GRANTING A VARIATION FROM CHAPTER 28 OF
THE ARLINGTON HEIGHTS MUNICIPAL CODE**

WHEREAS, on January 23, 2019, pursuant to notice, the Plan Commission of the Village of Arlington Heights, in Petition No. 18-027, conducted a public hearing on a request to rezone the property located at 1531-1711 W Campbell St, Arlington Heights, Illinois from a B-1 Business District Limited Retail to a B-2 General Business District and for a variation from Chapter 28 of the Arlington Heights Municipal Code; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that authorizing and granting said request, would be in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That the Zoning Ordinance of the Village of Arlington Heights be and it is hereby amended by reclassifying from a B-1 Business District Limited Retail to a B-2 General Business District, the following described property:

Parcel 1: That part of the West 600 feet of the Southwest 1/4 of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian, lying South of the center line of Campbell Avenue described as follows to wit: beginning at the point of intersection of the center line of Campbell Avenue and the West line of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian, thence running South 351 feet along the West line of said section; thence East a distance of 600 feet on a line parallel to the center line of Campbell Avenue, thence North on a line parallel to the West line of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian, a distance of 351 feet to the center line of Campbell Avenue; thence West along the center line of Campbell Avenue 600 feet to the point of beginning (excepting those parts thereof falling in Wilke Road and Campbell Avenue) in Cook County, Illinois.

and

Parcel 2: that part of the Southwest 1/4 of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian, described as follows: beginning at the intersection of the center line of Campbell Avenue with the East line of the West 600 feet of the Southwest 1/4 of Section 30; thence East along the center line of Campbell Avenue 58.28 feet more or less to the East line of the West 1/2 of the Southwest 1/4 of the Southwest 1/4 of Section 30; thence South along the East line of the West 1/2 of the Southwest 1/4 of the Southwest 1/4 of Section 30, 351 feet;

thence West parallel to the center line of Campbell Avenue 58.63 feet more or less to the East line of the West 600 feet of said Southwest 1/4; thence North along the East line of the West 600 feet, 351 feet to the place of beginning, (excepting that part thereof falling in Campbell Avenue) in Cook County, Illinois.

PIN 03-30-317-010-0000, 03-30-317-011-0000

commonly described as 1531-1711 W Campbell St, Arlington Heights, Illinois, in substantial conformance with the Site Plan prepared by June 10, 2013 with revisions through August 9, 2013, consisting of sheet A0.0, copies of which are on file and available for public inspection in the Village Clerk's office.

SECTION TWO: That a variation is hereby granted from Section 6.12-1, Traffic Engineering Approval-For Projects Requiring Plan Commission Review, Chapter 28, Zoning Regulations, of the Arlington Heights Municipal Code, waiving the requirement for a traffic and parking study by a qualified professional engineer.

SECTION THREE: That the amendment from the Zoning Ordinance and variation from Chapter 28 of the Arlington Heights Municipal Code, are hereby subject to the following conditions to which the Petitioner has agreed:

1. Ten bicycle parking spaces shall be provided on the subject site.
2. The Petitioner shall comply with all Federal, State and Village codes, regulations and policies.

SECTION FOUR: That the Director of Building & Life Safety of the Village of Arlington Heights is hereby directed to issue permits, upon proper application and after compliance with all applicable ordinances of the Village of Arlington Heights.

SECTION FIVE: That this Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded by the Village Clerk in the Office of the Recorder of Cook County.

AYES:

NAYS:

PASSED AND APPROVED this 4th day of March, 2019.

ATTEST:

Village President

Village Clerk



**Village Board
3/4/2019**

Item: Resolution - Agreement - IDOT - Tonne Rd Resurfacing from Algonquin Rd, north to Falcon Dr

Department: Engineering/Legal

In reviewing the IDOT plans for the resurfacing of Algonquin Road from Golf Road east through town, the Village requested IDOT include the resurfacing of a short stretch of Tonne Road from Algonquin Road north to Falcon Drive in their plans. This small section of Tonne Road has not previously been included in the Resurfacing Program due to the time required for an IDOT permit, traffic signal loops, etc.

The attached Intergovernmental Agreement will allow the State to resurface Tonne Road from IL Route 62 north to Falcon Drive. In addition, there is a separate funding Resolution that is attached as Exhibit B but will be approved separately. The Village's share is \$34,500 and the funds are available in the Street Resurfacing Budget (Account #401-5001-571-50-30).

RECOMMENDATION

It is recommended that the Village Board approve the attached Resolution Approving an Agreement with the State of Illinois for the resurfacing Tonne Rd from Algonquin Rd north to Falcon Dr.

ATTACHMENTS:

Description

IDOT Agreement - Tonne Road Resurfacing

Type

Resolution

A RESOLUTION APPROVING AN AGREEMENT
WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SECTION ONE: A certain agreement by and between the Village of Arlington Heights and the State of Illinois Department of Transportation, concerning resurfacing a portion of Tonne Road from Algonquin Road, north to Falcon Drive, in Arlington Heights, Illinois, a true and correct copy of which is attached hereto, be and the same is hereby approved.

SECTION TWO: The Village President and Village Clerk are hereby authorized and directed to execute said agreement on behalf of the Village of Arlington Heights.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 4th day of March, 2019.

Village President

ATTEST:

Village Clerk

FAU Route 3514
IL -62 (Algonquin Road)
State Section: 2018-103-RS&SW
County: Cook
Job No. : C-91-049-19
Contract No.: 62H44
Agreement No.: JN-119-005

AGREEMENT

This Agreement entered into this 4th day of March, 2019 A.D., by and between the
STATE OF ILLINOIS, acting by and through its DEPARTMENT OF
TRANSPORTATION hereinafter called the STATE, and the Village of Arlington
Heights of the State of Illinois, hereinafter called the VILLAGE.

WITNESSETH:

WHEREAS, the STATE in order to facilitate the free flow of traffic and ensure safety
to the motoring public, is desirous of improving approximately 16,617 feet of Illinois
Route 62 from IL 58 (Golf Road) to IL-83 (Elmhurst Road), STATE Job No.: C-91-
049-19, State Contract No: 62H44, STATE Section: 2018-103-RS&SW as follows:
The PROJECT will include resurfacing, installing ADA ramps and all other work
necessary to complete the improvement in accordance with the approved plans and
specifications; and

WHEREAS, the VILLAGE has requested that the STATE include in its contract
the resurfacing of Tonne Drive from IL Route 62 to 250 feet north; and

WHEREAS, the STATE is agreeable to said request.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1. The STATE agrees to make the surveys, obtain all necessary rights of way, prepare plans and specifications, receive bids and award the contract, furnish engineering inspection during construction and cause the improvement to be built in accordance with the approved plans, specifications and contract.
2. The STATE agrees to pay for all right of way, construction and engineering cost subject to reimbursement by the VILLAGE, as hereinafter stipulated.
3. It is mutually agreed by and between the parties hereto that the estimated cost and cost proration for this improvement is as shown on Exhibit A attached hereto and made a part hereof.
4. The VILLAGE has passed a resolution appropriating sufficient funds to pay its share of the cost for this improvement, a copy of which is attached hereto as "Exhibit B" and made a part hereof.
5. The VILLAGE further agrees that upon award of the contract for this improvement, the VILLAGE will pay to the STATE in a lump sum from any funds allotted to the VILLAGE, an amount equal to 80% of its obligation incurred under this AGREEMENT, and will pay to said STATE the remainder of the obligation (including any non-participating costs on FA Projects) in a lump sum, upon completion of the project based upon final costs.

6. The VILLAGE further agrees to pass a supplemental resolution to provide necessary funds for its share of the cost of this improvement if the amount appropriated in "Exhibit B" proves to be insufficient to cover said cost.
7. The VILLAGE has adopted and will put into effect an appropriate ordinance, prior to the STATE's advertising for the proposed work to be performed hereunder, or shall continue to enforce an existing ordinance, requiring that parking be prohibited within the limits of this improvement, a copy of which is attached hereto as "Exhibit C", and will in the future prohibit parking at such locations on or immediately adjacent to this improvement as may be determined necessary by the STATE from traffic capacity studies.
8. The VILLAGE agrees not to permit driveway entrance openings to be made in the curb, as constructed, or the construction of additional entrances, private or commercial, along Illinois Route 62 without the consent of the STATE.
9. The VILLAGE shall exercise its franchise rights to cause private utilities to be relocated, if required, at no expense to the STATE.
10. The VILLAGE agrees to cause its utilities installed on right of way after said right of way was acquired by the STATE or installed within the limits of a roadway after the said roadway's jurisdiction was assumed by the STATE, to be relocated and/or adjusted, if required, at no expense to the STATE.

11. The VILLAGE agrees to obtain from the STATE an approved permit for an VILLAGE owned utility relocated/adjusted as part of this improvement, and shall abide by all conditions set forth therein.
12. Upon final field inspection of the improvement and so long as IL Route 62 from IL Route 58 (Golf Road) to IL-83 (Elmhurst Road) is used as a STATE Highway, the STATE agrees to maintain or cause to be maintained the median, the through traffic lanes, the left-turn lanes and right turn lanes, and the curb and gutter, stabilized shoulders and ditches adjacent to those traffic lanes and turn lanes.
13. Upon final field inspection of the improvement, the VILLAGE agrees to maintain or cause to be maintained those portions of the improvement which are not maintained by the STATE, including sidewalks, parkways, guardrails, crosswalk and stopline markings, VILLAGE owned utilities including appurtenances thereto.
14. The VILLAGE further agrees to continue its existing maintenance responsibilities on all side road approaches under its jurisdiction, including all left and right turn lanes on said side road approaches, up to the through edge of pavement of IL Route 62. Drainage facilities, if any, at the aforementioned side roads located within the STATE right-of-way shall be the joint maintenance responsibility of the STATE and the VILLAGE unless there is an agreement specifying different responsibilities.
15. The VILLAGE has adopted a resolution, will send a letter, or sign the Plan Approval page which is part of this document, prior to the STATE advertising for the work to be performed hereunder, approving the plans and specifications as prepared.

16. Under penalties of perjury, the VILLAGE certifies that its correct Federal Tax Identification number is 36-6005774 and it is doing business as a GOVERNMENTAL ENTITY, whose mailing address is

Village of Arlington Heights Public Works Department

33 S Arlington Heights Road

Arlington Heights, IL 60005

Obligations of the STATE and the VILLAGE will cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or Federal funding source fails to appropriate or otherwise make available funds for this contract.

This AGREEMENT and the covenants contained herein shall be null and void in the event the contract covering the construction work contemplated herein is not awarded within the three years subsequent to execution of the agreement.

This Agreement shall be binding upon and to the benefit of the parties hereto, their successors and assigns.

VILLAGE OF ARLINGTON HEIGHTS

By: _____
(Signature)

Attest:

Village Clerk

(SEAL)

By: Thomas W. Hayes

Title: Village President

Date: March 4, 2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

By: _____
Anthony J. Quigley, P.E.
Region One Engineer

Date: _____

b No.: C-91-049-19
Agreement No.: JN-119-005

PLAN APPROVAL

WHEREAS, in order to facilitate the improvement of Illinois Route 62, known as FAU Route 3514, State Section: 2018-103-RS&SW the VILLAGE agrees to that portion of the plans and specifications relative to the VILLAGE's financial and maintenance obligations described herein, prior to the STATE's advertising for the aforescribed proposed improvement.

Approved _____

Title _____

Date _____

EXHIBIT A							
ESTIMATE OF COST Contract 62H44							
Type of Work	FEDERAL		STATE		VILLAGE OF ARLINGTON HEIGHTS		TOTAL
	\$	%	\$	%	\$	%	
All roadway work excluding the following:	\$2,240,000	80%	\$560,000	20%			\$2,800,000
P&C Engineering (15%)	\$336,000	80%	\$84,000	20%			\$420,000
Other Work							
Resurfacing of Tonne Drive North of IL Route 62 (250Ft)					\$30,000	100%	\$30,000
P&C Engineering (15%)					\$4,500	100%	\$4,500
TOTAL	\$2,576,000		\$644,000		\$34,500		\$3,254,500
NOTE: Local participation shall be predicated upon the percentages shown above for the specified work. Local Agency cost shall be determined by multiplying the final quantities times contract unit price plus the percentage shown for construction and/or preliminary engineering unless otherwise noted.							

EXHIBIT B

FUNDING RESOLUTION

WHEREAS, the VILLAGE OF ARLINGTON HEIGHTS has entered into an AGREEMENT with the STATE OF ILLINOIS for the improvement of Illinois Route 62, from IL Route 58 (Golf Road to IL-83 (Elmhurst Road), known as State Section: 2018-103-RS&SW; and

WHEREAS, in compliance with the aforementioned AGREEMENT, it is necessary for the VILLAGE to appropriate sufficient funds to pay its share of the cost of said improvement,

NOW THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That there is hereby appropriated the sum of Thirty Four Thousand Five Hundred dollars (\$34,500) or so much thereof as may be necessary, from any money now or hereinafter allotted to the VILLAGE to pay its share of the cost of this improvement as provided in the AGREEMENT.

SECTION TWO: That upon award of the contract for this improvement, the VILLAGE will pay to the STATE in a lump sum from any funds allotted to the VILLAGE an amount equal to 80% of its obligation incurred under this AGREEMENT, and will pay to said STATE the remainder of the obligation in a lump sum, upon completion of the project based on final costs.

SECTION THREE: That the VILLAGE agrees to pass a supplemental resolution to provide any necessary funds for its share of the cost of this improvement if the amount appropriated herein proves to be insufficient, to cover said cost.

SECTION FOUR: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 4th day of March, 2019.

Village President

ATTEST:

Village Clerk

STATE OF ILLINOIS)
COUNTY OF COOK)

I, Rebecca Hume, Village Clerk in and for the Village of Arlington Heights hereby certify the foregoing to be a true perfect and complete copy of the Resolution adopted by the Board of Trustees at a meeting on March 4, 2019, A.D.

IN TESTIMONY WHEREOF, I have hereunto set my hand seal this _____ day of _____, 2019 A.D.

Village Clerk

(SEAL)

AN ORDINANCE DESIGNATING A
"NO PARKING ZONE"

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

SECTION ONE: It shall be unlawful for any person, firm or corporation to park or
permit to be parked a motor vehicle at any time on the following designated street within the
corporate limits of the Village of Arlington Heights:

North side of Seegers Rd., 250' West of Arlington Heights Rd.
South side of Seegers Rd., 200' West of Arlington Heights Rd.
North side of Seegers Rd., 175' East of Arlington Heights Rd.
South side of Seegers Rd., 250' East of Arlington Heights Rd.

North side of White Oak St. from Evergreen Ave. to 175 ft East
of Arlington Heights Rd.
South side of White Oak St. from Evergreen Ave. to Pine Ave.

East and West side of Tonne Rd. from Algonquin Rd. to 250 ft
North of Falcon Dr.

SECTION TWO: That the Village Manager is hereby directed to install appropriate
signs to effectuate the purposes of this ordinance.

SECTION THREE: That any person, firm or corporation violating any of the terms
of this ordinance shall be fined not more than \$750.00 for each such offense.

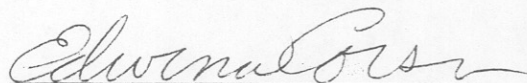
SECTION FOUR: That any and all ordinances in conflict with the provisions of this
ordinance are hereby repealed.

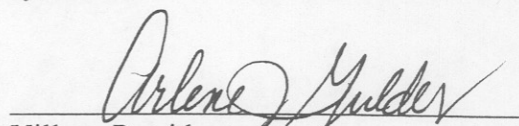
SECTION FIVE: This ordinance shall be in full force and effect from and after its
passage, approval, publication in pamphlet form, and the posting of such signs in the manner
provided by law.

AYES: WALTON, STENGREN, HAYES, GUAGLIARDO, TOLJANIC, JENSEN, KUCERA, DADAY,
NAYS: NONE MULDER

PASSED AND APPROVED this 21st day of February, 2000.

ATTEST:


Village Clerk


Village President



Village Board
3/4/2019

Item: Resolution - Funding - Illinois Department of Transportation -
Tonne Rd Resurfacing

Department: Engineering/Legal

This is a Funding Resolution, related to the Resolution Approving an Agreement with the Illinois Department of Transportation for the resurfacing of Tonne Rd from Algonquin Rd north to Falcon Dr., which is required to be adopted separately from the Resolution Approving the Agreement with IDOT (although it is attached as an exhibit to that Resolution).

Recommendation

It is recommended that the Village Board adopt the attached Funding Resolution, for the Village's share of costs to the State of Illinois for resurfacing a portion of Tonne Rd from IL Route 62 north to Falcon Dr.

ATTACHMENTS:

Description

Funding - Tonne Rd Resurfacing

Type

Resolution

FUNDING RESOLUTION

WHEREAS, the VILLAGE OF ARLINGTON HEIGHTS has entered into an AGREEMENT with the STATE OF ILLINOIS for the improvement of Illinois Route 62, from IL Route 58 (Golf Road to IL-83 (Elmhurst Road), known as State Section: 2018-103-RS&SW; and

WHEREAS, in compliance with the aforementioned AGREEMENT, it is necessary for the VILLAGE to appropriate sufficient funds to pay its share of the cost of said improvement,

NOW THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That there is hereby appropriated the sum of Thirty Four Thousand Five Hundred dollars (\$34,500) or so much thereof as may be necessary, from any money now or hereinafter allotted to the VILLAGE to pay its share of the cost of this improvement as provided in the AGREEMENT.

SECTION TWO: That upon award of the contract for this improvement, the VILLAGE will pay to the STATE in a lump sum from any funds allotted to the VILLAGE an amount equal to 80% of its obligation incurred under this AGREEMENT, and will pay to said STATE the remainder of the obligation in a lump sum, upon completion of the project based on final costs.

SECTION THREE: That the VILLAGE agrees to pass a supplemental resolution to provide any necessary funds for its share of the cost of this improvement if the amount appropriated herein proves to be insufficient, to cover said cost.

SECTION FOUR: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 4th day of March, 2019.

Village President

ATTEST:

Village Clerk

STATE OF ILLINOIS)
COUNTY OF COOK)

I, Rebecca Hume, Village Clerk in and for the Village of Arlington Heights hereby certify the foregoing to be a true perfect and complete copy of the Resolution adopted by the Board of Trustees at a meeting on March 4, 2019, A.D.

IN TESTIMONY WHEREOF, I have hereunto set my hand seal this _____ day of _____, 2019 A.D.

Village Clerk

(SEAL)



**Village Board
3/4/2019**

Item: Settlement - Workers' Compensation Claim - Hundrieser

Department: Human Resources

At the February 4, 2019 Closed Session, the Village Board authorized settlement of the workers' compensation claim for Nancy Hundrieser, Police Officer. Nancy Hundrieser injured her shoulder while participating in defensive tactics training.

The settlement amount of \$45,960.63 falls within the authorization previously granted by the Board.

Recommendation

It is recommended that the Village Board approve the workers' compensation settlement for Nancy Hundrieser in the amount of \$45,960.63.



**Village Board
3/4/2019**

Item: Bond Waiver - Metropolis Performing Arts Centre Gala

Department: Building & Life Safety

Background

Performing Arts at Metropolis is requesting a waiver of the bond requirement for their upcoming raffle to be held on April 27, 2019. Tickets will be sold at the Metropolis Box Office and the Arlington International Racecourse from March 7, 2019 to April 27, 2019. The winner will be announced at the event being held at the Arlington International Racecourse on April 27, 2019.

Recommendation

Staff recommends that the Village Board grant a waiver of the bond requirement._

ATTACHMENTS:

Description

Letter

Type

Correspondence

METROPOLIS

P E R F O R M I N G A R T S C E N T R E

February 27, 2019

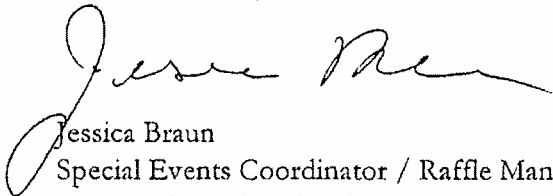
Valerie Gerstein
Permits, Inspections & Licensing Coordinator
33 South Arlington Heights Road
Arlington Heights, IL 60005

Dear Valerie,

I write on behalf of Performing Arts at Metropolis to request a waiver of the Raffle License Bond required for Metropolis to hold a raffle.

The Metropolis Gala is our signature fundraising event and all funds raised support Performing Arts at Metropolis. This year's Gala is on April 27, 2019 from 5pm-midnight at Arlington International Racecourse. We expect more than 300 guests for this dinner/auction event. Raffle tickets will be sold at \$50 per chance for winner's choice of an item/experience from our Live Auction.

With thanks for your consideration,



Jessica Braun
Special Events Coordinator / Raffle Manager
Metropolis Performing Arts Centre
111 West Campbell Street
Arlington Heights, IL 60005
(847) 818-6397
jbraun@metropolisarts.com

cc: Michael Boyle, Permits Supervisor



**Village Board
3/4/2019**

Item: 7-Eleven Gas Station - 1650 W. Algonquin Rd. - PC#18-026

Department: Planning & Community Development

Requested Action

1. Special Use Permit to allow an Automobile Service Station with convenience store.

Variations Required

1. Chapter 28, Section 10.2-9, Access, to allow a 37' wide driveway entrance where code limits driveway entrances to 36' in width.

2. Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Recommendation

A public hearing was held by the Plan Commission on February 13, 2019 where Commissioner Dawson moved and Commissioner Cherwin seconded:

A motion to recommend to the Village Board of Trustees approval of PC#18-026, a Special Use Permit to allow an automobile service station with convenience store, and the following variations:

1. Chapter 28, Section 10.2-9, Access, to allow a 37-foot wide driveway entrance where code limits driveway entrances to 36-feet in width.

2. Chapter 28, Section 10-2-8, to reduce the required driveway width from 24-feet to 23-feet.

This approval shall be subject to the following conditions:

1. At the request of the Village, the petitioner shall implement improvements to the ingress/egress along New Wilke Road to restrict full access to and from the subject property along this street.

2. At the request of the Village, the petitioner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the east, which shall only be required if and when the Taco Bell property provides reciprocal access to the subject property.

3. Deliveries and trash collection shall be prohibited between the hours of 10:00 pm and 7:00 am.

4. Compliance with the January 8, 2019 motion from the Design Commission shall be required.

5. IDOT review and approval shall be required.

6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

Roll Call Vote: Commissioners Warskow, Green, Drost, Dawson, Sigalos, Cherwin, and Chair Ennes voted in favor. Motion carried.

ATTACHMENTS:

Description	Type
Staff Update Memo 2/28/19	Memorandum
PC Staff Report	Board or Commission Report
PC Minutes 2/13/19	Minutes
Aerial	Exhibits
DC Staff Report 1/8/19	Board or Commission Report
DC Minutes 1/8/19	Minutes
Project Narrative	Correspondence
Justification for Special Use	Correspondence
Neighborhood Meeting Summary	Correspondence
Plat of Survey	Exhibits
Architectural, Landscape, Photometric Plans	Exhibits
Engineering Plans	Exhibits
Lighting Cut Sheets	Exhibits
Traffic Study	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits
Department Comments - Round 3	Exhibits
PC Timeline Tracker	Exhibits



Memorandum

To: Charles Perkins-Witherington, Director of Planning and Community Development
From: Sam Hubbard, Development Planner
Date: 2/28/2019
Re: Village Board Meeting on March 4, 2019 - PC #18-026: 7-11 Gas Station

Background:

On February 13, 2019, the Plan Commission held a public hearing to consider application PC#18-026, an application for a Special Use Permit and Variations to allow redevelopment of the site with a 7-11 gas station. Staff recommended approval of the application subject to several conditions of approval, and the Plan Commission voted 7-0 to recommend approval subject to the conditions as recommended by staff.

During the hearing, the petitioner objected to one of the conditions recommended by staff, which condition is summarized below:

1. At the request of the Village, the petitioner shall implement improvements to the ingress/egress along New Wilke Road to restrict full access to and from the subject property along this street.

The petitioner's objections dealt with restrictions to this access point that would prevent fuel trucks from entering and leaving the site, as well as the effect that any such restriction would have on customer access and the potential for loss of business. Staff had originally recommended this condition due to concerns regarding the new dedicated right turn lane that will be constructed on westbound Algonquin to northbound New Wilke, and the impact that this new turn lane could have on movements in and out of the 7-11 site at the New Wilke access point.

Although the Plan Commission ultimately voted to recommend approval of the application subject to the conditions of approval as outlined by staff, two of the Plan Commissioners commented that the Village should outline various strategies that could be implemented incrementally if the access point along New Wilke Road became problematic.

Analysis:

Any required change that restricts access along New Wilke would only be the outcome of observed and reported traffic incidents that result from full access at this access point. If any such change is necessary, it would be done in consultation with the 7-11 property owner, and staff would work with the

property owner on strategies that could be implemented incrementally before any ultimate requirement to restrict the access point to right-in/right-out only. Certain preliminary steps could be:

1. Installation of signage that restricts left turns out of the site between certain peak travel times.
2. Installation of signage that restricts left turns out of the site at all times.
3. Installation of a half “pork chop” that would prohibit traffic from leaving the site and taking a left turn onto southbound New Wilke.

Furthermore, the condition of approval does not give the Village the authority to completely close access to New Wilke Road, and it is not the intention of the Village to remove all access to the subject property from this street. Village staff recognizes the importance of having some form of access to New Wilke, both for business patronage, fuel truck access, and fire truck access for emergency services.

Staff has analyzed the concern regarding fuel truck access and notes that the petitioner’s fuel truck turning exhibits show a fuel truck sufficiently utilizing the access point along Algonquin Road, which has a right-in/right-out only layout with a mountable “pork chop” median. If a right-in/right-out orientation is determined as necessary on the New Wilke Road access point, the same mountable “pork chop” median can be used, which would not hamper fuel truck ingress/egress at this access point.

With regards to the effect on customer traffic should the access point on New Wilke Road be restricted to a right-in/right-out orientation, staff notes that southbound ingress and egress to and from New Wilke Road would still be possible via the drive aisle the exists to the north of the site. This drive aisle provides access to the grocery store to the east as well as the Taco Bell site abutting the subject property. Since the subject property will provide a drive aisle connection to the Taco Bell site, the 7-11 customers will have access to this northern drive aisle (although staff acknowledges that this is a circuitous route for ingress/egress).

In order to address the concerns of the petitioner, staff has proposed modified language to the aforementioned condition, as outlined below. The modified language makes it clear that implementation of a right-in/right only orientation would only be a final result should other strategies be ineffective at addressing the problem, if problems arise.

1. If ingress/egress into and out of the subject property utilizing the access point along New Wilke Road becomes problematic, as determined by the Village, the petitioner shall work with the Village to address this problem. This may require the petitioner to implement various strategies to restrict problematic access along New Wilke, and may ultimately result in a restriction on full access to the access point along New Wilke Road.

Recommendation: Based upon the above, it is recommended that the following modification to the Plan Commission recommendation be considered:

~~Red Strikethrough~~ text is to be deleted

Green Bold text is to be added

- ~~1. At the request of the Village, the petitioner shall implement improvements to the ingress/egress along New Wilke Road to restrict full access to and from the subject property along this street.~~
1. If ingress/egress into and out of the subject property utilizing the access point along New Wilke Road becomes problematic, as determined by the Village, the petitioner shall work with the Village to address this problem. Should other strategies to address problematic access along New Wilke be unable to resolve the problem, the ultimate result will be for the petitioner to implement improvements to the ingress/egress along New Wilke Road that will restrict full access to and from the subject property.
2. At the request of the Village, the petitioner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the east, which shall only be required if and when the Taco Bell property provides reciprocal access to the subject property.
3. Deliveries and trash collection shall be prohibited between the hours of 10:00pm and 7:00am.
4. Compliance with the January 8, 2019 motion from the Design Commission shall be required.
5. IDOT review and approval shall be required.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

Cc: Randy Recklaus, Village Manager
Mike Pagones, Village Engineer



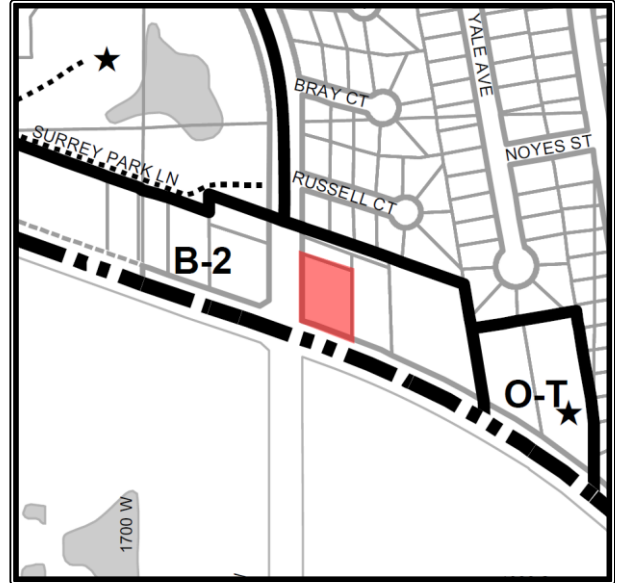
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

File Number: PC 18-026
Project Title: 7-11 Gas Station
Address: 1650 W. Algonquin Rd.
PIN: 08-08-401-028

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: February 13, 2019
Date Prepared: February 8, 2019

Petitioner: Vequity LLC Series XLVII 1650 Algonquin
Address: 400 N. State St. - Suite 400
 Chicago IL 60654

Existing Zoning: B-2: General Business District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2, General Business District	Vacant lot	Commercial
South	- City of Rolling Meadows -		
East	B-2, General Business District	Fast Food Restaurant (Taco Bell)	Commercial
West	B-2, General Business District	Gas Station (Mobil)	Commercial

Requested Action:

1. Special Use Permit to allow an Automobile Service Station with convenience store.

Variations Required:

1. Chapter 28, Section 10.2-9, Access, to allow a 37' wide driveway entrance where code limits driveway entrances to 36' in width.
2. Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Project Background:

The subject property is located at the northeast corner of West Algonquin Road and South New Wilke Drive and is composed of 29,406 square feet (0.68 acres) of land. Up until the end of 2018, the site was occupied by a Citgo gas station of approximately 2,000 square feet in size that was served by three parking spaces. This gas station has been demolished and the property currently sits as vacant land. Site access comes from two curb cuts along Algonquin Road and two curb cuts along Wilke Road. A raised barrier median is located on the middle of Algonquin Road, which prevents eastbound ingress/egress to and from the site. There is no raised median within New Wilke Drive, so the site currently operates with full access to this street. The property was annexed into the Village in 1977 and was already developed with a gas station at the time of annexation.

The property is currently under contract with Vequity, who is proposing redevelopment of the site with a 7-11 gas station (eight pumps) and a 3,062 square foot convenience store. Vequity is a developer/property manager of retail assets throughout the Midwest and is headquartered in downtown Chicago. The business would be open 24 hours a day, seven days per week. The store would have a total of approximately 7-10 employees, with 3-4 employees working at the site at any one time. The total number of parking spaces would increase to 13. The two access drives closest to the corner (one on New Wilke and one on Algonquin) would be eliminated as part of this redevelopment. Jurisdiction of Algonquin Road is with IDOT, and New Wilke is under the jurisdiction of the Village of Arlington Heights, with Algonquin classified as major arterial and New Wilke as a secondary arterial.

Conceptual Plan Review Committee:

The Conceptual Plan Review Committee (CPRC) met on November 28, 2018, to discuss the proposed development. The CPRC encouraged the petitioner to hold a neighborhood meeting with the nearby residents to understand any concerns about the proposed development, especially from the adjacent single-family homes at the north along Russell Court. The petitioner held this meeting and a summary of the meeting, as prepared by the petitioner, is a part of the Plan Commission packet. The CPRC said it would be important for the petitioner to incorporate a buffer along their northern property line to reduce headlight glare and potential disturbances to the single-family homes to the north. The minutes from the CPRC meeting have also been attached as part of the Plan Commission packet.

Zoning and Comprehensive Plan

The subject property is currently zoned B-2, General Business District, and gas stations (with or without convenience stores) are classified as special uses within the B-2 District. Since the subject property was already developed with a gas station prior to annexation into the Village, no special use permit was granted for the former use. Given the scope of the redevelopment, in combination with that fact that no special use permit has been granted for a gas station use on the subject property, the petitioner is required to obtain special use permit approval to authorize the proposed redevelopment of the site. In order to demonstrate compliance with the three criteria for special use permit approval (summarized below) the petitioner has provide a written response to the criteria, which was included in the information provided to the Plan Commission.

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**

- **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

Staff concurs with the petitioner that the necessary criteria for special use permit approval has been met for the following reasons: 1) the existence of a gas station on the property for the last thirty years illustrates that this use is necessary for the public convenience at this location, 2) the proposed gas station will close two of the four existing curb cuts to the site, whereby improving the safety of vehicular traffic within the vicinity, and 3) the 24-hour nature of the use is compatible with the surrounding commercial properties (the Mobil gas station across the street is 24-hours and the Burger King across the street is 24-hours) and, 4) the use is separated by a 50-foot wide landscape area and 30-foot wide drive aisle to the north where the site is adjacent to single-family residential homes. The Comprehensive Plan designates this property as "Commercial" and the proposed use is therefore compatible with the Comprehensive Plan.

The petitioner has stated that deliveries typically occur twice a week during standard business hours. These deliveries normally take between 30-45 minutes, and with exception to fuel deliveries, most deliveries are done by small box trucks. The B-2 District contains restrictions on delivery times in situations where a B-2 property abuts a residentially zoned property, but since the subject site is separated by 80' of commercially zoned property in-between the site and the single-family homes to the north, the restriction does not apply to this property. However, given the proposed 24-hour use, staff recommends a condition of approval that prohibits deliveries and trash collection between the hours of 10:00pm and 7:00am, which is consistent with what would be required if the property directly abut the residential homes to the north.

A market study is not required since the proposal is to replace the recently demolished gas station/convenience store with an updated facility of a similar size, and the existence of the former gas station in this location for over thirty years, along with the desire to redevelop the site with a similar facility, adequately demonstrates a market demand for the use.

Additional Turn Lane

In conjunction with the City of Rolling Meadows and the Illinois Department of Transportation (IDOT), the Arlington Heights Engineering Division is planning for a new dedicated right turn lane on the north side of Algonquin Road abutting the subject property. This proposed turn lane will likely require land acquisition from the subject property, although the project is still in the early design stages and a plan has not been developed to show the configuration of this future improvement. At the request of staff, the petitioner has designed their site with this future improvement in mind and has incorporated a large landscaped buffer area in the southwest corner to accommodate for the right turn lane. Although the final design of this lane has not yet been determined, the buffer area on the site will preserve land for state acquisition and should still provide ample space for the new turn lane, a parkway with sidewalk (if acceptable to IDOT), and at least 3' of perimeter landscaping along the edge gas station property. As a condition of approval, all proposed curb cut alterations will be subject to IDOT review and approval.

Building, Site, Landscaping:

Based on a comprehensive zoning analysis, the building conforms to all setback, bulk, and height restrictions as outlined within the B-2 district. However, two variations have been identified relative to the drive aisles:

- **Chapter 28, Section 10.2-9, Access, to allow a 37' wide driveway entrance where code limits driveway entrances to 36' in width.**

- **Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.**

Each variation must be justified as based on the four criteria for variation approval, which is summarized 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 driveway entrance width variation applies to both curb cuts (one along Algonquin Road and one along New Wilke Road). Staff believes this variation is acceptable since 1) it enhances the ability for fuel truck ingress and egress to/from the site and facilitates better maneuverability for Fire Department apparatus through the site, 2) the variation is for a one-foot increase above what is allowed by code, which is the minimum necessary to allow reasonable use of the property, and 3) final approval of the Algonquin Road curb cut will be subject to IDOT review and approval.

As requested by staff, the petitioner is providing access to the Taco Bell property to the east, and as part of Plan Commission approval, staff is recommending a condition that requires the petitioner to enter into a Reciprocal Easement Agreement with the owner of the Taco Bell site that will formalize the shared access between the two sites. A similar condition of approval was required of Taco Bell when redevelopment of that site was approved in 2018. Relative to the driveway width variation, staff believes that this variation is warranted for two reasons: 1) a similar driveway width variation was granted to the Taco Bell site and the 23-foot width will allow both driveways to align at the same width, and 2) given the likely land acquisition for the new right turn lane, the reduced width of the drive aisle will allow additional space for perimeter landscaping at the south of the side.

The petitioner has submitted a landscape plan showing the code required perimeter landscaping and parking lot landscape islands. Staff has requested that the petitioner install a 6-foot tall solid fence along a portion of the northern (rear) property line to shield headlight glare and litter from interfering with the residential properties to the north, and the petitioner has incorporated this fence within their plans. In the areas along the northern property line where the fence is not located, the petitioner has proposed a dense row of six-foot tall evergreen trees (Upright Junipers) to complete the screen along the northern property line. Staff notes that the petitioner has worked with staff to make improvements to the landscape islands and perimeter landscaping to create as much greenspace as possible on the site. Furthermore, the petitioner has agreed to remove exterior lighting on the rear of the building to reduce the impact of the development on the single-family homes to the rear of the site.

Parking and Traffic:

Per code requirements, the petitioner has provided a traffic study prepared by a professional traffic engineer. The study has concluded that the majority of traffic patronizing the gas station will be passerby traffic that is already travelling on either Algonquin Road or New Wilke Road. Therefore, new traffic to be generated by the proposed use will be minimal. Furthermore, the reduction of curb cuts on the subject property will improve traffic flow within the vicinity. However, the Engineering Division has expressed concern that the proposed full access driveway on New Wilke could be problematic for southbound ingress and egress to/from

the site. Therefore, the Village is recommending a condition of approval that would require the petitioner to make alterations to the site to restrict full access of along New Wilke (likely to a right-in/right-out only configuration), at the request of the Village. The petitioner has not objected to this potential restriction.

Relative to parking, the site complies with all code requirements and staff believes the proposed on-site parking to be sufficient. **Table I** below shows the parking calculations:

Table I: Parking Calculations

Tenant	Address	Use	Square Feet	Employees	# of Bays	Parking Ratio	Parking Required
7-11 with Gas Station	1650 W. Algonquin Rd	Retail	3,062	N/A	N/A	1 per 300 SF	10
		Auto Service Station	-	4	No service bays	One per employee + three per service bay	4
TOTAL SQUARE FOOTAGE			3,062	PARKING REQUIRED			14
PARKING PROVIDED *							21
SURPLUS / (DEFICIT)							7

* Includes 8 parking spots at gas pumps

Per the Village's recently adopted bicycle parking regulations, two bicycle parking spaces must be provided on the site and the petitioner has included the required onsite bicycle parking spaces.

RECOMMENDATION

The Staff Development Committee reviewed the proposed special use permit to allow redevelopment of the site with a gas station including a convenience store, as well as the variation to Chapter 28 of the Municipal Code, Section 10.2-9, to allow for driveway entrances that are 37' wide where code restricts maximum driveway widths at 36', and a variation to Chapter 28 of the Municipal Code, Section 10.2-8 to allow a 23' wide drive aisle where code restricts the minimum width of a two-way drive aisle to 24', and recommends approval of the application subject to the following conditions:

1. At the request of the Village, the petitioner shall implement improvements to the ingress/egress along New Wilke Road to restrict full access to and from the subject property along this street.
2. At the request of the Village, the petitioner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the east, which shall only be required if and when the Taco Bell property provides reciprocal access to the subject property.
3. Deliveries and trash collection shall be prohibited between the hours of 10:00pm and 7:00am.
4. Compliance with the January 8, 2019 motion from the Design Commission shall be required.
5. IDOT review and approval shall be required.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

February 8, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

APPROVED

PLAN

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

COMMISSION

RE: 7-ELEVEN GAS STATION - 1650 WEST ALGONQUIN ROAD - PC# 18-026
SPECIAL USE PERMIT FOR AUTO SERVICE (GAS) STATION, 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 13th day of February, 2019 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
MARY JO WARSKOW
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN ENNES: The meeting of the Arlington Heights Plan Commission is called to order. If you would all please rise and join us in the pledge of allegiance, I'd appreciate it.

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you. Please be seated. Sam, could you take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

(No response.)

MR. HUBBARD: Commissioner Lorenzini.

(No response.)

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Thank you. We have minutes from our last meeting, the Westgate Park & Shop from our last hearing on January 23rd. I assume everybody got the minutes. Is there a motion to approve those?

COMMISSIONER WARSKOW: I'll make such motion.

CHAIRMAN ENNES: And a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: Does anybody need to abstain? All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

COMMISSIONER GREEN: I have to abstain from that.

CHAIRMAN ENNES: You do, okay. You weren't here?

COMMISSIONER GREEN: I don't think so.

CHAIRMAN ENNES: Okay, so that passes. We have a hearing tonight, I guess before we get into that, have all notices been sent out, Sam?

MR. HUBBARD: They have.

CHAIRMAN ENNES: For our hearing and for this petition. So, is the Petitioner here this evening? Can I ask you to please come forward? You, whoever is going to speak to tell us about the project. You're going to be the only one to speak?

MR. COHEN: There might be a few others if there's any questions.

CHAIRMAN ENNES: Okay, well, then let's start this way. I'd like to swear you in.

MR. COHEN: Sure.

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(Witness sworn.)

CHAIRMAN ENNES: Would you please spell your name and state what capacity you're in for the court reporter?

MR. COHEN: Yes. I am Andrew Cohen with Vequity. We are the developers on the project.

CHAIRMAN ENNES: Okay, would you tell us about your project?

MR. COHEN: So, the proposed project is at 1650 West Algonquin Road in Arlington Heights. That is the northeast corner of New Wilke and Algonquin Road. It was previously a Citgo which has now been demolished, the tanks had been pulled, and we plan on building a new construction 7-Eleven. This will be a 7-Eleven with fuel. It will be their new nationwide, new and improved prototype which they're rolling out all over the Chicagoland area.

MR. HUBBARD: There's a laser pointer or there's a device up there, you can go through the slideshow right up there. Yes, if you press the slide, you can move through the slideshow. To the right, there you go, yes.

MR. COHEN: So, there is a site plan I could probably use.

(Short pause.)

MR. COHEN: So, as you can see, the C store is tucked in the back. There's I believe 12 spaces, parking spaces which is what code requires and what's provided. As you can see, there's now two access points. The existing current access has four, so we're consolidating four and the two which is what the road wants, the vision for the roads.

So, these are the elevations which is, they're new prototypes. They re-added the spandrel windows as per the city's request, and we've been working together with the city on the building design. We've gone back and forth on a couple rounds of comments. So, we've incorporated a lot of their suggestions and this is what we've come up with.

Here's another picture with the rendering with the canopy elevations. Landscape plan. This shows that there's some landscaping in between the back of the parcel and the adjacent parcel which is owned by the grocery store to the east. There's actually two parcels that are owned by them.

CHAIRMAN ENNES: It's the drive behind your property?

MR. COHEN: Correct. So, we've added landscaping and a six-foot fence to block out any noise or traffic and trash or whatever it may be. So, we've done that to kind of separate it from the residential.

CHAIRMAN ENNES: You've already done that?

MR. COHEN: No, we will do that, sorry. We will do that.

CHAIRMAN ENNES: Oh, okay.

MR. COHEN: The photometrics show that and just how it's blocking that off. That's it for the presentation.

I've also brought with me here Mark Bettenhausen from 7-Eleven, I should have done the intros first, Artur from Ileki & Associates, the architect, Scott Preston from Vequity, and Bill Perry from Watermark Engineering. So, at this point, we could open it up for questions.

CHAIRMAN ENNES: So, the issues that you're looking for, changes in variances?

MR. COHEN: So, we are getting a special use permit. The zoning does not change, so we are seeking a special use permit because it's a new construction gas station.

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CHAIRMAN ENNES: Is that all you have at this point? Okay, we're going to move on to have the Staff report, so if you want to be seated? I should ask you, are you familiar with the conditions that the Village has placed on the approval? I think there's either five or six?

MR. HUBBARD: Six.

CHAIRMAN ENNES: Six conditions.

MR. COHEN: Yes.

CHAIRMAN ENNES: Are those all acceptable to you?

MR. PERRY: My name is Bill Perry, I'm with Watermark Engineering. I'm the civil engineer for the property.

CHAIRMAN ENNES: Were you here last time?

MR. PERRY: I was not.

CHAIRMAN ENNES: Okay, would you please spell your name? And your position?

MR. PERRY: Sure. William Perry, P-e-r-r-y. I'm a vice president at Watermark Engineering.

I just wanted to say, yes, we are familiar with the conditions that they have asked for. There really are two. One is, or two main pieces, one is the request to take the access point on New Wilke Road and, at our cost in the future, to possibly limit the access to it if it's deemed necessary by staff. That there's problems with it I assume is the idea behind that, if there's a lot of crashes at that intersection in the future.

We object to it only that we need that access point for viability of the site, specifically for the truck access. As long as we continue to have our full truck access that we need in order to get the truck in and out to deliver the fuel to the site, we would be amenable to doing something if it is necessary because there are problems on the site.

CHAIRMAN ENNES: So, that would preclude you from having the ingress and egress out of the Wilke Street side of the property?

MR. PERRY: Right. We want to make sure that we are able to get our trucks in and out of that access point. So, I guess we just would like that stipulation added to that condition.

MR. HUBBARD: You know, we can certainly be flexible. I think, you know, you have a right-in/right-out at the southern portion.

MR. PERRY: Yes.

MR. HUBBARD: The way that it's designed is it's a mountable pork chop.

MR. PERRY: Yes.

MR. HUBBARD: So, I'm sure that would be something that we'd be open to considering if it were to move forward, closure there.

MR. PERRY: Okay, that is what the concern is.

CHAIRMAN ENNES: So, you have an issue with that point. The other five conditions are acceptable?

MR. PERRY: Correct.

CHAIRMAN ENNES: Okay, thank you. Please be seated. Sam, would you please provide the Staff report?

MR. HUBBARD: Absolutely. So, the subject property is located at 1650 West Algonquin Road. It's the northeast corner of Algonquin and New Wilke. It's a B-2 General

APPROVED

Business Zoning District, and in the B-2 District, all automobile service stations are required to receive a special use permit approval which is the reason the Petitioner is before you this evening. The Comprehensive Plan for this property designates it as commercial, so the proposed service station is compatible with that Comprehensive Plan designation.

Petitioner is requesting two variations this evening. The first one is a variation to increase the maximum allowable driveway entrance from 36 feet to 37 feet, and that would apply to both the New Wilke and Algonquin Road access points. The second variation is to reduce the minimum required driveway width for a two-way drive aisle from 24 feet to 23 feet. That's in relation to the drive aisle connection to the Taco Bell site to the east.

So, here you can see an aerial of the property. The subject property is bounded in red. To the south and bottom is Algonquin Road. On the left side and to the west is New Wilke Road. To the east is Taco Bell. You'll notice to the north, there's a small strip of land 50 feet wide before you get to that drive aisle that connects to the grocery store and to Taco Bell. That is owned by the grocery store property located to the east. It's not a part of this development site and will be left as open in green space at this time.

Then you get the drive aisle a little bit farther north of that, and then there's the single family homes along Russell Court farther north of that. To the west is New Wilke and then there's a Mobil Gas Station a little bit farther which is a 24-hour gas station to the west. To the south is the city of Rolling Meadows, and there is a Fifth Third Bank and a Burger King to the southwest which is 24 hours as well.

So, here's a copy of the site plan. I just want to point out a few items here. First of all, the Village is planning in conjunction with IDOT and the city of Rolling Meadows for an additional right turn lane on Algonquin Road. That turn lane would roughly be added in this area and then continue up here onto New Wilke. That's going to involve likely some acquisition from the 7-Eleven Gas Station site in this area.

So, we've asked the Petitioner to design their site, you know, given this future improvement in mind, and they have done so, creating this larger than normal buffer of green space area to accommodate for any future right-of-way acquisition for that turn lane. Consequently, it's kind of pushed and squeezed the site a little bit to the north here and, you know, this future improvement has not yet been fully designed yet. It's still in the planning stages, but we fully expect this turn lane to move forward at some point in the future. I will mention the Petitioner has been very flexible in trying to design their site to accommodate for that.

So, there are two variations being requested by the Petitioner. The first one is the driveway width and the connection to the Taco Bell site. Staff is supportive of that variation for a few reasons. First of all, a similar variation was granted to Taco Bell to allow this drive aisle to be 23 feet. So, 23 feet here would allow both of those drive aisles to align. Given the future acquisition for this turn lane, we think it creates a unique circumstance on this property. It allows for a reduced drive aisle width to create a little bit more room for some perimeter landscaping once that turn lane is added to Algonquin Road. So, we are supportive of this variation.

Second variation is to increase the maximum driveway entrance from 36 feet to 37 feet that would be both along Algonquin and New Wilke. Staff is supportive of this variation as well for several reasons. It provides a little bit more width and space to enhance the maneuverability of fire trucks and fuel trucks accessing the site. It's the minimum necessary

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variance to allow for reasonable use of property. A one-foot increase is very insignificant in this case, and the unique situation of the extra turn lane that's going to be added along Algonquin Road creates, you know, something unique on this property that's not necessarily characteristic of every other property in the vicinity. So, for these reasons, we believe the variations are justified.

Here's the landscape plan for the site. Again, you can see the increased landscape area added along the south and west sides of the property for that future turn lane. There will be again some acquisition here for that turn lane, but they've added enough room so that likely there will be enough space for a turn lane, a parkway, sidewalk, and then still a little bit of room left over for landscaping on the property to screen the parking area.

I would want to mention that the Petitioner has added, at the request of Staff, a solid fence along this portion of the property line to help reduce impact on the single family homes to the north. In the areas where that fence stops, at the request of Staff, they have added a dense evergreen screen here to help provide for that buffer to the north which would reduce headlight glare, blowing trash, and so forth.

They've made some other improvements to the site at the request of Staff. We asked them to bump out this little area here to create a little bit more of a landscape island. They bumped back the dumpster enclosure to comply with code here as well.

Relative to traffic and parking, the site meets all parking regulations. 14 spaces are required per code. There's actually, it's a typo here, there's going to be 20 spaces on the site, so there is a surplus and we don't believe parking to be a problem. 20 spaces, this relates to both the on-site spaces, and then we consider spaces at pumps to constitute a space as well, so that equates to 20 total spaces on site.

Relative to traffic, the traffic study that was provided by the Petitioner concluded that the majority of traffic patronizing the site is going to be passerby traffic, meaning that these cars are already going past Algonquin and New Wilke and are just utilizing the site as part of their route and aren't necessarily being generated specifically on these roads to patronize these businesses. Additionally, the site plan closes two curb cuts on the property which is going to improve vehicular movements within the vicinity. Then of course the location of the site being on a major arterial and secondary arterial means that there is adequate capacity to accommodate for the expected traffic generation for the site.

So, that being said, the Staff Development Committee is recommending approval of the application subject to six conditions as outlined here. You know, the Petitioner has said that they are a little bit concerned about the restriction for full access on New Wilke Road. I think, you know, Staff will certainly be flexible if and when that's determined to be a problem. You know, we certainly understand that fuel trucks need to come in and out of the site, and I don't think the condition needs to be amended. I think that, you know, certainly it can be designed as a restricted right-in/right-out access point just like the southern point. That will allow fuel trucks to move in and out of the site.

So, that being said, I'm happy to answer any questions.

CHAIRMAN ENNES: Thank you, Sam. Can we have a motion to approve the Staff report?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: And a second. Commissioner Dawson has arrived, a

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while ago.

COMMISSIONER DAWSON: A while ago.

CHAIRMAN ENNES: So, if we could add her to the roster? So, we have a motion and a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: So, the Staff report is approved. Thank you, Sam, for that report. I would like to open the hearing up to any questions from the Commissioners. Commissioner Warskow, would you like to start?

COMMISSIONER WARSKOW: Sure, I can start. I don't really have many questions. It looks like a good use. I mean, it's what the existing use is and it will definitely improve over the Citgo that was there before. I appreciate all of the extra landscaping and the fence buffer for the neighbors.

My only question is for Sam in terms of the timing of that right turn, that dedicated right turn lane. Do you have any idea, are we talking months, years? Because you're asking them to plant two substantial trees there that then they're just going to have to take out again. Is there any way that they could wait until you hear on that particular decision before planting and spending the money on two trees?

MR. HUBBARD: Unfortunately, I don't have a timeline for that project. You know, it's in the planning stage. I would guess that it's at least a year or two or more out from even having, you know, construction drawings ready. It's going to be an IDOT project as well, so that's probably going to add some significant time to the design and implementation.

COMMISSIONER WARSKOW: Okay, that's my only question is we're asking them to spend the money and plant something that they're just going to wind up taking right back out again. So, that's all I have.

CHAIRMAN ENNES: Maybe there's another place we could have them put those two trees.

MR. HUBBARD: Or perhaps they could be transplanted. They don't have to be cut down and destroyed.

CHAIRMAN ENNES: Is that it?

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Okay, Commissioner Green?

COMMISSIONER GREEN: I really have no questions. I remember seeing this in the Conceptual Plan Review. I think it's a good use of the property. I really have no questions.

CHAIRMAN ENNES: Commissioner Cherwin?

COMMISSIONER CHERWIN: I concur with my colleagues. I saw it at the Conceptual Review. I think it's a good project. I would just say I think the developer and 7-Eleven have done a nice job of accommodating some of the requests that have come through. I know at the Conceptual Review one of the issues I had was with the westerly elevation being a little bit, you know, monotonous I guess, and asked them to take a look at that. I think even though that's not really our, you know, that's really Design Committee stuff, but I had mentioned it. I know that they, it looks like they had put a few more features on the westerly elevation with the windows and stuff. I think that goes a long way, you know, looking at some of the

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improvements that have been made in the Rolling Meadows side and everything. I think it's important to make sure we're improving.

So, I appreciate the work the developer and 7-Eleven have done to make the site, you know, as good as can be for this type of use. I guess the one thing I'd ask is a little bit on this question with the westerly access on Wilke. You know, if they're concerned about it from a business perspective, and I'm thinking about this just because I've, you know, lived in that area for, you know, over 30 years, and maybe thousands of times through this intersection when using multiple times a day, I use that gas station site. I will use it if this one goes in. A lot of times we're coming southbound on Wilke, and so, you know, the entrance here will be a westerly turn and I think there's probably a considerable amount of traffic that they're trying to capture on that southbound Wilke run westerly into that site. I think that's your concern as a developer is that traffic pattern.

So, is it realistic I guess the way the connection with Taco Bell is, would you expect southbound traffic then to come in to that service drive, circle that around through the front of Taco Bell and come in? Would that be kind of how Staff visualizes that?

MR. HUBBARD: Yes, it could certainly function that way. You know, there's a condition of approval and the Taco Bell is required to provide that reciprocal access.

COMMISSIONER CHERWIN: Right.

MR. HUBBARD: I will say the traffic engineer's main concern was left-hand turns out of the site, and not as much with left-hand turns into the site.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: So, I think if anything, at first it would be a restriction to make it limited to right-out only. If, you know, left-hand turns coming into the site was also a problem, that could be restricted as well, but I don't think that's --

COMMISSIONER CHERWIN: So, would it be like a half, so you would have, you're not saying it would just be a right-in/right-out. You would still have a left in? You would still have full access inbound?

MR. HUBBARD: That would be our first option and, you know, if it's determined that that's viable, I think we would certainly be amenable to that.

COMMISSIONER CHERWIN: So, the only movement you'd be restricting is southbound exit from there?

MR. HUBBARD: At first, yes.

COMMISSIONER CHERWIN: At first.

MR. HUBBARD: Yes, that was the chief concern from the traffic engineer.

COMMISSIONER CHERWIN: And had there been incidents at that site? Because that site has been open full access as long as I can remember. I mean is there, if they're concerned about it, is the concern based on, I don't ever remember seeing an accident at that site in all my years. I'm wondering if the traffic engineer, if they've seen something or is it a problem that's just hypothetical or what?

MR. HUBBARD: I think it's more in relation to when that second, the new turn lane is added.

COMMISSIONER CHERWIN: The new turn lane?

MR. HUBBARD: How that's going to affect the geometry of the intersection and, you know, is it going to be two dual left-hand turn lanes southbound on Wilke going to Algonquin? Is it going to be just one? I mean, there's just so many unknowns at this point that

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it's just kind of, you know, we want to make sure all of our bases are covered.

COMMISSIONER CHERWIN: Is another potential step to maybe halfway or accommodate the developer is maybe a time restriction on that? So, you know, if you can come to an agreement on full access, maybe something that's, you know, 7:00 to 9:00 and 4:00 to 6:00 kind of thing so that, you know, we're eliminating that heavy traffic volume where we're making that movement?

MR. HUBBARD: I think we'd be flexible in exploring all options and what makes the most sense. I mean, I don't want to, you know, limit us to say that that's the only thing we would require. But, you know, I think we would be as flexible as possible realizing we don't want to handicap a business, you know, but we want to make sure our movements are safe.

COMMISSIONER CHERWIN: All right, no further questions. Thanks, Sam.

CHAIRMAN ENNES: If I could just clarify? There will be a curb cut on Wilke?

MR. HUBBARD: Correct. Yes, there's two now and they're going to be reducing it to only one.

CHAIRMAN ENNES: Okay, okay. So, a truck should still be able to use that, right?

MR. HUBBARD: Right, yes.

CHAIRMAN ENNES: Okay, and is that required for the Fire Department also?

MR. HUBBARD: Yes, it does help with the maneuverability of a fire truck.

CHAIRMAN ENNES: Because I don't know how a fire truck could get in there and out if there wasn't at Wilke.

MR. HUBBARD: Right.

CHAIRMAN ENNES: So, there would be one, not two, that's the change?

MR. HUBBARD: The change would be to limit the use of the entrance on Wilke to a right-in/right-out only as opposed to full access.

COMMISSIONER CHERWIN: Just for clarification, if we looked at the comparison of where the proposed curb cut is for that compared to where it is now, I didn't see an overlay but is it shifting south a little bit or is it on the site?

MR. HUBBARD: I mean, generally it's in the same place, there's one farther south and then there's one, you know, generally in the location that they're proposing. This one, it may be shifting a little bit north, but the whole site is pushing back a little bit on, you know, on this property.

COMMISSIONER CHERWIN: Okay, all right, yes. My biggest concern is obviously being too restrictive on the developer with that condition. That's my concern right now is if that condition is, you know, the right thing to do. I'm sorry, go ahead.

CHAIRMAN ENNES: Thanks for raising that, Jay. Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes. I was also at the Conceptual Plan Review Committee meeting. At that time, I voiced a concern with the location of the trash enclosure. I think at that time it was a little bit farther south and projected beyond the face of the building. It looks now like it's been moved where it seems like it aligns with the front of the building. Is that correct?

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MR. HUBBARD: Yes.

COMMISSIONER SIGALOS: I'm assuming that meets code? I mean --

MR. HUBBARD: Yes.

COMMISSIONER SIGALOS: They have a trash enclosure right there as you pull into the 7-Eleven and staring in the face, and so many times you see these gates are left open and it's not the most desirable place to put it. But I'm assuming you've looked and there's really no other place you can have that trash enclosure instead of back any farther because of the property line, am I correct?

MR. HUBBARD: Well, there are certain restrictions for how far away a trash enclosure has to be from a property line. So, the farther they push it back, the closure they're getting to needing a variation on that setback from the property line on the side. So, it meets code in its current location; you know, if they were to push it back, it may require a variation.

COMMISSIONER SIGALOS: No, I understand, as long as it meets code where it is now. I think before it was projected further beyond the face of the building.

MR. HUBBARD: Correct.

COMMISSIONER SIGALOS: Again, that was my only concern. I think the rest of the project is great, so I'm in favor of it.

CHAIRMAN ENNES: Thank you. Commissioner Dawson?

COMMISSIONER DAWSON: I don't have any questions. The only comment is regarding the condition number one. Perhaps it's just the use of the word 'full' in that line that might be somewhat intimidating to the Petitioner because it makes it sound as if you're just going to get rid of it all together. But now that you've explained the step-in process, so just a thought that it might be something between now and the full Village Board to maybe discuss the wording of that to make it a little bit more clear to the Petitioner what you're envisioning. But that's it.

CHAIRMAN ENNES: That it?

COMMISSIONER DAWSON: That's it.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Yes. Do we know who the gas retailer is going to be?

MR. BETTENHAUSEN: 7-Eleven.

COMMISSIONER DROST: 7-Eleven is actually, they don't distribute or manufacture processed --

MR. BETTENHAUSEN: 7-Eleven distributes fuel.

COMMISSIONER DROST: Does it really? What's the, sort of the ratio between the gas sale versus the convenience food volume?

MR. HUBBARD: Please step up to the podium.

MR. BETTENHAUSEN: Mark Bettenhausen, M-a-r-k B-e-t-t-e-n-h-a-u-s-e-n, 7-Eleven.

CHAIRMAN ENNES: Thank you.

MR. BETTENHAUSEN: Can you repeat the question please?

COMMISSIONER DROST: Yes, the ratio or the percentages of fuel versus the, whatever you sell at 7-Eleven. I know you sell a lot of stuff.

MR. BETTENHAUSEN: So, 7-Eleven will brand it 7-Eleven fuel. We are a

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C store first company. The majority of where we put the emphasis on our business is in the C store. But in terms of sales, obviously it depends on, excuse me, it depends on the price per gallon and in terms of how many gallons --

COMMISSIONER DROST: Oh, no, I know that's going to be fluctuating.

MR. BETTENHAUSEN: Yes.

COMMISSIONER DROST: But you obviously have some historical data that show that 30 percent comes from fuel and 70 from the retail side of the business, or you know 30.

MR. BETTENHAUSEN: Dollars to fuel will be high.

COMMISSIONER DROST: But the attraction is, it's sort of the model is to get them to buy stuff in the store, correct? It's not the fuel.

MR. BETTENHAUSEN: Yes, the trick is bring in the customer from the pump when they use their card in to buy a bottle of water or something else, a bag of chips or sandwich. But it's usually a 50-50 split with how high gas prices are.

COMMISSIONER DROST: I mean, and that's the model that you guys have been using. How long has 7-Eleven been in the fuel business?

MR. BETTENHAUSEN: Well, we've been a company for 90 years, and we've been in the fuel business here in Chicago for over 30 years.

COMMISSIONER DROST: Wasn't it automotive? I mean, that was automotive and logistics?

MR. BETTENHAUSEN: 7-Eleven? No, they started originally way back when as always a convenience store.

COMMISSIONER DROST: Yes, but I meant, you know, from the standpoint of Bettenhausen and that name.

MR. BETTENHAUSEN: Oh, that's just me, yes.

COMMISSIONER DROST: Right.

CHAIRMAN ENNES: Okay, got you.

MR. BETTENHAUSEN: Yes.

COMMISSIONER DROST: Okay, and the other question, and this is more a tongue-in-cheek, have you heard about the Green Deal?

MR. BETTENHAUSEN: Yes. No.

COMMISSIONER DROST: Yes, no, there's certain individuals in Congress that want to eliminate fossil fuel. So, what's plan B?

MR. BETTENHAUSEN: Well, right now, obviously we see gas stations and cars being extremely, they're not going away. I mean we have not seen it where, our company is based out of Texas where fuel is pretty big.

COMMISSIONER DROST: Yes, I've heard about that. Kind of like Houston maybe is an area, Galveston.

MR. BETTENHAUSEN: We're in Dallas.

COMMISSIONER DROST: Dallas, well, that's getting away from all the swampy stuff. But that's interesting. I just, you know, find the fact that fossil fuel is maybe here to stay.

MR. BETTENHAUSEN: Yes, it is.

COMMISSIONER DROST: Okay, well, I'm not going to work you over too much. But I just find it interesting, and you're not a surrogate for the Venezuelan Citgo, so all

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right. Good, I had my fun. All right.

CHAIRMAN ENNES: At least in our rural areas, you might still have, you know --

COMMISSIONER DROST: Yes, right.

CHAIRMAN ENNES: Otherwise, we've got to walk to the Expressway to catch the train.

COMMISSIONER DROST: Correct.

CHAIRMAN ENNES: But while I have you up here, there is a, at the rear of your lot, there is a piece of land that abuts the drive aisle. With the bushes and the fence, you're not going to have access to that for your customers?

MR. BETTENHAUSEN: Technically, no. We've screened it completely, and then that property which is owned by the grocery store is going to remain untouched. It's theirs. So, we will be building up to it with the setback.

CHAIRMAN ENNES: Okay, so it looks like that's wider behind your property than the other two properties that utilize it, the little strip shopping center and the Taco Bell?

MR. BETTENHAUSEN: Correct. So, I don't know if you have a tax map in the presentation, but there's this rectangle.

CHAIRMAN ENNES: Right.

MR. BETTENHAUSEN: So, Taco Bell goes all the way up to the drive aisle, and we have a rectangle of a parcel that's completely separate.

CHAIRMAN ENNES: But that's not your parcel?

MR. BETTENHAUSEN: No.

CHAIRMAN ENNES: That belongs with the easement to the rear.

MR. BETTENHAUSEN: Yes. We will not have access to it, no.

CHAIRMAN ENNES: Is that something they might sell to you?

MR. BETTENHAUSEN: Well, we have talked to them in the past and it was not part of, we tried but --

CHAIRMAN ENNES: Okay, I can't see it having value to much of anybody other than you guys, which could help you with this IDOT situation in the front to allow you to move a little farther back.

MR. BETTENHAUSEN: Right, right.

CHAIRMAN ENNES: Okay, but you're aware of it.

MR. BETTENHAUSEN: Yes.

CHAIRMAN ENNES: Yes, one of my concerns about if there wasn't an access on Wilke would be how would our fire trucks get in there if they ever had to. So, knowing that there is going to be an access there, and I'm sure they've reviewed, the Fire Department has reviewed that and that that would work for them. That's all I have at this time.

Is there anyone from the audience that would like to come up and talk? I see one person out there. If you would please come forward? Spell your name for our court reporter.

MS. DANIELS: Sure.

CHAIRMAN ENNES: If you have any questions about the project or comments, please let us hear them.

MS. DANIELS: Okay, I'm Kathleen Daniels, K-a-t-h-l-e-e-n D-a-n-i-e-l-s.

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I'm actually the homeowner just north of there, so the corner plot on New Wilke and Russell Court. Yes.

So, our question was when they were like deconstructing the previous station, there was a ton of shaking that happened in a lot of our homes that live right there, like the five homes back there. If for some reason we had some foundational issues when you guys put back in the tanks in the ground, who would we contact for that reason?

CHAIRMAN ENNES: Wait, so you had shaking issues when?

MS. DANIELS: When they were deconstructing the previous.

CHAIRMAN ENNES: Oh, when they took down that building?

MS. DANIELS: Yes, well, not just, no, it wasn't really the building part. It was digging into the ground and taking the wells out.

CHAIRMAN ENNES: You know what, we are not a legal department, we're a Plan Commission.

MS. DANIELS: Okay, yes.

CHAIRMAN ENNES: What we look at is people that want to come in and develop property, whether or not they have the right to do that under the zoning. So, that's something that if there was a problem, you'd need to --

MS. DANIELS: Would we contact Vequity or would we contact Arlington Heights?

CHAIRMAN ENNES: I think you'd call an attorney. But there's attorneys here, what would you say?

COMMISSIONER CHERWIN: I think the intermediate step I would take is probably advise the Building Department because ultimately they're in charge of the permitting process. So, if you felt there was something going on in the site that wasn't appropriate or that you questioned or, you know, that --

MS. DANIELS: I mean it's just a lot of force.

COMMISSIONER CHERWIN: Yes. Right, no, it's right. When they, you know, so there are different methods, you know, I think maybe that could be used, but I think that would be my first call would be the Building Department and maybe have somebody go out there and make sure that the site is being conducted the way it should be.

MS. DANIELS: Okay.

COMMISSIONER CHERWIN: John, as a contractor, I don't know if you have a different perspective.

COMMISSIONER SIGALOS: No, I agree. I mean that's the first call you'd make would be to the Building Department.

MS. DANIELS: Okay.

COMMISSIONER CHERWIN: Sam can probably give you that information before you leave here.

MS. DANIELS: Okay, yes, thanks. I appreciate it.

MR. HUBBARD: Absolutely.

MS. DANIELS: Otherwise, we're appreciative that you guys are bringing in a nicer building.

CHAIRMAN ENNES: It should improve the area.

MS. DANIELS: Yes, definitely, it should improve it. So, thank you for that. That's all.

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CHAIRMAN ENNES: Okay, someone else just walked into the room. We are in the public section of our hearing. Did you have a comment about the petition? No? Okay, then I'm going to close the public portion of the hearing and ask the Commissioners if they have any further deliberations or if they wanted to make a motion.

COMMISSIONER DAWSON: I can make a motion. I'd like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC#18-026, a Special Use permit to allow an automobile service station with convenience store, and the following variations:

- 1. Chapter 28, Section 10.2-9, Access, to allow a 37-foot wide driveway entrance where code limits driveway entrances to 36 feet in width.**
- 2. Chapter 28, Section 10.2-8, to reduce the required driveway width from 24 feet to 23 feet.**

Approval shall be subject to the following conditions:

- 1. At the request of the Village, the Petitioner shall implement improvements to the ingress/egress along New Wilke Road to restrict full access to and from the subject property along this street.**
- 2. At the request of the Village, the Petitioner shall grant, and cause to be recorded, an access easement that provides two-way cross access to the property to the east, which shall only be required if and when the Taco Bell property provides reciprocal access to the subject property.**
- 3. Deliveries and trash collection shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m.**
- 4. Compliance with the January 8, 2019 motion from the Design Commission shall be required.**
- 5. IDOT review and approval shall be required.**
- 6. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

COMMISSIONER CHERWIN: I second.

CHAIRMAN ENNES: Can we have a roll call vote?

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

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MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes, with comment.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

CHAIRMAN ENNES: Okay, can we have your comments?

COMMISSIONER CHERWIN: Yes, I would just echo I think what Commissioner Dawson was referring to earlier which is maybe in the interim here build out a little more detail around the westerly access and make sure that there's some, you know, accommodation for the stepped evaluation of how we're going to restrict that site. That's all, thank you.

CHAIRMAN ENNES: As far as the ingress and egress?

COMMISSIONER CHERWIN: Yes.

CHAIRMAN ENNES: Yes.

COMMISSIONER DAWSON: And I have the same comment.

CHAIRMAN ENNES: Okay, so we have a unanimous approval. You can proceed on to the Village Board once you got the rest of your details wrapped up. So, congratulations and good luck with your new business venture. Thank you very much.

Sam, do we have anything else on the agenda that I might not be aware of?

MR. HUBBARD: We do not.

CHAIRMAN ENNES: Nothing. So, I would entertain a motion to adjourn the meeting.

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: I'll second it.

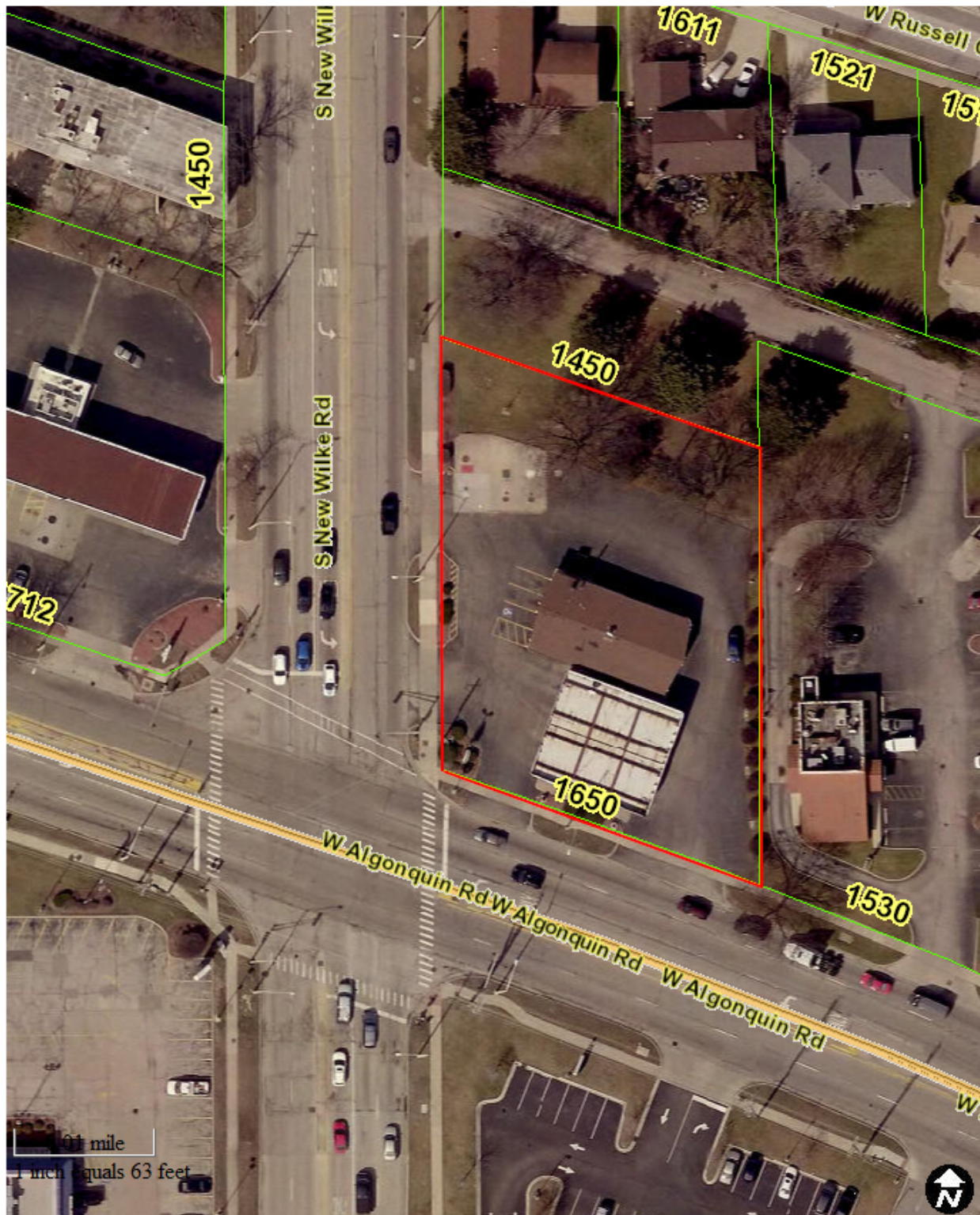
CHAIRMAN ENNES: Fighting for it. Okay, we have a first and a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: So moved.

MR. HUBBARD: I will mention that next month, our next meeting, we may have kind of a heavy agenda. We have three projects plus one plat. So, one of them is the Goddard School on North Arlington Heights Road in the former Silvia's Flower site. The other is a subdivision on Thomas. The third is a new cell tower by the Cross and Crown Church on Rand Road. So, it may be kind of a lengthy meeting, I just want to give you guys a heads up on that.

(Whereupon, the above-mentioned meeting was adjourned at 8:10 p.m.)



Map created on November 20, 2018.

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STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 7-Eleven Gas Station
Project Address: 1650 W. Algonquin Road
Prepared By: Steve Hautzinger

PETITION INFORMATION:

DC Number: 18-108
Petitioner Name: Kim Ward
Petitioner Address: Vequity LLC
400 N. Sate Street, Suite 400
Chicago, IL 60654
Meeting Date: January 8, 2019

Date Prepared: December 19, 2018

Requested Action(s):

Approval of the proposed architectural design for a new gas station and convenience store.

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 a Special Use to allow redevelopment of the site with a new gas station and convenience store. 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."

Summary:

This site was previously used as a Citgo gas station with convenience store. The property is currently vacant and planned for demolition to allow construction of a new 7-Eleven convenience store and gas station. The scope of the project includes a complete redevelopment of the site including new fuel pumps, fuel pump canopy, convenience store, and signage.

Architectural Design:

The proposed design is based on the current 7-Eleven prototype. The design is simple in form, but it has a clean modern appearance that will be a very nice update for this property. This design will also fit well with the new Taco Bell restaurant that is planned for construction on the adjacent site, which has a similar boxy massing and similar materials.

The proposed gray fiber cement "brick" wall panels have a nice modern appearance that works well with the black storefront, black canopy, black light fixtures, black wall coping, and gray "stone" base. The fuel pump canopy columns and trash enclosure are nicely detailed to match the building.

However, the Design Commission should evaluate the following details:

- The flush transition between the fiber cement "stone" base panels and the upper fiber cement "brick" wall panels looks too flat and has a fake appearance. It is recommended that a projecting sill trim piece be included between the two materials for a more authentic appearance. Consider using an adhered cultured stone sill detail.
- The stone base panels on the trash enclosure and canopy columns have a heavy appearance. Consider omitting the stone panel details on these items, providing an all brick appearance.

Rooftop Mechanical Unit Screening:

The proposed building has multiple rooftop mechanical units which are required to be fully screened from public view. The building design includes tall parapet walls on all four sides to fully screen the equipment, which is ideal.

Signage:

The proposed development includes a complete package of new signage based on 7-Eleven's branding. Overall, the signage package has a nice appearance that enhances the overall appearance of the development. A few details will need adjusting at the time of permit to comply with code, including a three-foot minimum setback for the ground sign and a slight reduction in the size of the west wall sign.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed design for 7-Eleven located at 1650 W. Algonquin Road. This recommendation is subject to compliance with the revised plans received 12/21/18, 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. It is recommended that a projecting sill trim piece be included between the fiber cement "stone" base panels and the upper fiber cement "brick" wall panels for a more authentic appearance.
2. Consider omitting the stone panel detail on the fuel pump canopy columns and trash enclosure, providing an all brick appearance.
3. Signage shall comply with Chapter 30, Sign Code.
4. 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.

December 21, 2018

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 18-108

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 8, 2019

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

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Kirsten Kingsley
Scott Seyer
Jonathan Kubow

Members Absent: None

Also Present: Jennifer Thorstenson, MRV Architects for *Dunkin/Baskin Robbins*
Ivan Nockov, Vequity for *7-Eleven*
Yousuf Ghorri, ILekis Associates for *7-Eleven*
Mark Bettenhausen for *7-Eleven*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM DECEMBER 11, 2018

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF DECEMBER 11, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#18-108 – 7-Eleven Gas Station – 1650 W. Algonquin Rd.

Ivan Nockov, representing *Vequity*, Yousuf Ghori, representing *ILekis Associates*, and Mark Bettenhausen, Real Estate for 7-Eleven, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is seeking approval of the proposed architectural design for a new gas station and convenience store. This project requires Plan Commission review and Village Board approval for a Special Use to allow redevelopment of the site with a new gas station and convenience store. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

This site was previously used as a Citgo gas station with convenience store. The property is currently vacant and planned for demolition to allow construction of a new 7-Eleven convenience store and gas station. The scope of the project includes a complete redevelopment of the site including new fuel pumps, fuel pump canopy, convenience store, and signage. The proposed design is based on the current 7-Eleven prototype. The design is simple in form, but it has a clean modern appearance that will be a very nice update for this property. This design will also fit well with the new Taco Bell restaurant that is planned for construction on the adjacent site, which has a similar boxy massing and similar materials.

The proposed gray fiber cement “brick” wall panels have a nice modern appearance that works well with the black storefront, black canopy, black light fixtures, black wall coping, and gray “stone” base. The fuel pump canopy columns and trash enclosure are nicely detailed to match the building. Material samples were presented by the petitioner.

The Design Commission should evaluate the following details:

- The flush transition between the fiber cement “stone” base panels and the upper fiber cement “brick” wall panels looks too flat and has a fake appearance. It is recommended that a projecting sill trim piece be included between the two materials for a more authentic appearance. Consider using an adhered cultured stone sill detail.
- The stone base panels on the trash enclosure and canopy columns have a heavy appearance. Consider omitting the stone panel details on these items, providing an all brick appearance.

The proposed building has multiple rooftop mechanical units which are required to be screened from public view. The building design includes tall parapet walls on all four sides to fully screen the equipment, which is ideal.

The proposed development includes a complete package of new signage based on 7-Eleven’s branding. Overall, the signage package has a nice appearance that enhances the overall appearance of the development. A few details will need adjusting at the time of permit to comply with code, including a three-foot minimum setback for the ground sign and a slight reduction in the size of the west wall sign.

Staff recommends approval of the proposed design for the new gas station and convenience store, to include Staff comments regarding the stone detailing.

Mr. Nockov said that they agree with the suggestion to add separation between the brick and stone; however, they need to confirm with the manufacturer about how it can actually be done.

Chair Fitzgerald asked if there was any public comment on the project and there was no response from the audience.

Commissioner Kubow said the proposed new building was fantastic. He really liked the old-school manufacturing, single-story warehouse appearance, and the gas pump bays that have a cool, modern look. He fully agreed with Staff's comments, especially on the column detail at the pumps; bringing the brick all the way down makes sense. His only question was about the proposed new ground sign that is different than the sign shown in the photo of the store in Wheaton. Mr. Nockov replied that the signage is location based, and would be under a separate permit from the rest of the project. Mr. Hautzinger explained that the building and the signage are subject to Design Commission review, and the proposed ground sign is code compliant as shown tonight; however, Staff does often encourage a lower, more decorative monument style sign. In this case, based on the location and surrounding context, Staff did not raise that issue, but the Design Commission's feedback on changes or enhancements to the ground sign are welcome.

In general, Commissioner Kubow loved the design of the new building and agreed with Staff's comments on the gas pump bays and doing something to transition between the stone and brick on the building. He preferred the monument sign at the Wheaton store, which is clean and consistent with the proposed new building, and he recommended that style sign for this project. Mr. Bettenhausen said they are not opposed to a monument style sign and they like the masonry base and cap; however, they do not want the sign to be as small as the monument sign in Wheaton, but it does not need to be 16 feet tall. Commissioner Kubow reiterated that the design of the sign in Wheaton is consistent with the design of the building being proposed here. Mr. Bettenhausen said they are accepting of any comments, but they really do not want the sign to be less than eight feet in height.

Commissioner Seyer supported the suggestion of a separation between the base material and the wall material, and he also supported Staff's recommendation to eliminate the stone panel detail on the fuel pump canopies as well as the trash enclosure; just being on the building itself has a cleaner appearance. He asked if the metal canopy color was the same dark bronze color as the storefront and the metal above the faux brick within the canopy. The petitioner said that it was the same color. Commissioner Seyer also asked about the color of the fuel canopy itself, and the petitioner stated that the gasoline canopies would be white, but not illuminated, and Mr. Hautzinger clarified that the fuel canopy fascia will have signage and colored striping graphics as shown in the signage package, and he added that the Village does not restrict illumination of the gas station canopy fascia. Commissioner Seyer said that architecturally, the new building looks good, with the comments he previously made; however, he still had some concerns about the signage; 16' is a really big sign when the building is only 18.5' tall, and there are no other big signs in the area. He felt the sign was not only an eyesore as far as its size, but a hazard, and he encouraged a more respectful sign at this particular corner. He was interested in the other commissioners' comments on this.

Commissioner Kingsley agreed with the suggestions made by Staff, and with the concerns that the ground sign is too tall. She was in support of lowering the ground sign, which is located close to a pedestrian walkway where landscaping would typically be. She also felt the wall sign on the front elevation looked a little small. Mr. Hautzinger clarified that the wall sign on the architectural rendering is shown smaller than actually proposed in the signage package. She asked about the wall mounted light fixtures on the front elevation that are important lights to the design of the building because there are only 2 of them, and Mr. Nockov said the fixtures would be down lit. Commissioner Kingsley wanted the lighting cut sheets to be reviewed by Staff because it was important that the lights not look like a wall pack; the light fixtures should be aesthetically

pleasing. She also asked about the details of the fiber cement columns at the ground, and the petitioner said the fiber cement would come within one inch of the ground. The petitioner also commented that as part of the Plan Commission review, Staff has given positive feedback about the lighting cut sheets they have submitted.

Commissioner Eckhardt concurred with all the comments made by the other commissioners, and added that the columns at the pump stations appear unfinished at the bottom and should have some kind of stone pediment detail at the bottom to protect the base of the material, similar to the cap at the top.

Chair Fitzgerald agreed with everything said so far, and he especially agreed with the conversation on the wall lights; the lights need to be special and Staff should review and approve them.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE PROPOSED DESIGN FOR 7-ELEVEN LOCATED AT 1650 W. ALGONQUIN ROAD. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE REVISED PLANS RECEIVED 12/21/18, 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. A REQUIREMENT TO ELIMINATE THE GRAY STONE BASE PANELS ON THE CANOPY COLUMNS AND ON THE TRASH ENCLOSURE.
2. A REQUIREMENT TO WORK WITH STAFF ON FURTHER DETAILING THE BASE OF THE CANOPY COLUMNS.
3. A REQUIREMENT THAT THE WALL LIGHTING BE REVIEWED BY STAFF AND ADDRESS THE COMMISSION'S COMMENTS THAT THE FIXTURES BE AESTHETICALLY PLEASING TO THE BUILDING AND AVOID GLARE.
4. THE COMMISSIONERS PREFER THAT THE PROPOSED 16' TALL GROUND SIGN BE REDUCED IN HEIGHT, SIMILAR TO THE PHOTO OF THE STORE IN WHEATON.
5. 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 RESPONSIBILITY 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.

Commissioner Eckhardt pointed out that Algonquin Road is a fast moving street and it was important for drivers to see this sign when approaching; he discouraged a low monument sign or anything lower than 14' because it would not help the situation. Mr. Hautzinger asked for clarification about working with the petitioner to further detail the base of the canopy columns, and Commissioner Eckhardt replied that there needs to be something at the base of the columns to protect the brick panels, and a concrete foundation 4 inches above the pavement would be sufficient. Mr. Hautzinger asked for clarification of the motion to reduce the ground sign if it was a recommendation or a requirement. He added that for projects such as this, signage is part of the overall review and the commissioners are encouraged to comment on signage. Commissioner Kingsley felt the ground sign needed to be lowered an undetermined amount, and her intention was that it

be reviewed by Staff; this was a requirement. She also liked the appearance of the sign in Wheaton. Commissioner Eckhardt felt the motion should be amended to clarify that the previous recommendation to lower the ground sign is now a requirement.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

4. A REQUIREMENT THAT THE PROPOSED 16' TALL GROUND SIGN BE LOWERED AND BE MORE IN KEEPING IN THE AESTHETICS TO BE SIMILAR TO THE WHEATON GROUND SIGN, AND BE REVIEWED BY STAFF.

COMMISSIONER KUBOW SECONDED BY THE MOTION.

Chair Fitzgerald felt that referring to the 'Wheaton' sign in the motion made it sound as though the requirement is to lower the sign to that height, low to the ground, whereas the actual intent is to lower the sign just a little bit to be more in keeping with the scale of the building. Commissioner Eckhardt completely agreed and felt that a reference to the "Wheaton" sign should be removed from the motion. Chair Fitzgerald said the requirement should be to lower the ground sign and be approved by Staff.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION AS FOLLOWS:

4. A REQUIREMENT THAT THE PROPOSED 16' TALL GROUND SIGN BE LOWERED A MINIMUM OF 2', AND REVIEWED BY STAFF.

Mr. Hautzinger asked if the commissioner's previous discussion regarding the introduction of a sill detail on the building between the stone and brick was something to be included in the motion or not. The commissioners responded that they wanted this included in the motion.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION TO ADD THE FOLLOWING:

6. A REQUIREMENT TO INTRODUCE A SILL DETAIL ON THE BUILDING BETWEEN THE STONE AND THE BRICK.

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



12/6/2018

VEQUITY
400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com
312.985.0987

Village of Arlington Heights
Planning & Zoning Commission
33 South Arlington Heights Road
Arlington Heights, IL 60005

RE: Proposed Gas Station and Convenience Store_1650 W. Algonquin Road,
Arlington Heights, IL

Vequity is proposing the development of a new 3,016 SF 7Eleven Gas + Convenience store located at the corner of Algonquin and New Wilke Road in Arlington Heights, IL. This will be a single tenant gas station with a roof height of 18.5'. There will be four gas dispensers on-site. As the developer, we don't have access to operations of the future store but based on our conversations with the Tenant we are happy to share the details we have available.

The proposed building has several green/sustainable features building into the site. The building itself will be built with a high-performance building system known as structural insulated panels (SIPs). SIPs consist of an insulating foam core sandwiched between two structural facings, typically oriented strand board. SIPs are manufactured under factory-controlled conditions and can be fabricated to fit nearly any building design. The result is a building system that is extremely strong and energy efficient. The site will also have LED lighting throughout the site. In addition to the building itself the site is a brown field that Vequity is cleaning and reusing.

This site will be the first Vequity 7Eleven for Arlington Heights so at this time we don't have relative percentage of business from fuel vs. retail sales. However, if all corporate 7Eleven's are considered they tend to be primarily convenience stores with gas as a secondary means of sale. Please keep in mind many factors will go into the split between fuel vs. retail sales at each specific location.

The proposed hours of operation are 24 hours a day and 7 days a week with approximately three to four employees in the store at any given peak period. The franchisee is given all rights to determine how many full-time and part-time employees are employed at each store but based off our real estate representatives experience it is somewhere between seven and ten people.

As for delivery schedules, this is something the store is unable to predict prior to opening. All delivery and vendor schedules are created closer to store opening. On average, stores have two main deliveries per vendor per week.

We expect this project to kick-off construction in Early June 2019, or immediately following building permit issuance. The anticipated construction schedule is 150 days for the Landlord portion of work and an additional 40 days for the Tenant's interior build-out; thus, causing the stores Grand Opening to fall in December 2019.



VEQUITY

400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com

+ 312.985.0987

12/6/2018

Village of Arlington Heights

Planning & Zoning Commission
33 South Arlington Heights Road
Arlington Heights, IL 60005

RE: Proposed Gas Station and Convenience Store_1650 W. Algonquin Road, Arlington Heights, IL

The previous use of the subject site is a gasoline filling station and convenience store. It previously operated two 10,000 gallon gasoline tanks and one 10,000 gallon diesel fuel Underground Storage Tank system. Our proposal includes building a new 7Eleven convenience store with a new gasoline station. We are replacing an old convenience store and gasoline station with a new convenience store and a new gasoline station, which we believe justifies the issuance of the Special Use permit.

In addition to keeping the use of the site the same, the proposed development will not alter the essential character of the locality and it is compatible with the existing uses. The development is surrounded by B-2 zoned parcels, we will grant reciprocal access to the Taco Bell site as requested by the city. The new development site plan will be also designed to take into account the future roadway improvement along Algonquin road.



VEQUITY

400 N STATE STREET
SUITE 400
CHICAGO, IL 60654

www.vequity.com

+ 312.985.0987

1/16/2019

Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: Neighborhood Meeting - 1/15/2019
1650 W. Algonquin Rd., Arlington Heights, IL

Attendees:

Mark Bettenhaus – 7 Eleven
Ivan Nockov – Vequity
Scott Preston – Vequity

Thomas Daniels – (Neighbor) 1621 W. Russell St. 773-842-2877
James Pawlek – (Neighbor) 1611 W. Russell St. 847-255-3019

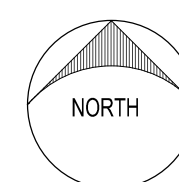
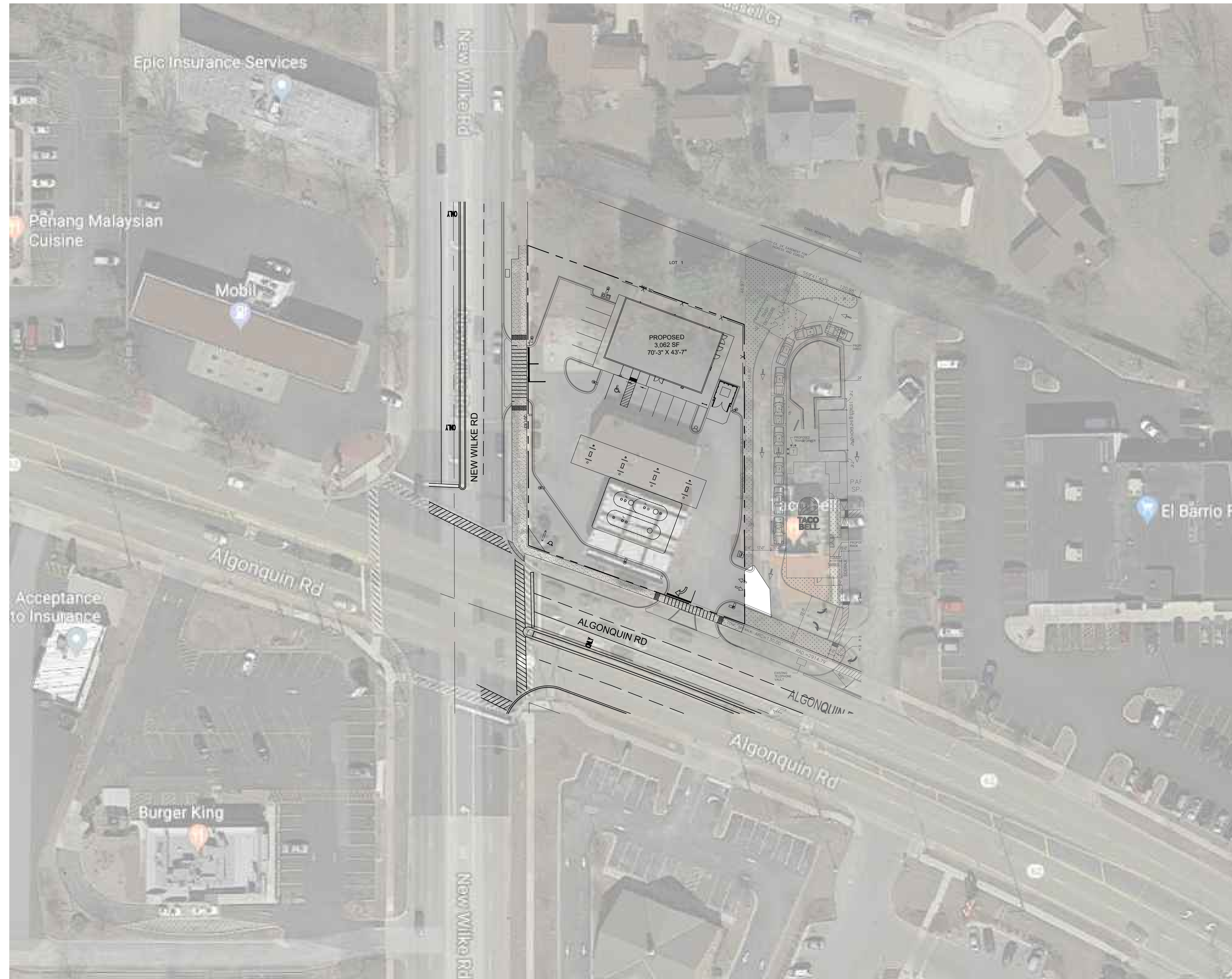
Neighbor comments:

James Pawlek

- Concerned about the truck/car traffic driving down the service drive which is connected to the grocery store and the Taco Bell. This is a major issue for him.
- Concerned about the extended hours of operation.
- Concerned about garbage getting in his yard and on the 7 Eleven site.
- He wants a fence between the 7 Eleven and the green space adjacent to the site.
- He likes the existing landscape buffer.
- Concerned about deliveries
- Concerned about snow removal.
- He questioned the strength of the proposed business because Citgo is closing.
- He didn't believe the zoning and thought it should be zoned for a medical office.
- He wants more notice for public meetings.
- He said that he was going to do his best to make life difficult for the developer
- He said he was going to rally the neighborhood.

Thomas Daniels

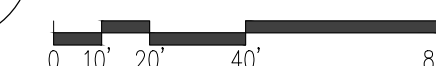
- He had questions/concerns about site lighting
- He had safety concerns about people loitering between the building and the fence.
- He had questions about the building construction
- He was supportive of the development project because it would clean up the site



1

SITE KEY PLAN

SCALE: 1"=40'-0"



CITY APPROVAL

CLIENT: **vequity** | real estate. redefined.

Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:



ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY
SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE,
COMPLY WITH THE APPLICABLE CODES AND BUILDING
REGULATIONS.
ALPHONSE A. ILEKIS, AIA
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LG Landscape Architecture
Site Planning
Illustration
Workshop, LLC
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

NOTE:

RETAIL BUILDING
PROJECT # 1814-14
1650 W ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005

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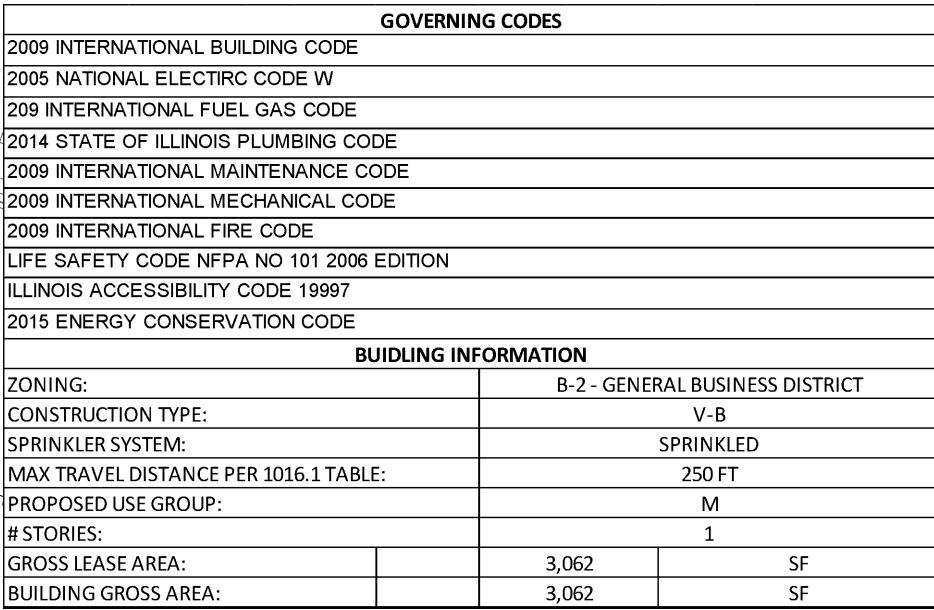
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01/30/19	ISSUED PER CITY COMMENTS
01/15/19	ISSUED PER CITY COMMENTS
12/07/18	ISSUED FOR CITY REVIEW

SITE KEY PLAN

AS1.00



GENERAL NOTES:

- A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
- B. SEE AS.102 FOR ADDITIONAL SITE DETAILS.
- C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
- D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
- E. PROVIDE KNOX BOX, PER FIRE DEPARTMENT REQUIREMENTS.
- F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
- G. CLEAN LOT AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
- H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
- I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFGR SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

2. ADA PARKING SIGN MOUNTED ON POST. SEE CIVIL FOR DETAILS.
3. ADA SIDEWALK RAMP TYP. SEE CIVIL.
4. EXISTING CONCRETE CURB AND GUTTER TO REMAIN.
5. NEW CONCRETE PAVEMENT TYP. SEE CIVIL.
6. PROVIDE ASPHALT PAVEMENT. SEE CIVIL PLANS FOR PAVING AND GRADING DETAILS.
7. CONCRETE SIDEWALK. REFER TO CIVIL DRAWINGS.
8. 1/2" ISOLATION JOINT ALONG PROFILE OF BUILDING AND WHERE INDICATED, USE BITUMINOUS FILLER AND SEALANT ALONG EDGE.
9. CONCEALED LOCKABLE HOSE BIB.
10. FD CONNECTION-SEE CIVIL.
11. RELOCATED FIRE HYDRANT REFER TO CIVIL DRAWINGS.
12. PROVIDE TRASH ENCLOSURE. REFER TO AS1-02 FOR DETAILS.
13. AIR / VAC REFER TO CIVIL SHEETS FOR LOCATION.
14. MAIN DOOR
15. EXIT DOOR
16. PROPOSED FUEL CANOPY. REFER TO CIVIL.
17. PROPOSED UNDERGROUND FUEL TANKS. REFER TO CIVIL.
18. CO2 TANK/ CAGE INSTALLED / ANCHOR PER MANUFACTURER SPECS BY GC.
19. NEW DIRECTIONAL SIGNAGE UNDER SEPARATE PERMIT.
20. NEW PYLON SIGN
21. VISIBILITY TRIANGLE
22. NEW BIKE RACK
23. NEW LIGHT POLE, REFER TO PHOTOMETRIC PLAN.
24. NOT USED.
25. -VENT STACK REFER TO CIVIL DRAWINGS.
26. N2 TANK/CAGE INSTALLED / ANCHOR PER MANUFACTURER SPECS BY GC.

LEGEND:

	NEW CONCRETE
	SIGNAGE
 FDC	FIRE DEPARTMENT CONNECTION

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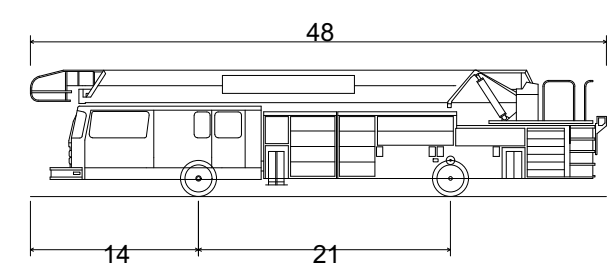
RETAIL BUILDING
PROJECT # 1814-14
1650 W ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005

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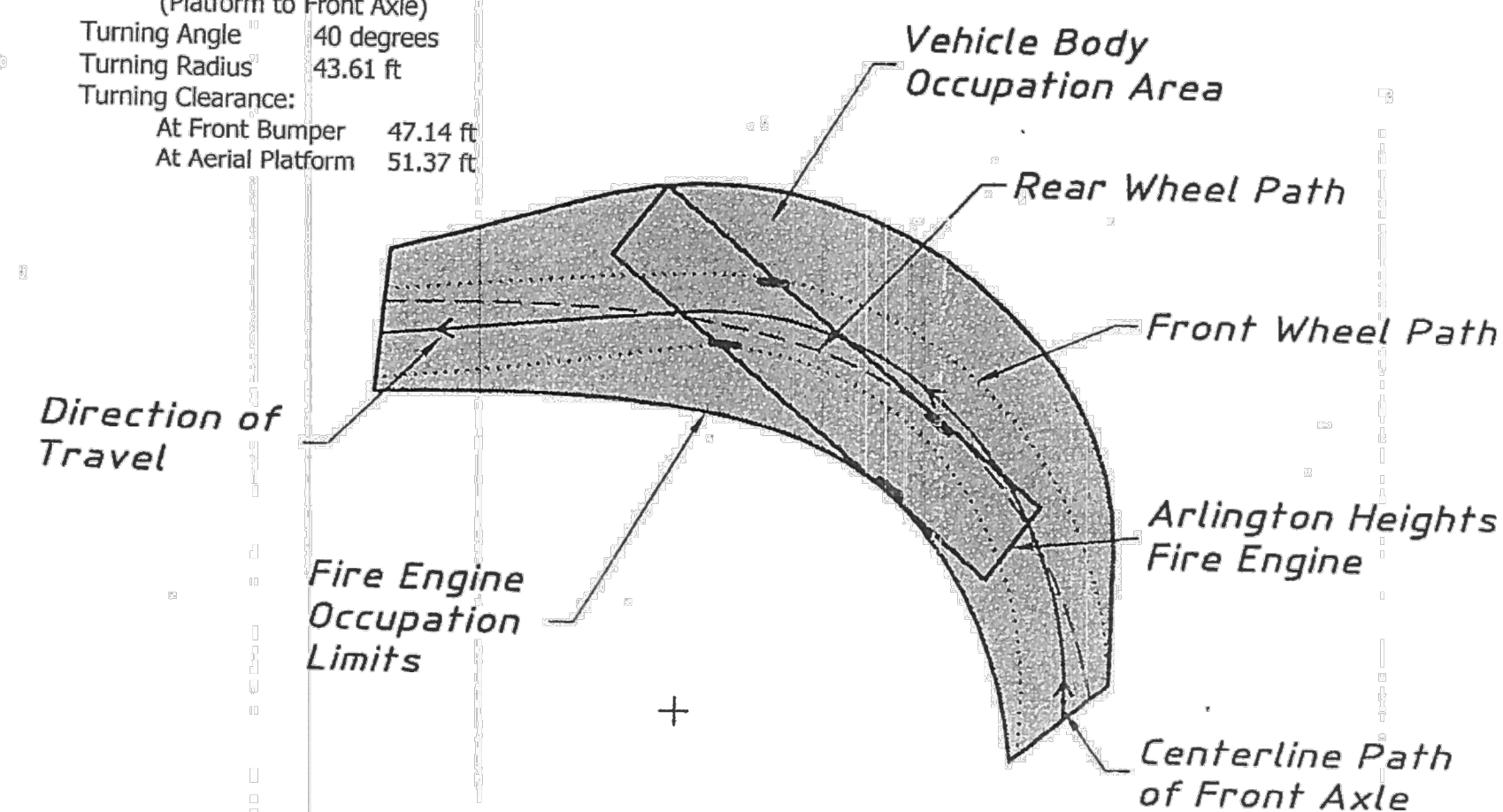
AS1.01



FIRE TRUCK
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

48.000ft
8.600ft
10.537ft
0.967ft
8.600ft
4.00s
43.610ft

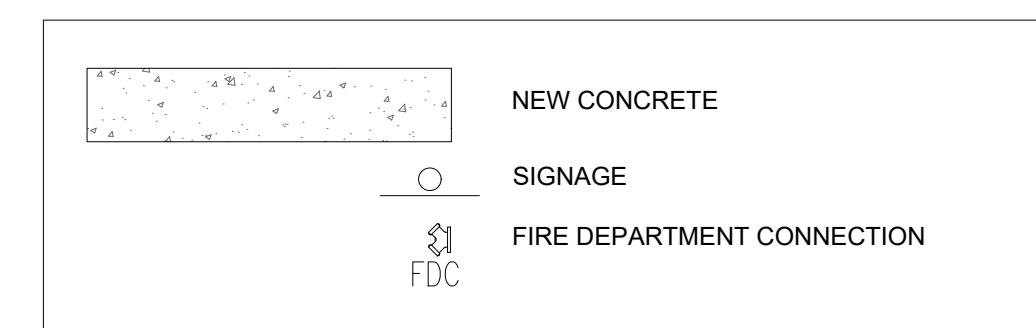
FIRE ENGINE TURNING TEMPLATE
Village of Arlington Heights Tower 131
Scale: 1"=15'



GENERAL NOTES:

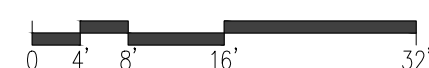
- A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
- B. SEE AS1.02 FOR ADDITIONAL SITE DETAILS.
- C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
- D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
- E. PROVIDE KNOX BOX, PER FIRE DEPARTMENT REQUIREMENTS.
- F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
- G. CLEAN UP AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
- H. PROTECT ADJACENT PROPERTY / DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFCR 10.01.03 OR SUP. SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

LEGEND:



1 FIRE TRUCK ROUTE

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



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Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS
architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.IIFKIS.com

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Site Planning
Illustration
Workshop, LLC
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

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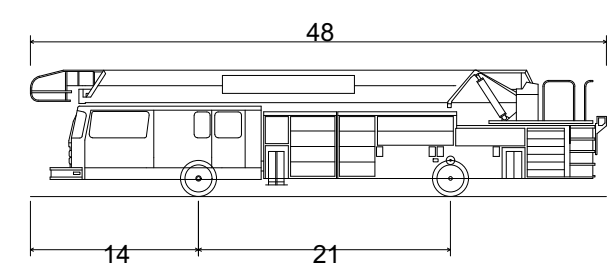
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FIRE TRUCK
TRAVEL PATH

AS1.01A

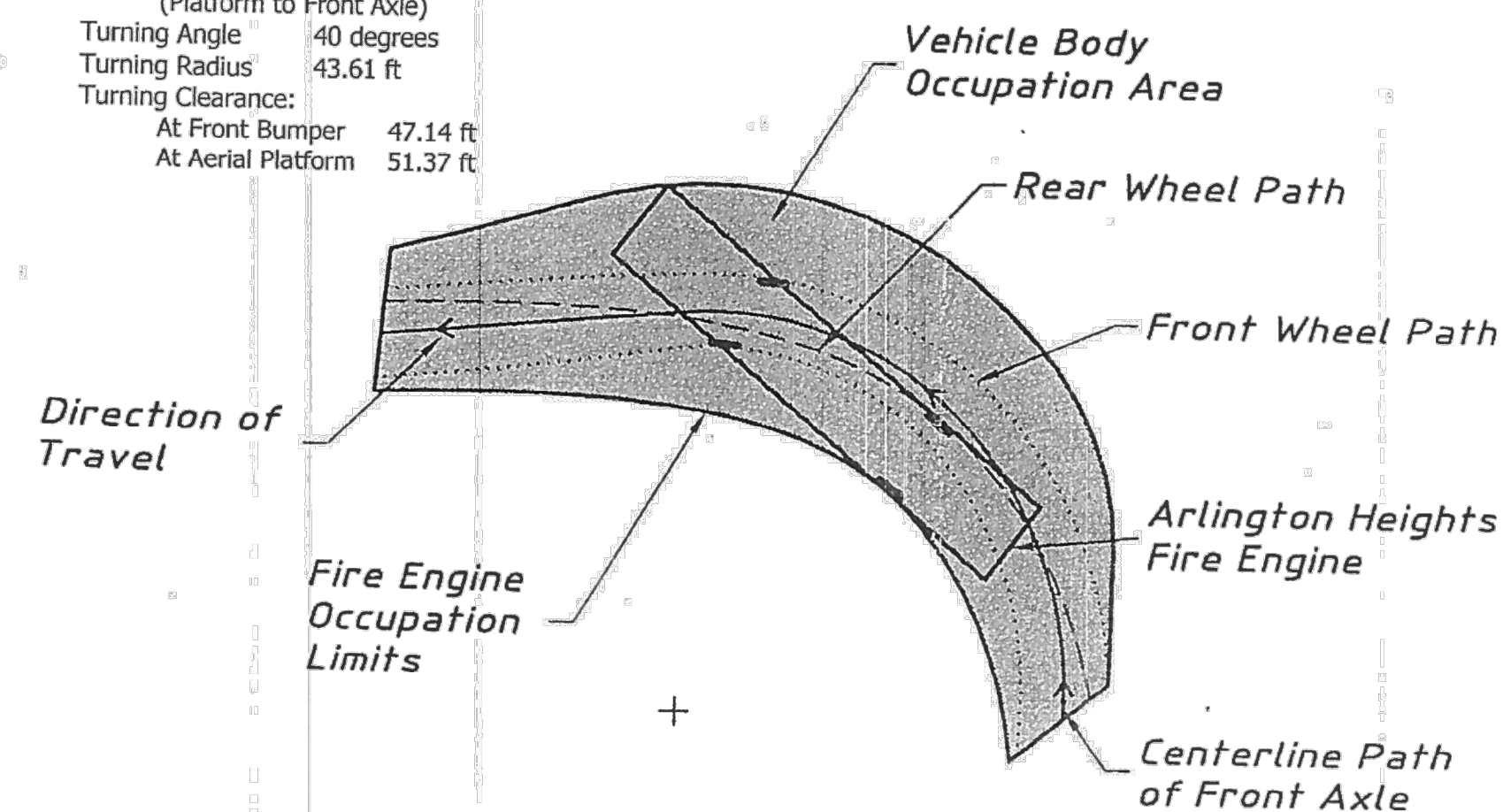


FIRE TRUCK
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

48.000ft
8.600ft
10.537ft
0.967ft
8.600ft
4.00s
43.610ft

Scale: 1"=15'

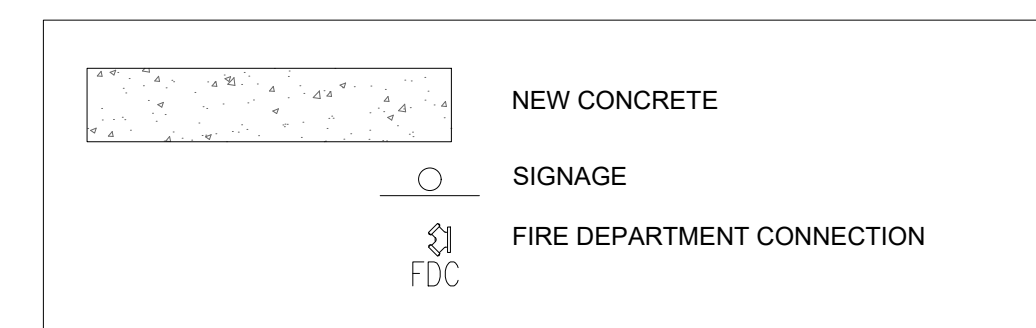
Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang (Platform to Front Axle)	14 ft - 0 in
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft



GENERAL NOTES:

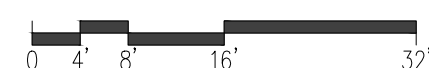
- A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
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LEGEND:



1 FIRE TRUCK ROUTE

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



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Vequity
400 N. State
Suite 400
Chicago, IL 60654
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Email info@vequity.com
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PROJECT TEAM:



ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.IIFKIS.com

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ALPHONSE A. ILEKIS, AIA

LG Landscape Architecture
Site Planning
Illustration
Workshop, LLC
2324 W. Armitage Ave. Chicago, IL
773.697.4388 www.LGWLA.com

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FIRE TRUCK
TRAVEL PATH

AS1.01B



AS1.02



1. ELECTRICAL NEEDS ARE #10 AMP) WITH GROUND

6'-0"

1'-6"

ELECTRICAL STUB-UP WITH
ELECTRICAL WEATHERPROOF BOX

6"

MAX 2%
SLOPE

3'-0"

CONC CURB - REF CIVIL DRAWINGS

FRONT

PLAN

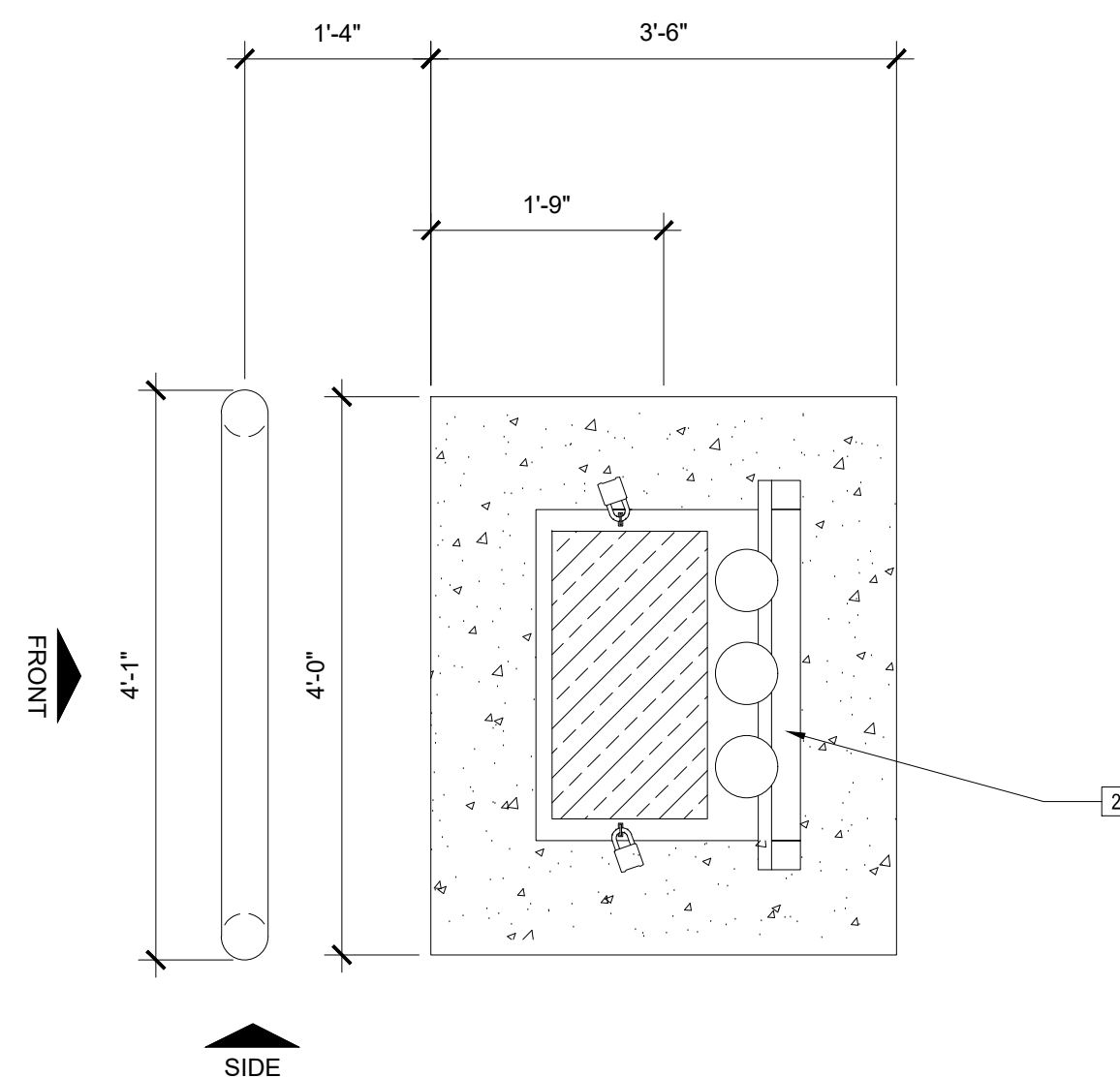
Technical drawing of a manhole assembly. The drawing shows a cross-section of the structure. Key dimensions include:

- Overall width: 4'-1"
- Overall height: 3'-0"
- Height from ground to the top of the manhole structure: 6"
- Height from ground to the top of the concrete footing: 3'-0"
- Height of the concrete footing: 12" DIA
- Height of the concrete footing from the ground: 6"

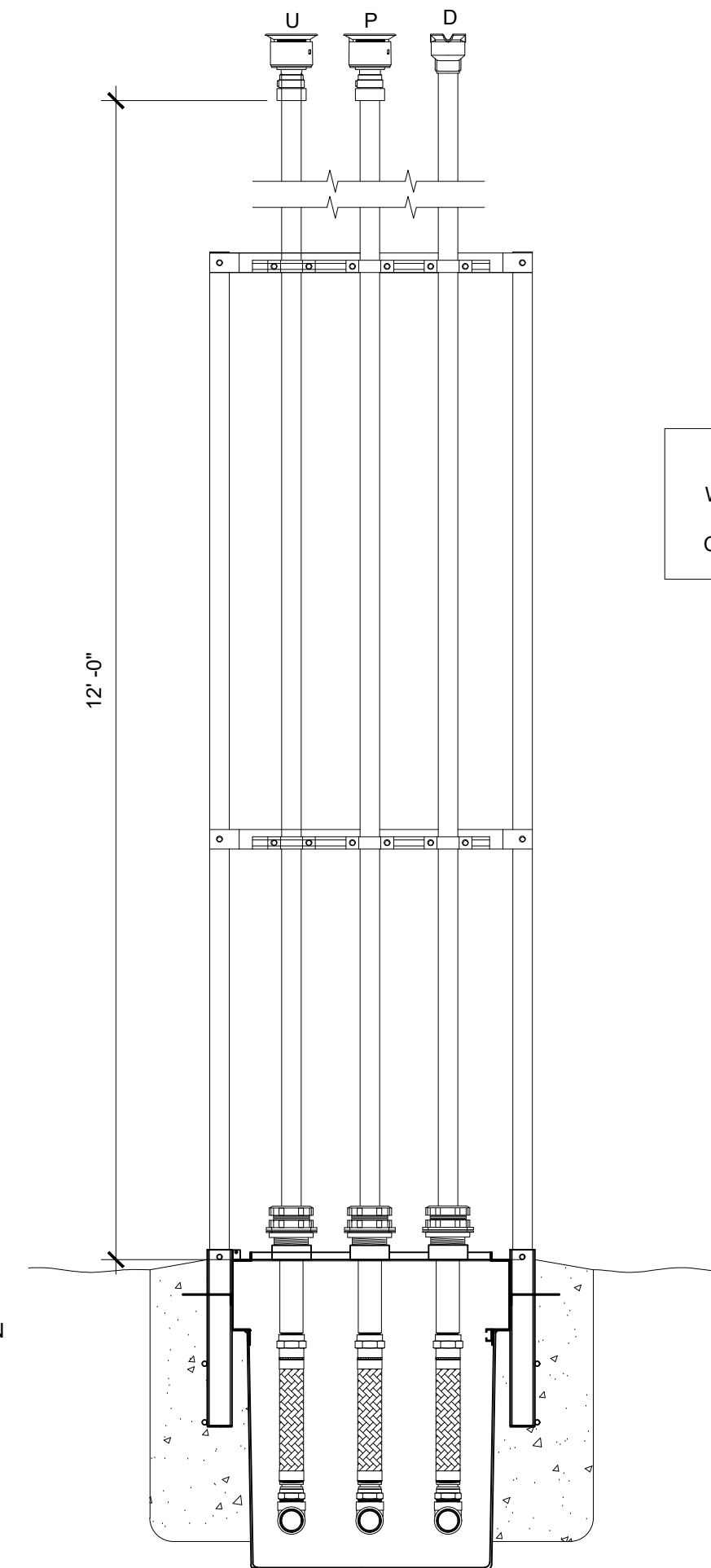
Labels and components:

- TOP OF GRADE
- CONCRETE PAVEMENT
- CONCRETE FOOTING PER SPECS - 12" DIA SONOTUBE X 36" LONG
- 2
- (HD)

SIDE



PLAN



FRONT

AIR VENT STACK
WILL BE PERMITTED
UNDER SEPARATE
CANOPY SUBMITTAL

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Vequity
400 N. State
Suite 400
Chicago, IL 60654
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Email info@vequity.com
www.vequity.com

PROJECT TEAM

ILEKIS
architects + planners

ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

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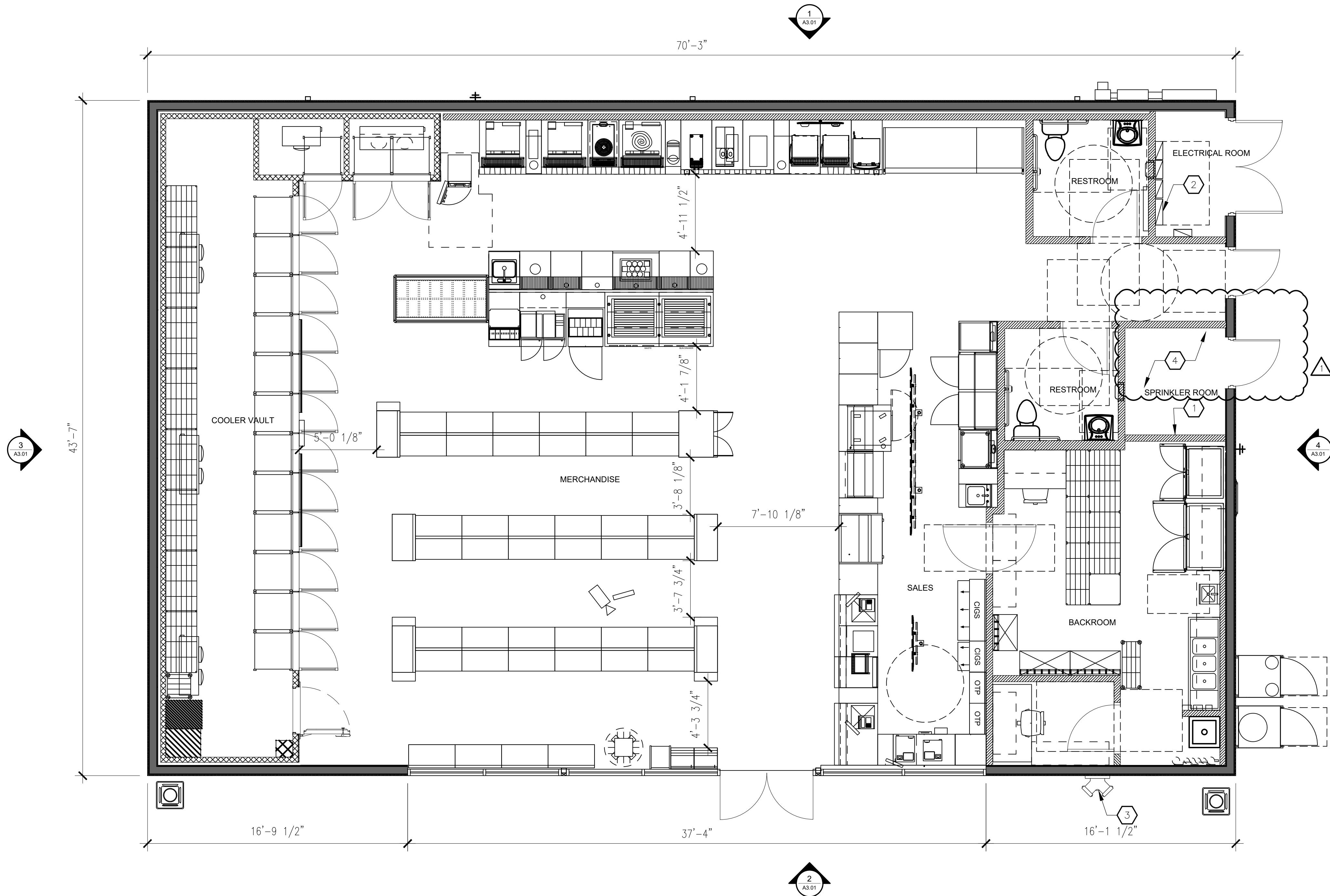
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SITE DETAILS

AS1.03



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

GENERAL NOTES

- A. FIRE SAFE ALL PENETRATIONS THRU PARTITIONS.
- B. PROVIDE ACCESSIBLE THRESHOLD AT EACH EXTERIOR DOOR-SEE DOOR SCHEDULE
- C. PRIME INTERIOR WALLS, COLUMNS TRIM AND DOOR FRAMES
- D. SEE STRUCTURAL FOR CONTROL AND ISOLATION JOINTS AT CONCRETE SLAB AND AROUND COLUMNS
- E. CONTACT OWNER REGARDING HOW THEY WANT TO REKEY THE LOCK FOR THE MAIN ENTRY VS THE SERVICE DOOR, LANDLORD ROOM TO HAVE ELECTRONIC KEY PAD KEY LOCK.
- F. ARABIC NUMERALS AT LEAST FOUR INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCHES SHOWING THE ADDRESS OF THE BUILDING SHALL CONTRAST WITH THE BACKGROUND, SHALL BE CONSTRUCTED OF DURABLE MATERIALS, BE PERMANENTLY INSTALLED AND BE READILY VISIBLE. SCRIPT OR WRITTEN NUMBERS ARE NOT PERMITTED. ADDITIONAL NUMBERS SHALL ALSO BE PLACED ON THE SIDE OF THE BUILDINGS STREET ADDRESS.
- G. AT SERVICE DOORS USED AS EXIT/ACCESS FOR FIRE FIGHTING, ARABIC NUMERALS A MINIMUM OF FOUR INCHES IN HEIGHT WITH A MINIMUM STROKE OF 0.5 INCH SHALL BE APPLIED TO THE ADDITIONAL DOOR TO INDICATE THE ADDRESS. THE ADDRESS SHALL BE VISIBLE FROM THE PARKING LOT OR FIRE APPARATUS ACCESS.
- H. THIS IS A SPRINKLERED BUILDING PER REQUIREMENT OF VILLAGE OF ARLINGTON HEIGHTS. SEE FP DRAWINGS FOR LAYOUT.
- I. SEE STRUCTURAL FOR CONTROL JOINTS AND EXPANSION JOINTS.
- J. ALL JOINT SYSTEMS IN RATED WALL ASSEMBLIES SHALL COMPLY WITH UL 2079.
- K. ANY PENETRATIONS THROUGH RATED ASSEMBLIES SHALL COMPLY WITH UL 263.
- L. PROVIDE A KNOX BOX TO ENABLE THE FIRE DISTRICT TO HAVE ACCESS TO THE BUILDING AND THE BUILDING'S FIRE PROTECTION FEATURES.
- M. G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHERS WITHIN THE BUILDING. THE TYPE, SIZE, AND SPACING MUST MATCH THE SPECIFIC HAZARD THEY ARE TO PROTECT. CONTACT THE FIRE DISTRICT FOR APPROVAL OF THE TYPES AND LOCATIONS OF PORTABLE FIRE EXTINGUISHERS TO BE USED PRIOR TO FINAL OCCUPANCY.

KEYED NOTES

- 1. METAL LADDER WITH ROOF HATCH.
- 2. ELECTRICAL PANEL.
- 3. SIAMESE CONNECTION.
- 4. FIRE SPRINKLER RISER .

WALL LEGEND

- NEW SIP WALL SYSTEM
- NEW MTL. STUD WALL
- PROPOSED WORK NOTE

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vequity real estate. redefined.
Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

I L E K I S
architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
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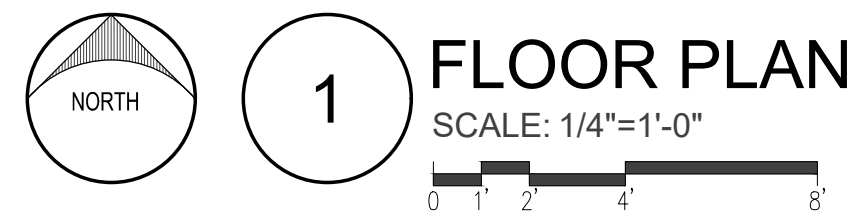
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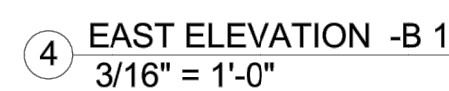
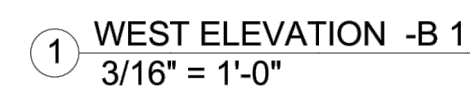
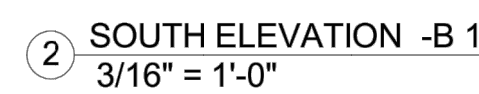
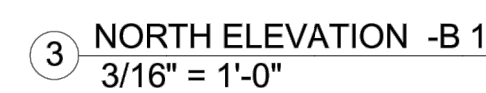
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FLOOR PLAN

A1.01



A2.01



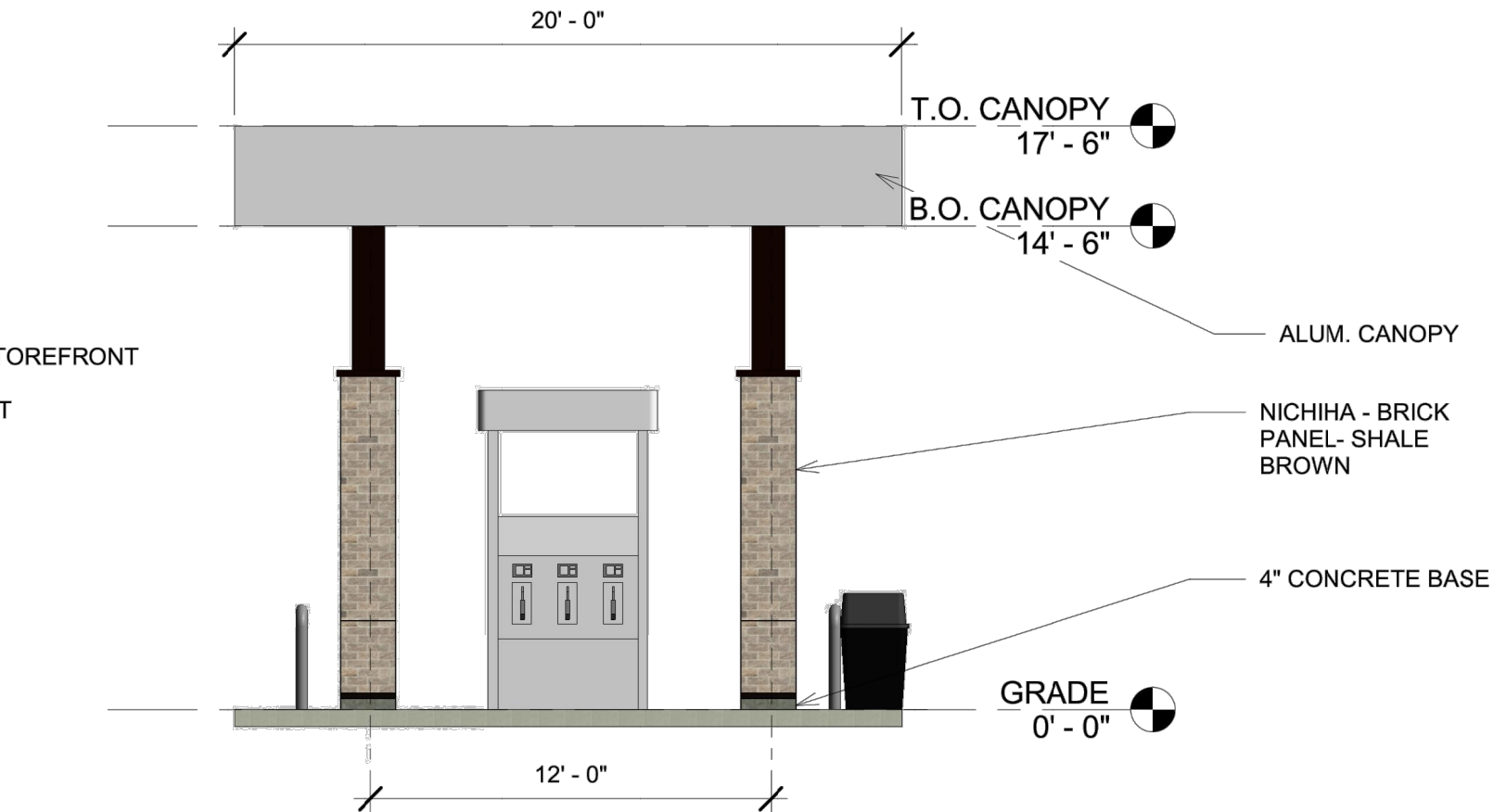
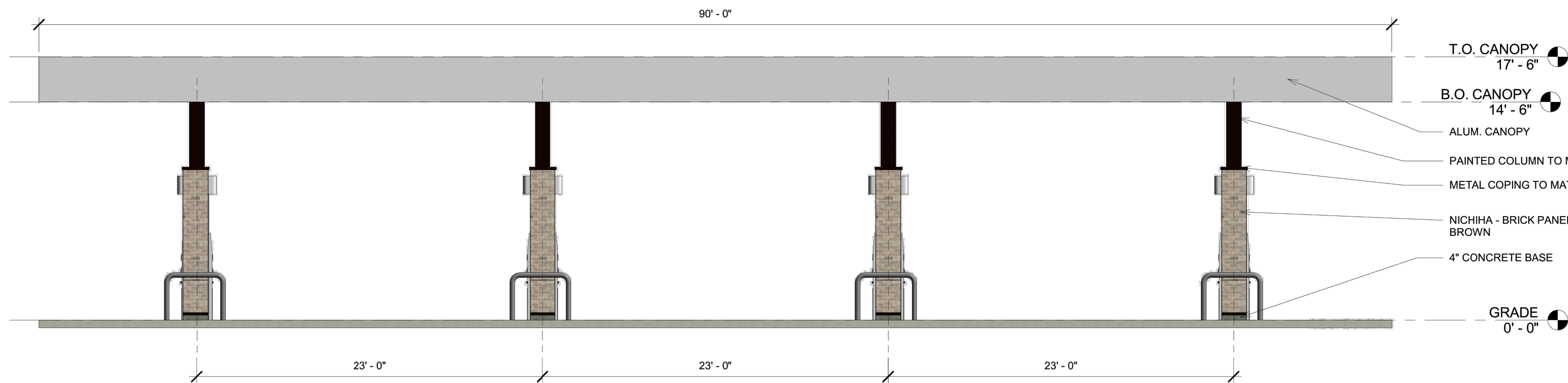
SIGN TABLE ALLOWANCE BUILDING - FOR REFERENCE : SIGNAGE UNDER SEPARATE PERMIT						
EAST		SOUTH		WEST		
ALLOWABLE (S.F.)	FACADE (SF)	ALLOWABLE (S.F.)	FACADE (SF)	ALLOWABLE (S.F.)	FACADE (SF)	ALLOWABLE (S.F.) 25%
25%	774	25%	1260	25%	774	25%
NA	774	NA	1260	150 SF MAX	774	150 SF MAX
0	Sub-total	0	Sub-total	150 SF MAX	Sub-total	150 SF MAX

face area of signage added together including ground, wall and canopy shall not exceed 320 sf for corner stations.

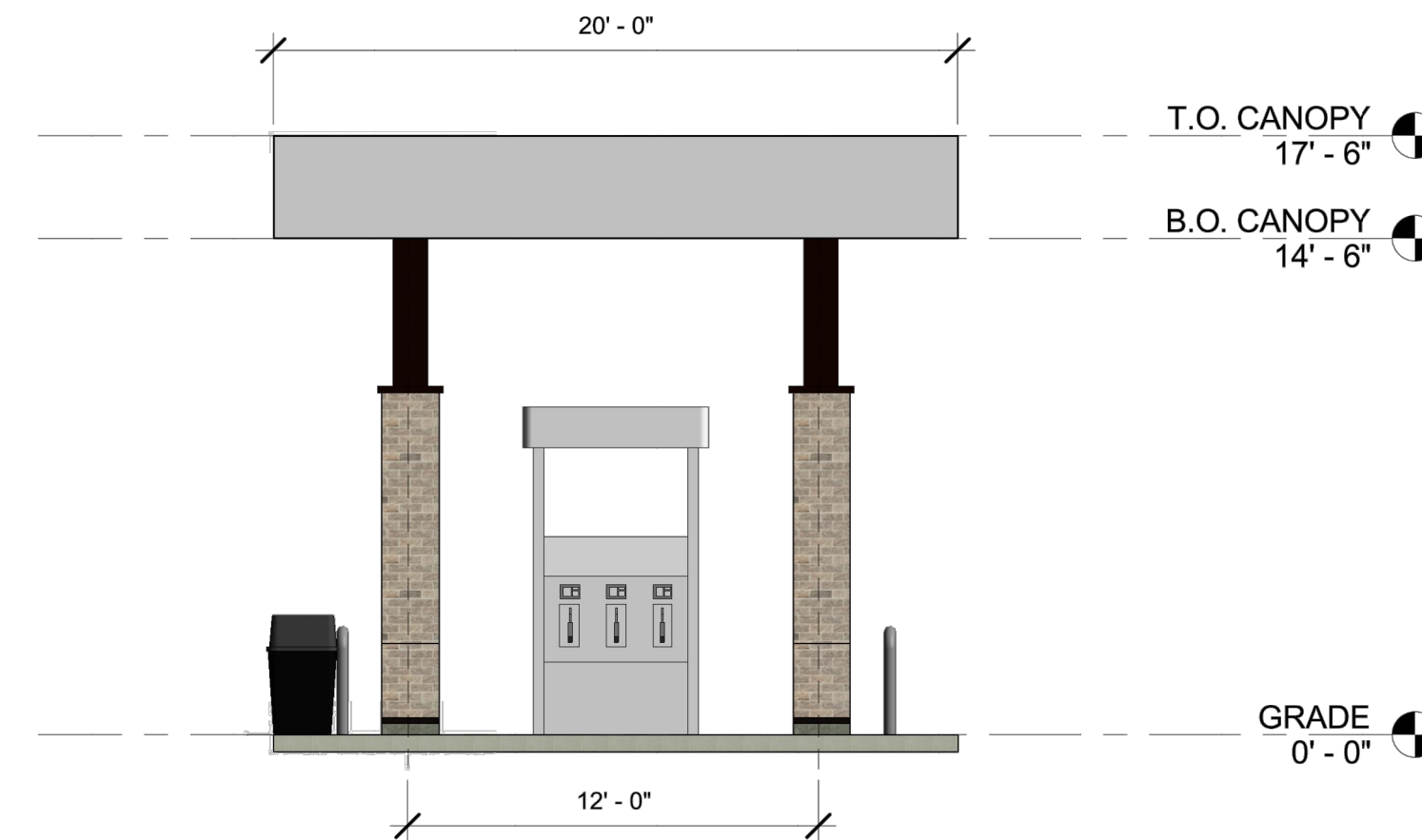
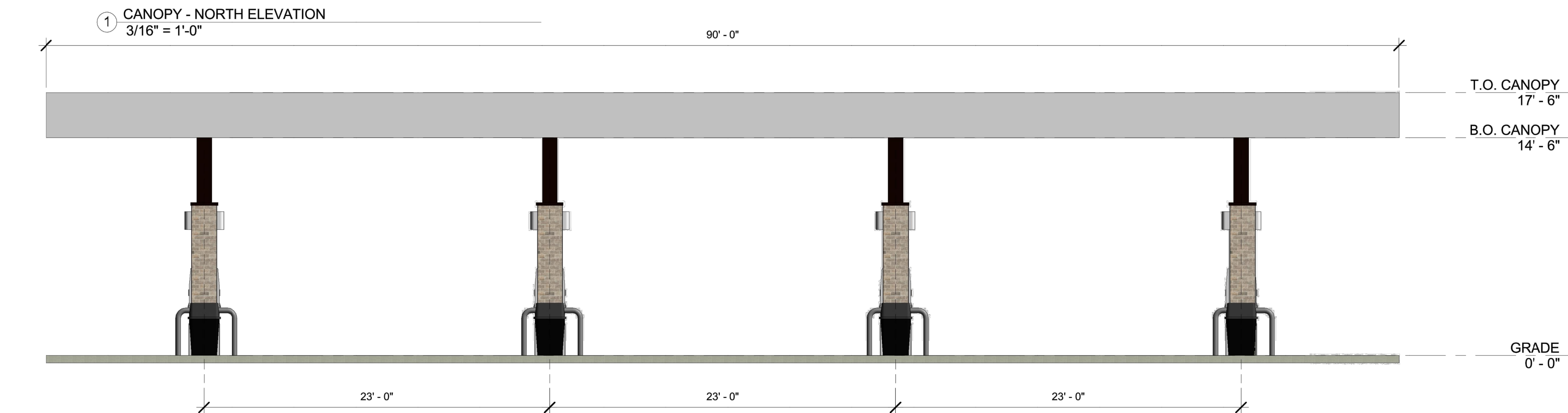
Single Tenant: Total surface area of signage added together including ground, wall and canopy shall not exceed 320 sf for corner stations.

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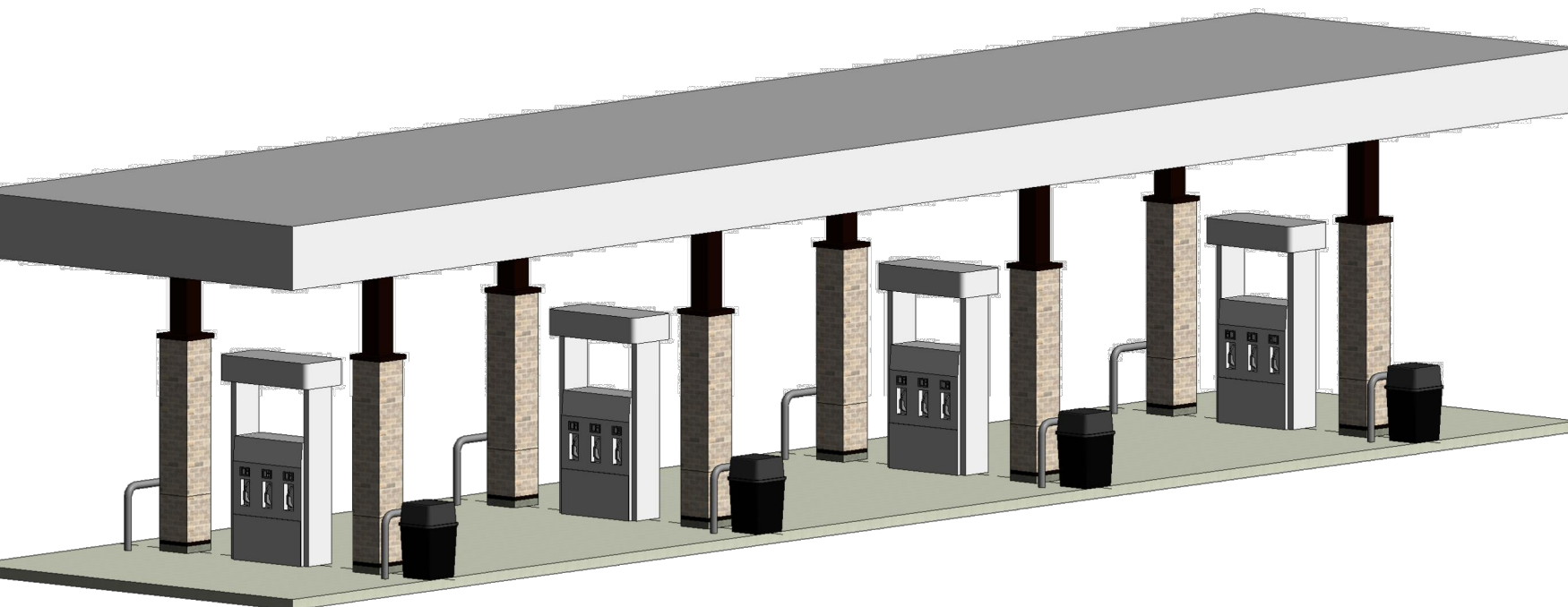
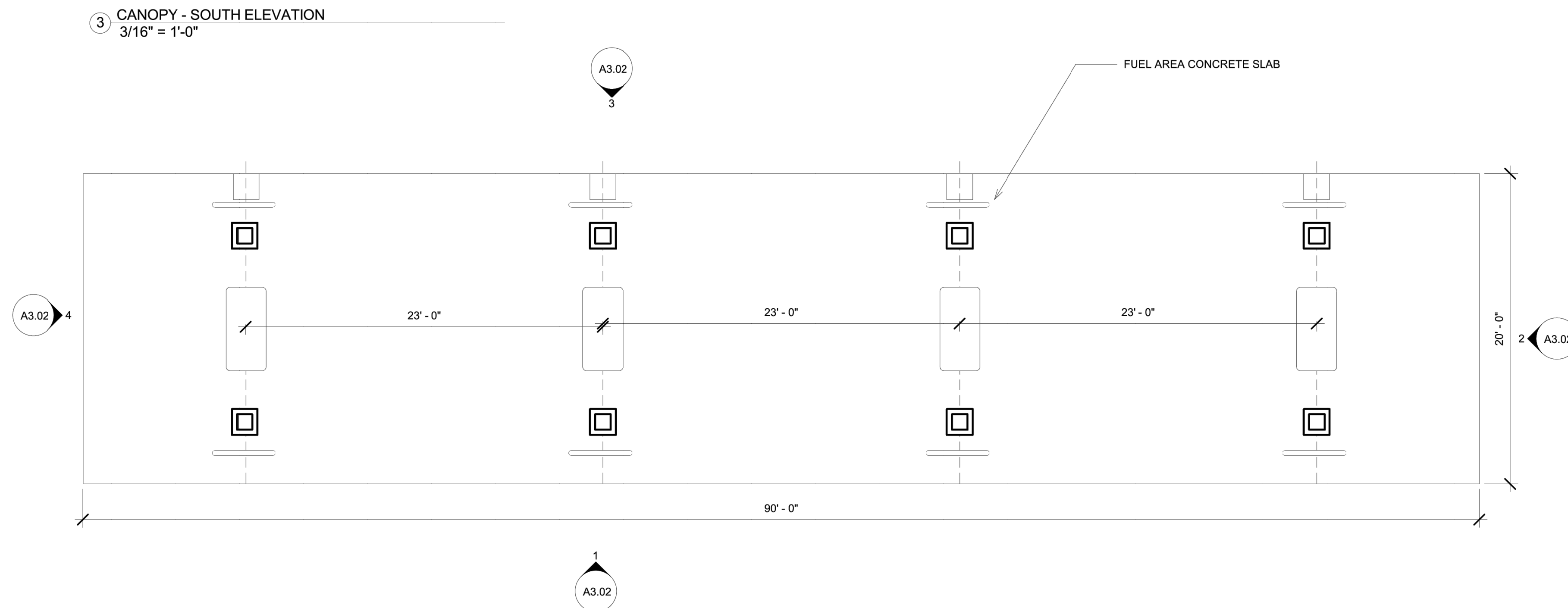
A3.01



2 CANOPY - EAST ELEVATION
3/16" = 1'-0"



4 CANOPY - WEST ELEVATION
3/16" = 1'-0"



6 CANOPY PERSPECTIVE

NOTE: CANOPY UNDER SEPARATE PERMIT

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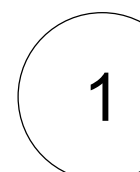
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**FUEL CANOPY
ELEVATIONS**

A3.04



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

PH1.01

TREE PROTECTION & REMOVAL NOTES

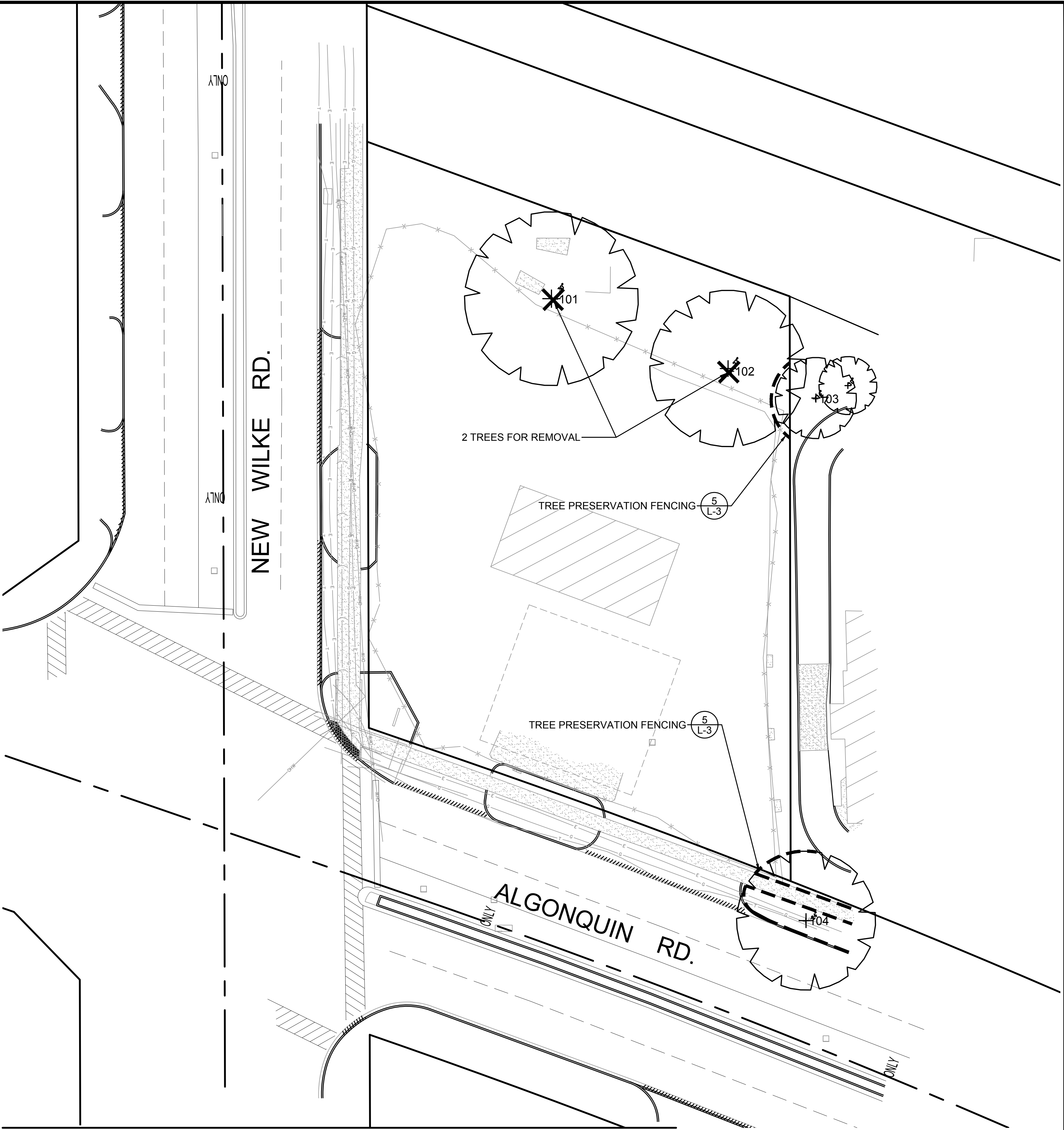
1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER FENCING SHALL BE OF A RIGID MATERIAL SUCH AS WOODEN SNOW FENCING, BRIGHTLY COLORED PLASTIC CONSTRUCTION FENCING, CHAINLINK FENCING, AND SHALL BE INSTALLED AT THE PERIPHERY OF THE DRIP LINE OF THE TREE OR AT A DISTANCE OF ONE FOOT (1') FOR EVERY CALIPER INCH AS MEASURED AT TWELVE INCHES (12") ABOVE THE ESTABLISHED GROUND LEVEL, WHICHEVER IS GREATER. SUCH FENCING SHALL BE SECURELY FASTENED TO METAL FENCE POSTS SPACED A MAXIMUM OF EIGHT FEET (8') APART.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. TREES MARKED FOR PRUNING SHALL HAVE OVERGROWTH AND UP TO 30% MAX. OF SECONDARY AND TERTIARY LIMBS REMOVED BY A CERTIFIED ARBORIST, FOR LONG TERM TREE HEALTH, PROPER GROWTH, AND HABIT.
10. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.
11. IF EXCAVATION ON SITE WILL IMPACT MORE THAN 25% OF THE ROOT SYSTEM OF AN EXISTING TREE, A CERTIFIED ARBORIST SHALL CONDUCT ROOT PRUNING OF THE IMPACTED TREE TO PROMOTE A HEALTHY ROOT SYSTEM.

TREE PROTECTION & REMOVAL LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

SURVEY OF EXISTING TREES

TREE #	SIZE	SCIENTIFIC NAME	COMMON NAME	LOCATION	BEST 5/5	
					COND/FORM	COMMENTS
101	30"	GLEDITSIA TRIAC. INERMIS	HONEYSUCKLE	NORTH	4/3	REMOVE FOR DEVELOPMENT
102	27"	GLEDITSIA TRIAC. INERMIS	HONEYSUCKLE	NORTHEAST	4/4	REMOVE FOR DEVELOPMENT
103	14"	ACER PLATANOIDES	NORWAY MAPLE	NORTHEAST	5/4	PROTECT
104	24"	GLEDITSIA TRIAC. INERMIS	HONEYSUCKLE	SOUTHEAST	4/4	PROTECT



1 TREE REMOVAL & PROTECTION PLAN

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Vequity
400 N. State
Suite 400
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LG Landscape Architecture
Site Planning
Illustration
Workshop, LLC
2324 W. Armitage Avenue
Chicago, IL 60647
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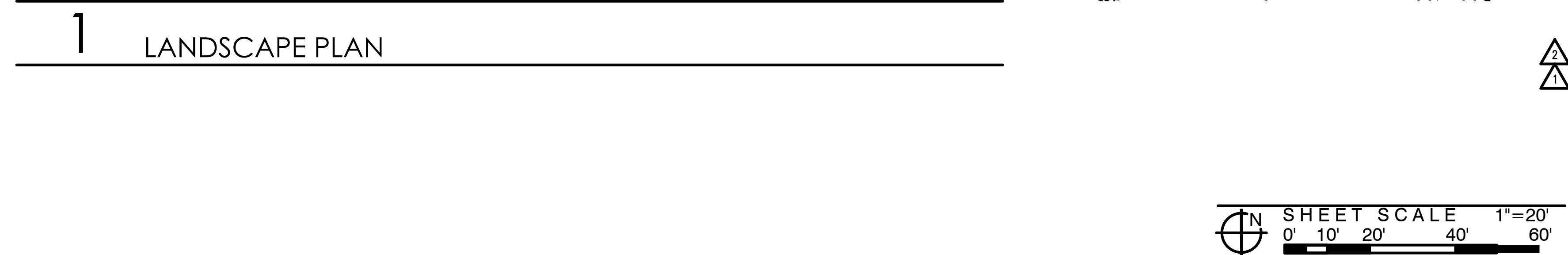
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TREE REMOVAL & PROTECTION PLAN

L.1

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AMM	2.5" CAL.	4	ACER MIYABEI 'MORTON'	MIYABE MAPLE	B&B
GDE	4.0" CAL.	3	GYMNOCLADUS DIOIC. 'ESPRESSO'	ESPRESSO KENT. COFFEETREE	B&B ★
GTS	4.0" CAL.	4	GLEDITSIA TRI. 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B&B ★
PYC	4.0" CAL.	1	PYRUS CALLERYANA 'CHANTICLEAR'	CHANTICLEAR PEAR	B&B
ULH	2.5" CAL.	2	ULMUS 'REGAL'	REGAL ELM	B&B
EVERGREEN TREES					
JCH	6' HT.		JUNIPERUS CHIN. 'HETZII COLUMN.'	HETZII COLUMNAR JUNIPER	B&B ★
DECIDUOUS SHRUBS					
CSI	24" HT.	6	CORNUS SERICEA 'ISANTI'	ISANTI DOGWOOD	B&B
FVB	18" W.	8	FORSYTHIA VIRID. 'BRONXENSIS'	BRONX GREENSTEM FORSYTHIA	B&B
POB	36" HT.	8	PYHOSCARPUS OPUL. 'DIABOLO'	DIABOLO NINEBARK	B&B
VTC	36" HT.	36	VIBURNUM TRILOBUM 'ALFREDO'	ALFREDO AMER.CRANBERRY BUSH	B&B
EVERGREEN SHRUBS					
TMT	36" HT.	8	TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	B&B
ORNAMENTAL GRASSES					
CAA	#3 CONT.	30	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
GROUND COVER / PERENNIALS					
ACH	#1 CONT.	67	ACHILLEA MILLE. 'PAPRIKA'	PAPRIKA YARROW	18" O.C.
ALS	#1 CONT.	46	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD ONION	18" O.C.
HEM	#1 CONT.	86	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	15" O.C.
LAV	#1 CONT.	39	LAVENDULA 'MUNSTEAD STRAIN'	MUNSTEAD ENGLISH LAVENDER	24" O.C.
SOD	SQ. YD.	382	SODDED LAWN		
PLANTS MARKED WITH AN ★ SYMBOL ARE USED FOR REPLACEMENT TREES FOR REMOVALS					

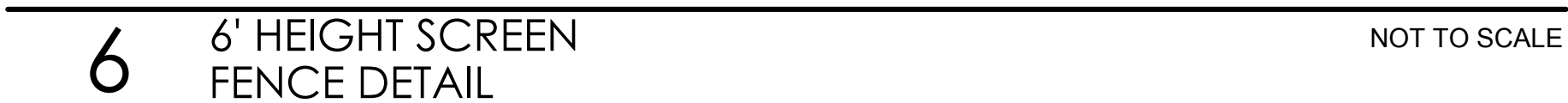
	EXISTING TREE		PROPOSED LARGE SHRUB (36" AT PLANTING)
	PROPOSED SHADE TREE		PROPOSED DECIDUOUS SHRUB (24" AT PLANTING)
	PROPOSED LOW CANOPY SHADE TREE - UNDER WIRES		PROPOSED EVERGREEN SHRUB
	PROPOSED EVERGREEN TREE		PROPOSED LOW SHRUB
	PROPOSED ORNAMENTAL TREE		PROPOSED ORNAMENTAL GRASS
			PROPOSED PERENNIAL PLANTING
			SODDED LAWN



LANDSCAPE PLAN

L.2

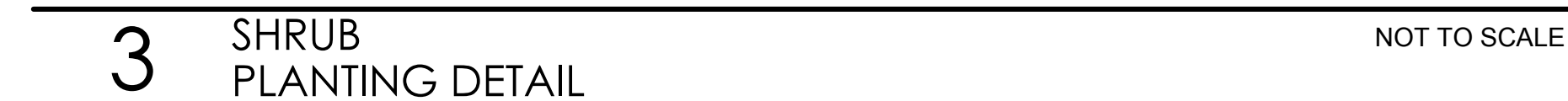
1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE J.U.L.I.E (811) LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. LANDSCAPE IMPROVEMENTS WITHIN THE WEBER AND REMINGTON R.O.W. SHALL NOT OCCUR UNTIL AFTER COMPLETION OF IDOT IMPROVEMENTS.
5. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
6. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
7. SOIL IN GROUNDCOVER AND PERENNIAL BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
8. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FINE GRADED TOPSOIL SHALL BE TILLED AND GRADED.
9. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
10. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 3 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
11. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM VILLAGE.
12. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
13. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PROTECT CONTROLLER, WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES, AND AN RPZ BACKFLOW PREVENTER. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
14. SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDING LAWN. PRIOR TO SEEDING 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,000 SF.
15. TREES AND LARGE SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, LIGHT AND TELEPHONE POLES, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.



28-6.15.5.4	TREE REPLACEMENT - TREES REMOVED	1 - 30" CAL.	1 - 27" CAL.
	REPLACEMENT TREES REQUIRED	7 - 4" CAL.	6 - 4" CAL.
	PROPOSED REPLACEMENT TREES	6 - 4" SHADE TREE, 15 - 6' EVERGREEN	



2 ORNAMENTAL TREE
PLANTING DETAIL

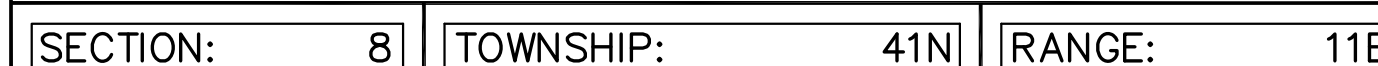


L.3

PROPOSED FUEL CENTER - ARLINGTON HEIGHTS, IL

COOK COUNTY, ILLINOIS

NOTE: THE DESIGNS CONTAINED IN THE ABOVE PLANS AND SUPPORTING DOCUMENTS WERE PREPARED WITH THE UNDERSTANDING THAT THEY SHOULD BE USED AS A SINGLE UNIT. EACH CONSTRUCTION MACHINE IS TO USE ALL THE PLANS AND SUPPORTING DOCUMENTS TOGETHER AS A WHOLE AND NOT AS SEPARATE DOCUMENTS. EACH CONTRACTOR IS TO BECOME COMPLETELY FAMILIAR WITH THE WHOLE PLAN SET AND THE EXISTING SITE CONDITIONS. SHOULD ANYTHING WITH ALL THESE PLANS AND SUPPORTING DOCUMENTS BE INCONSISTENT WITH THE SITE CONDITIONS, THEN THE CONTRACTOR IS TO CONTACT THE ENGINEER IMMEDIATELY BEFORE ANY CONSTRUCTION IS STARTED.



	CATCH BASIN INLET		
	STORM MANHOLE		
	SANITARY MANHOLE		
	VALVE VAULT		
	FIRE HYDRANT		
	FLARED END SECTION		
	ELECTRICAL POWER POLE		
	OVERHEAD TRAFFIC SIGNAL		
	TRAFFIC SIGNAL MANHOLE		
	OVERHEAD ELECTRIC WIRES		
	TRANSFORMER PAD		
	TELEPHONE PEDESTAL		
	TELEPHONE MANHOLE		
	CABLE TELEVISION PEDESTAL		
	COMMONWEALTH EDISON MANHOLE		
	B/BOX		
	LIGHT POLE		
	SIGN		
	BOLLARD POLE		
	GAS MARKER		
	ELECTRIC MARKER		
	TELEPHONE MARKER		
	WATER MAIN		
	GAS MAIN		
	ELECTRIC LINE		
	TELEPHONE LINE		
	CABLE TV LINE		
	SANITARY SEWER		
	STORM SEWER		
	GUY POLE		
	CONIFEROUS TREE W/DIAMETER		

BENCHMARK

REFERENCE BENCHMARK

NATIONAL GEODETIC SURVEY MONUMENT #DM3900

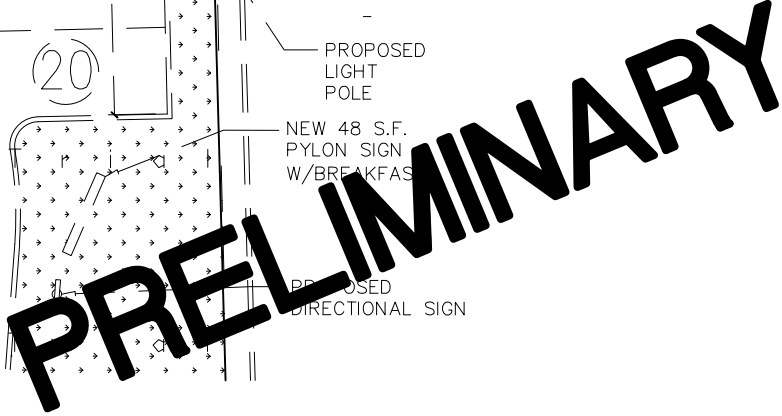
DISK LOCATED APPROXIMATELY 3.0 MILES SOUTH-SOUTHWEST OF ARLINGTON HEIGHTS, ON TOP OF THE SOUTH END OF EAST ABUTMENT ON GOLF ROAD BRIDGE OVER SALT CREEK.

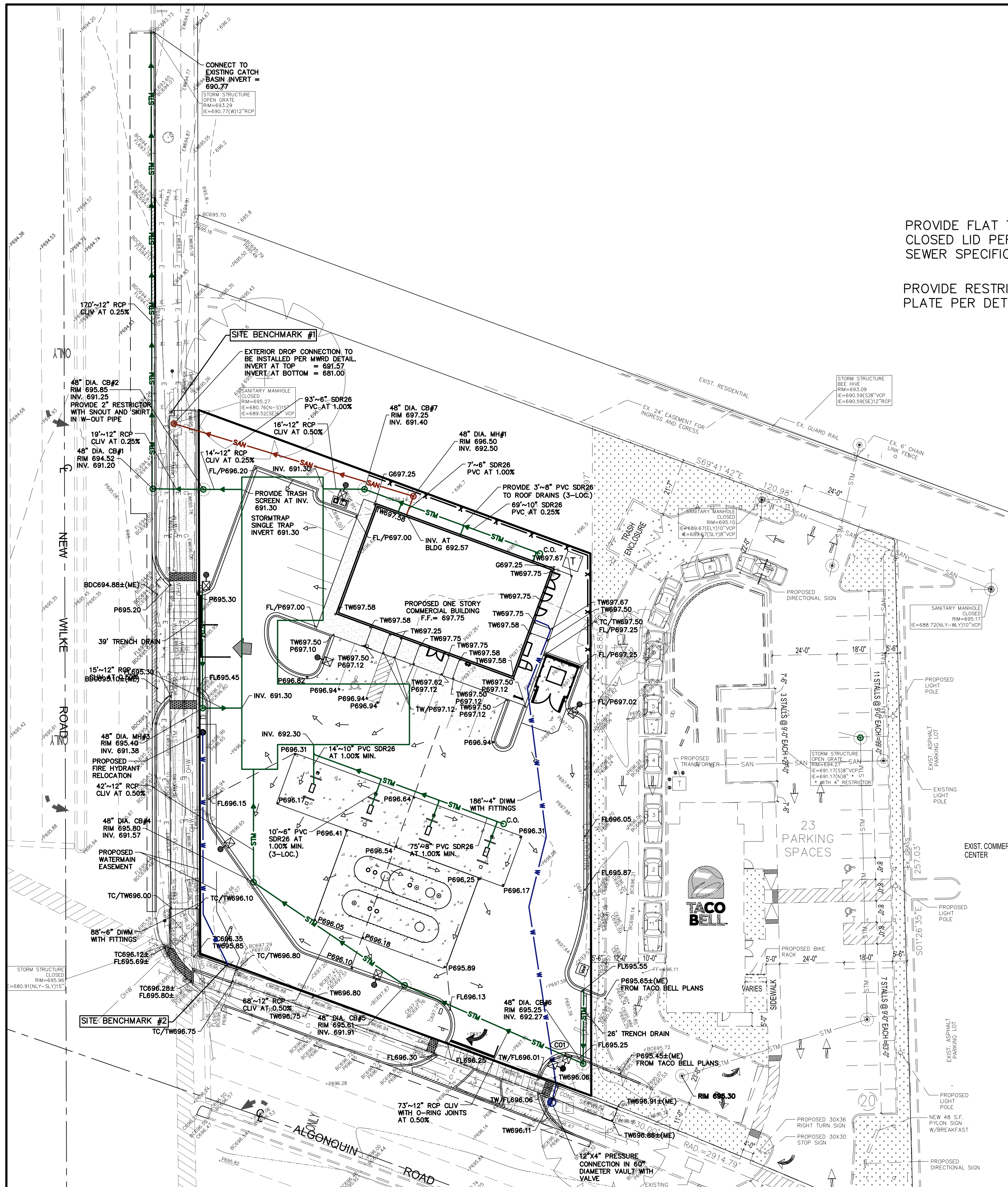
DATUM: NAVD88

SITE BENCHMARK

- SITE BENCHMARK**
1. SITE BENCHMARK #1 - CUT SQUARE ON LIGHT POLE BASE AT NORTHWEST CORNER OF SITE
ELEVATION = 695.25
2. SITE BENCHMARK #2 - NORTHEAST BOLT ON FIRE HYDRANT NEAR SOUTHWEST CORNER OF SITE
ELEVATION = 698.65







DETENTION CALCULATIONS:
HWL = 695.20
INVERT = 691.30
AREA = .67 ACRES
Cd = 0.86

REQUIRED STORAGE PER CODE (Q=0.18) = 9,311 FT³ (0.21 AC-FT)
REQUIRED STORAGE WITH 2" RESTRICTOR = 7,939 FT³ (0.18 AC-FT)

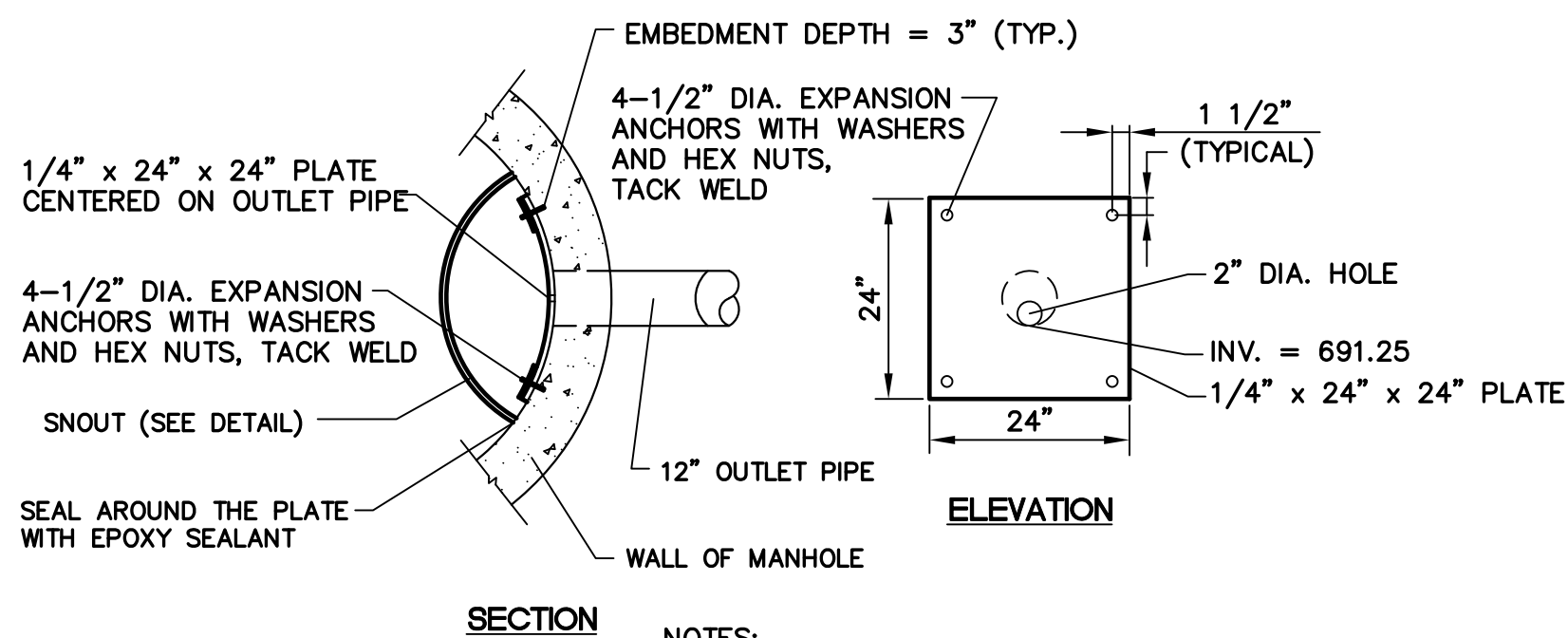
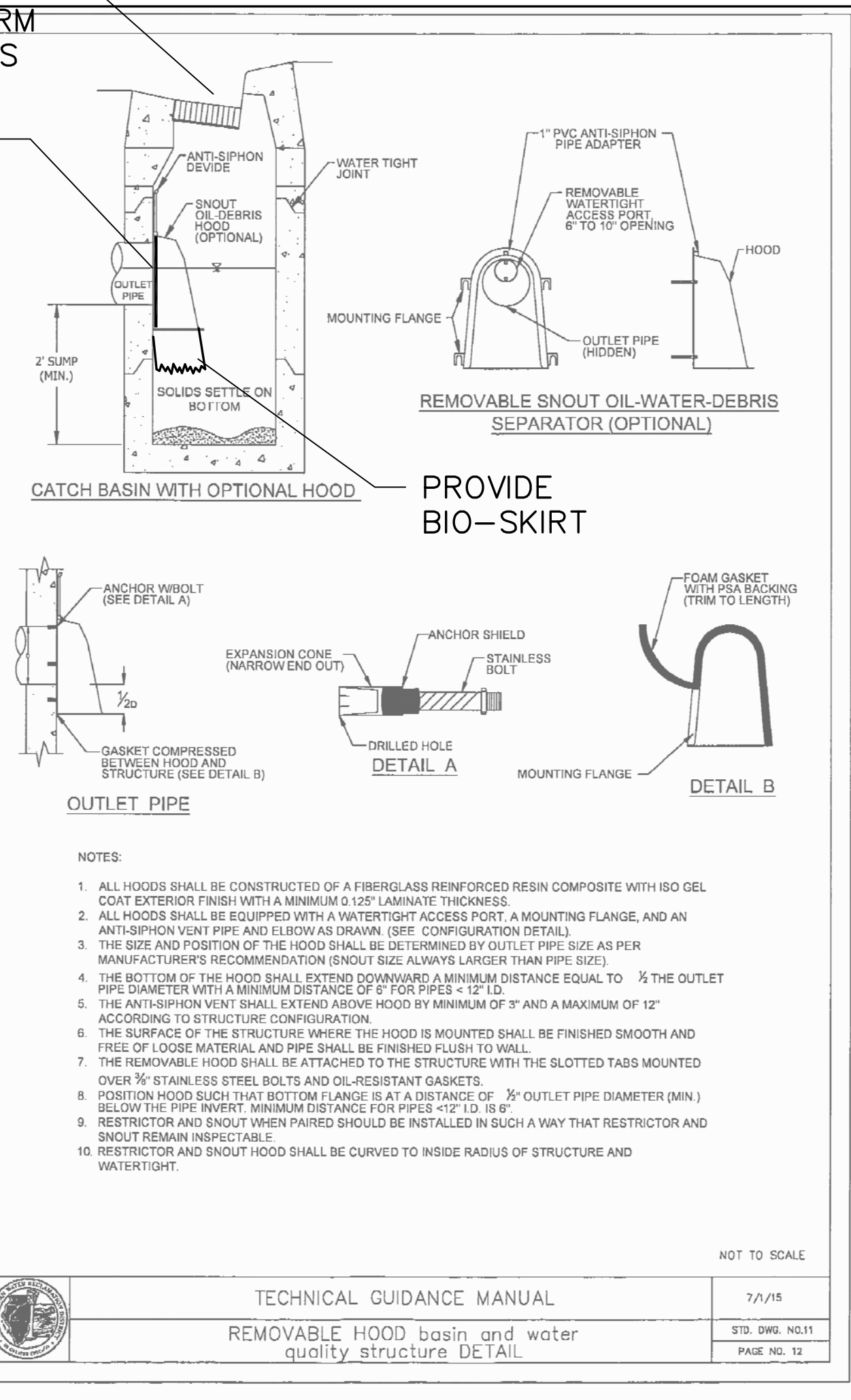
FEE IN LIEU OF STORAGE TO PUT IN A 2" RESTRICTOR
FEE = \$1.00/FT³
VOLUME = 1,372.46 FT³
COST = \$1,372.46

STORAGE PROVIDED IN STORMTRAP UNIT UNDER PAVEMENT

FLOW THROUGH UNIT PROVIDED TO MEET VOLUME CONTROL REQUIREMENTS DUE TO CONTAMINATED SOILS AND FUEL CENTER USE

PROVIDE FLAT TOP WITH
CLOSED LID PER STORM
SEWER SPECIFICATIONS

PROVIDE RESTRICTOR
PLATE PER DETAIL



RESTRICTOR PLATE DETAIL IN CB#2

GENERAL NOTES:
THESE PLANS ARE BASED ON THE ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #18.0366 DATED 11/5/18)
PREPARED BY: COMPASS SURVEYING LTD
2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
1. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

REFERENCE BENCHMARK
NATIONAL GEODETIC SURVEY MONUMENT #DM3900
DISK LOCATED APPROXIMATELY 3.0 MILES SOUTH-SOUTHWEST OF ARLINGTON HEIGHTS, ON TOP OF THE SOUTH END OF EAST ABUTMENT ON GOLF ROAD BRIDGE OVER SALT CREEK

DATUM: NABD 88 ELEVATION = 696.09

SITE BENCHMARKS
1. SITE BENCHMARK #1 - CUT SQUARE ON LIGHT POLE BASE AT NORTHWEST CORNER OF SITE ELEVATION = 695.25
2. SITE BENCHMARK #2 - NORTHWEST BOLT ON FIRE HYDRANT NEAR SOUTHWEST CORNER OF SITE ELEVATION = 698.65

GRADING PLAN NOTES:
1. UNLESS OTHERWISE SPECIFIED, TOP OF CURB (TC) AND/OR TOP OF WALK ELEVATIONS ARE 0.5' HIGHER THAN THE ADJACENT FLOW LINE (FL) OR PAVEMENT (P) ELEVATIONS.
2. IN ALL LOCATIONS WHERE ELEVATIONS ARE SHOWN AS ±, THE ELEVATION HAS BEEN DETERMINED BASED ON INTERPOLATED GRADES FROM THE SURVEY. CONTRACTOR IS TO VERIFY THESE GRADES PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS WITHIN THE PROXIMITY OF THESE INTERPOLATED GRADES AND REPORT THEM TO THE DESIGN ENGINEER FOR VERIFICATION OF PROPOSED SLOPES PRIOR TO INSTALLATION OF PROPOSED IMPROVEMENTS. DESIGN ENGINEER IS NOT RESPONSIBLE FOR SLOPES OF PROPOSED IMPROVEMENTS BASED ON THESE ± GRADES WITHOUT CONFIRMATION OF EXISTING ELEVATIONS AT TIME OF CONSTRUCTION.
3. PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPING.
4. ALL RETAINING AND/OR DECORATIVE LANDSCAPE WALLS OR CURBS SHOWN ON THIS PLAN, INCLUDING DETAILS AND SECTIONS, ARE TO ILLUSTRATE GENERAL LOCATION, LENGTH, AND HEIGHT. STRUCTURAL DESIGN, INCLUDING PROPER DRAINAGE, TIE-BACKS, AND SHORING AS WELL AS CONSTRUCTION MEANS ARE NOT ADDRESSED AS PART OF THESE PLANS. A STRUCTURAL ENGINEER SHOULD BE ENGAGED BY THE GENERAL CONTRACTOR AS THEY DEEM NECESSARY. WATERMARK ENGINEERING RESOURCES ASSUMES NO LIABILITY FOR THE DESIGN OR CONSTRUCTION OF ANY STRUCTURAL ELEMENT.

UTILITY PLAN NOTES:
1. PRIOR TO CONSTRUCTION OF ANY UTILITIES, CONTRACTOR IS TO VERIFY THAT THE PROPOSED UTILITIES SHOWN ON THIS PLAN THAT ENTER THE PROPOSED BUILDING(S) CORRESPOND WITH THE UTILITIES ON THE PLUMBING PLANS AS THEY EXIT THE BUILDING(S). CONTRACTOR TO REPORT IN WRITING ANY DISCREPANCIES IN SIZE, LOCATION, OR INVERT ELEVATION TO THE DESIGN ENGINEER IMMEDIATELY FOR RESOLUTION OF THE CONFLICT IN WRITING.
2. GENERAL CONTRACTOR TO COORDINATE THE INSTALLATION AND PERMITTING OF THE PUBLIC UTILITIES, SUCH AS GAS, ELECTRIC, TELEPHONE, CABLE AND FIBER OPTICS, WITH THE PUBLIC UTILITY COMPANIES AND ARCHITECT PRIOR TO CONSTRUCTION. THE INSTALLATION OF THE PUBLIC UTILITIES AND NECESSARY SLEEVING TO BE INCLUDED AS PART OF GENERAL CONTRACTOR'S SCOPE OF WORK FOR THIS PROJECT.

UTILITY CROSSINGS

CO#1 BOTTOM OF 12" STORM = 692.00"
TOP OF 8" WATER = 690.50"
*PROVIDE O-RING JOINTS

PRELIMINARY

GRADING AND
UTILITY PLAN

DATE	1/15/19
REVISIONS	1/15/19
REVISIONS PER VILLAGE REVIEW COMMENTS	1/22/19
REVISIONS PER VILLAGE REVIEW COMMENTS DATED	1/31/19

Prepared For:

Vequity
400 N. State St
Chicago, IL 60654
PROPOSED FUEL CENTER
1650 W. Algonquin Road
Arlington Heights, Illinois

Prepared By:

Watermark Engineering Resources, Ltd
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-371-5160 fax 630-236-9600 www.watermark-engineering.com

CHECKED BY: B. PERRY	DESIGN BY: S. SINAK	DRAWN BY: S. SINAK	DATE: DECEMBER 7, 2018	SCALE: 1" = 20'	PROJECT NO.: 18-123
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GRADING AND UTILITY PLAN

C-3

PROJECT SPECIFICATIONS

- CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, LOCAL DISTRICTS AND THE ILLINOIS ACCESSIBILITY CODE (IAC). ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS WELL AS THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
- THE CONTRACTOR SHALL INDEMNIFY WATERMARK ENGINEERING RESOURCES, LTD (THE DESIGN ENGINEER), ARCHITECT AND OWNER, THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONDUCTING WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, SPECIFICATIONS, AND ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THIS DEVELOPMENT.
- THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL PERMITS THAT ARE REQUIRED BY THE LOCAL AGENCIES.
- PRIOR TO BID AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE SITE TO VERIFY THAT THERE ARE NO DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL CONDITIONS AT THE SITE. IF ANY DISCREPANCIES ARE FOUND, AT ANY TIME BEFORE OR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY (BEFORE ANY ADDITIONAL IMPROVEMENTS ARE INSTALLED) IN ORDER TO OBTAIN WRITTEN CONFIRMATION BY THE DESIGN ENGINEER AS TO ANY REVISIONS THAT MAY NEED TO BE MADE TO THE PLANS.
- PRIOR TO CONSTRUCTION THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION, AND ALL UTILITY COMPANIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION 2 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE APPROPRIATE CONSTRUCTION INSPECTIONS.
- THE MUNICIPALITY SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE IMPROVEMENTS.
- PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL J.U.L.I.E. FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE) AT 1-800-892-0123, 48 HOURS PRIOR TO DIGGING. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING RECORD DRAWINGS PER THE MUNICIPALITY AND/OR ANY OTHER AGENCY REQUIREMENTS. ANY CHANGES TO THE DRAWINGS MUST BE REPORTED TO THE DESIGN ENGINEER BEFORE WORK PROGRESSES.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE MUNICIPALITY.
- ALL QUANTITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE TO BE VERIFIED PRIOR TO CONSTRUCTION. IF DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER IMMEDIATELY AND NO WORK IS TO BE DONE UNTIL APPROVED BY THE DESIGN ENGINEER.
- ANY RESTORATION NEEDED BECAUSE OF CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- TRENCH BACKFILL MATERIAL, CRUSHED STONE OR LIMESTONE (CA-6) IS REQUIRED UNDER AND WITHIN TWO FEET (2') OF SIDEWALKS AND PAVED AREAS. THIS BACKFILL SHALL BE IN SIX INCH (6") LIFTS AND COMPACTED TO 95% STANDARD PROCTOR.
- CONTRACTOR IS TO PROVIDE ALL TEMPORARY SIGNAGE AS REQUIRED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND LOCAL MUNICIPALITIES.
- ALL EXISTING DRAIN TILES THAT ARE ENCOUNTERED ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION OR REROUTED TO THE PROPOSED STORM SEWER SYSTEM.
- RESTORATION OF EXISTING RIGHT-OF-WAYS IS TO BE COMPLETED WITH FOUR INCH (4") MINIMUM TOPSOIL AND SALT TOLERANT SOO UNLESS OTHERWISE NOTED.
- THE WATER SYSTEM CANNOT BE SHUT DOWN WITHOUT CONSENT BY THE OWNER OF THE SYSTEM.
- ALL FRAME ADJUSTMENTS SHALL BE MADE WITH PRE-CAST CONCRETE RINGS CONFORMING TO ASTM C-39 AND CANNOT EXCEED TWELVE INCHES (12").
- FRAMES SHALL BE SET WITH EZ STIKR (OR EQUAL) MATERIAL TO PREVENT LEAKAGE.
- THE REINFORCED CONCRETE SECTIONS SHALL BE LAID IN MORTAR, SEALED WITH EXTERNAL SEALING BANDS, OR SEALED USING MASTIC JOINT SEALER. WHEN MASTIC JOINT SEALER IS USED, THE MATERIAL SHALL COMPLETELY FILL THE JOINT AFTER THE UNITS HAVE BEEN BROUGHT TOGETHER.
- STEPS IN STRUCTURES SHALL BE MADE OF COPOLYMER POLYPROPYLENE PLASTIC WITH CONTINUOUS ONE HALF INCH (1/2") GRADE SIXTY (60) STEEL REINFORCEMENT, STEP PSI-PF, AS MANUFACTURED BY M.A. INDUSTRIES, INC., OR APPROVED EQUAL. STEPS TO BE SPACED SIXTEEN INCHES (16") ON CENTER.
- ALL INSTRUMENTS ARE TO BE PROPERLY CALIBRATED PRIOR TO CONSTRUCTION USE.
- ALL PARKING LOT LIGHT POLES ARE TO BE CONSTRUCTED AT THE INTERSECTION OF PARKING LOT STRIPING OR IN LANDSCAPE AREAS WITH A MINIMUM OF 2' CLEARANCE BETWEEN THE BACK OF CURB AND THE EDGE OF THE PARKING LOT LIGHT BASE UNLESS OTHERWISE SPECIFIED.
- GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/DESIGN ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION. THIS INCLUDES, BUT NOT LIMITED TO, TRANSITIONS TO EXISTING CONDITIONS.
- CONSTRUCTION MEANS, METHODS AND JOB SITE SAFETY IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE CONTRACTOR.
- PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPE.

PAVEMENT

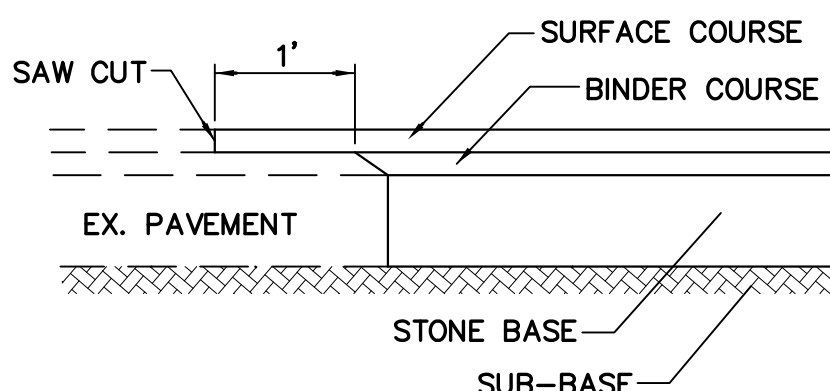
- ALL PAVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING REFERENCES AS THEY APPLY: STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; MANUAL FOR STRUCTURAL DESIGN OF PORTLAND CEMENT CONCRETE PAVEMENT, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; DESIGN MANUAL, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- ALL BASE COURSE AND SUB-BASE AREAS SHALL BE COMPACTED TO 95% STANDARD LABORATORY DENSITY, PER I.D.O.T. SECTION 301. BEFORE THE BASE COURSE MATERIALS ARE INSTALLED, THE SUB-BASE SHALL BE PROOF-ROLLED TO THE SATISFACTION OF THE ENGINEER, HIS AGENT, AND/OR THE SOILS ENGINEER. COMPACTION AND DENSITY TESTS SHALL BE TAKEN AT THE OWNER'S OPTION. ALL CONCRETE TO BE MINIMUM 3500 PSI, SALT TOLERANT, 6 BAG MIX WITH A SPRAY ON SEALER.
- EXPANSION AND CONTRACTION JOINTS SHALL BE TOOL FINISHED.
- BINDER COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 40°F AND RISING. SURFACE COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 45°F AND RISING.
- ALL PROPOSED PAVEMENT, SIDEWALKS, AND CURBS ARE TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.05' OF THE PROPOSED ELEVATIONS EXCEPT IN THE ACCESSIBLE STALLS OR ACCESSIBLE ROUTES.
- PRIOR TO SEAL COATING, ALL ASPHALT AREAS ARE TO BE CLEAN AND DRY. ALL LOOSE MATERIALS ARE TO BE REMOVED. ALL GREASE TO BE REMOVED. ALL CRACKS ARE TO BE FILLED PER DOT STANDARDS. ALL PAINTED STRIPING TO BE MODIFIED SHALL BE "BLACKED OUT" WITH BLACK PAINT (1 COAT MINIMUM, 2 COATS IF NECESSARY), ALLOWED TO THOROUGHLY DRY PER PAINT MANUFACTURER. PRIOR TO SEAL COATING, ALL AREAS THAT ARE ADJACENT TO THE SEAL COATED AREA ARE TO BE MASKED (I.E. SIDEWALKS, CONCRETE SURFACES, BRICK SURFACES, GUTTERS, CATCHBASINS/INLETS, ETC.) PRIOR TO SEAL COATING TO BE APPLIED. AIR TEMPERATURE TO BE 50°F AND RISING. APPLICATION RATE TO BE SUCH THAT ALL SURFACES OF THE ASPHALT BEING COATED IS THOROUGHLY COVERED IN ONE COAT. SPRAYING IS NOT ALLOWED. ALL SEAL COATING SHOULD BE APPLIED BY SQUEEGEE OR BRUSHES. THE BITUMINOUS SEAL COATING MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS AND SHOULD BE ALLOWED TO DRY AT LEAST 18 HOURS PRIOR TO VEHICULAR USE. CRACK FILLER AND SEAL COATING MATERIALS ARE TO BE FREE OF COAL TAR.

GRADING

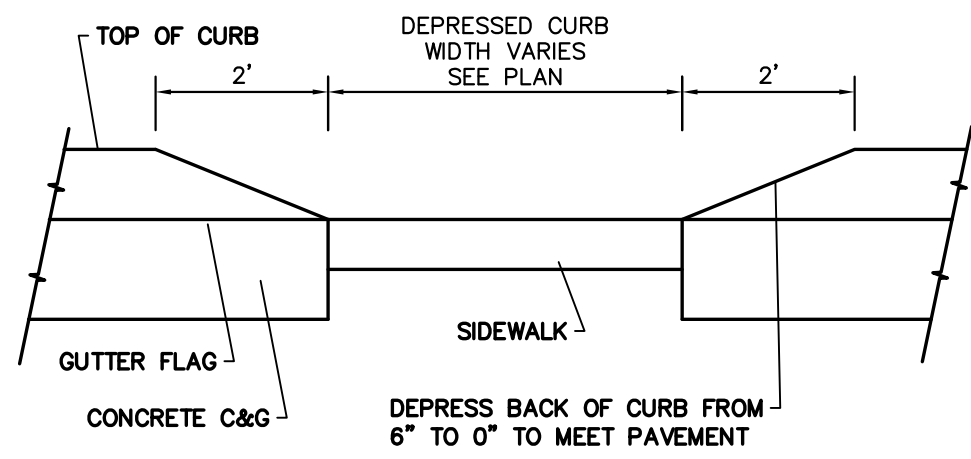
- GEOTECHNICAL REPORTS AS PREPARED BY OWNER (OR REPRESENTATIVE) SHALL BE REFERRED TO PRIOR TO EARTH MOVING AND/OR UTILITY CONSTRUCTION.
- UNSTABLE SOIL SHALL BE REMOVED OR STABILIZED.
- CONTRACTOR IS TO MAINTAIN A POSITIVE DRAINAGE PATTERN AT THE END OF EACH DAY. CARE SHOULD BE TAKEN TO INSURE THAT DRAINAGE IS NOT REROUTED OR BLOCKED IN A WAY THAT MAY BE INJURIOUS TO ADJACENT LAND.
- THE SUB-BASE BELOW STRUCTURES, PAVEMENTS OR NEW STRUCTURAL FILL SHALL BE PROOF ROLLED. IF SOIL RUTS, PUMPS, DEFLECTS EXCESSIVELY OR EXHIBITS EXCESSIVE MOVEMENT OR MOISTURE, THEN THE UNSTABLE SOIL SHALL BE UNDERCUT AND REPLACED WITH STRUCTURAL FILL OR DISCING AND DRYING TO NEAR OPTIMUM MOISTURE SO SOIL CAN BE PROPERLY COMPACTED. THIS PROCESS IS TO BE OBSERVED BY A GEOTECHNICAL ENGINEER.
- ALL FILLS SHALL BE PLACED IN 8" LIFTS COMPACTED TO A MINIMUM OF 98% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN INFLUENCE OF THE BUILDING, A MINIMUM OF 95% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN THE INFLUENCE OF ALL OTHER IMPERVIOUS AREAS, AND A MINIMUM OF 90% STANDARD LABORATORY DENSITY PER ASTM D698 IN ALL LANDSCAPE AREAS.
- EROSION CONTROL SHALL BE PROVIDED PRIOR TO ANY DISTURBANCES. SEE EROSION CONTROL PLANS FOR ADDITIONAL SPECIFICATIONS AND DETAILS.
- PROVIDE TOPSOIL RESPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
 - 4" MINIMUM IN GRASS OR SOD AREAS.
 - 6" MINIMUM IN PLANTING AREAS.
 - 12" MINIMUM IN LANDSCAPE ISLANDS.
- ALL TOPSOIL TO BE FRIABLE (NOT COHESIVE), WEED FREE, AND FREE OF ROCKS, LARGE ROOTS AND UNNATURAL DEBRIS.
- ALL GRADING IS TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.10' OF THE PROPOSED ELEVATIONS. SEE PAVEMENT SPECIFICATIONS FOR PAVEMENT TOLERANCES.

SANITARY SEWER SPECIFICATIONS

- ALL SANITARY SEWER PIPE SHALL BE EXTRA STRENGTH V.C.P. CONFORMING TO ASTM C-700 SPECIFICATIONS WITH ASTM C-425 JOINTS; OR D.I.P., MIN. CLASS 50, CONFORMING TO ANSI A-21.51 WITH ANSI A-21.11 JOINTS; OR P.V.C. PIPE CONFORMING TO ASTM D-3034 SPECIFICATIONS, SDR26 WALL THICKNESS AND ASTM D-3212 GASKET TYPE JOINTS OR ASTM D-2855 SOLVENT WELDED JOINTS.
- ALL WATERMAIN QUALITY PLASTIC PIPE SHALL BE P.V.C. CONFORMING TO NSF STANDARD 14 AND: ASTM STANDARD D 1784 OR AWWA STANDARD C900 OR C905. JOINTING SHALL BE PRESSURE SLIP JOINTED. ELASTOMERIC SEALS (GASKETS) USED FOR PUSH-ON JOINTS SHALL COMPLY WITH ASTM STANDARD F477, AND SHALL BE PRESSURE RATED IN ACCORDANCE WITH ASTM D3139.
- DEFLECTION OF POLYVINYL CHLORIDE (PVC) PIPE SHALL NOT EXCEED 5.0% OF THE "BASE I.D." (INTERNAL DIAMETER) OF THE PIPE. "BASE I.D." SHALL BE CALCULATED IN ACCORDANCE WITH THE FOLLOWING:
AVG ID = AVG OD - 2(1.06)T
TOLERANCE PACKAGE = $(A^2 + B^2 + C^2)^{1/2}$
WHERE:
A = OD TOLERANCE (ASTM D-3034)
B = EXCESS WALL THICKNESS TOLERANCE = 0.06T
C = OUT-OF-ROUNDNESS TOLERANCE = 0.015 (AVG OD)
T = MINIMUM WALL THICKNESS (ASTM D-3034)
BASE ID = AVG ID - TOLERANCE PACKAGE
DEFLECTION OF COMPOSITE PIPE ("TRUSS" PIPE) SHALL NOT EXCEED 3.0% OF THE AVERAGE INSIDE DIAMETER (ID) OF THE PIPE IN ACCORDANCE WITH ASTM D-2680. THE PIPE LINE SHALL BE TESTED FOR EXCESS DEFLECTING BY PULLING A "GO - NO GO" MANDREL THROUGH THE PIPE FROM MANHOLE TO MANHOLE. THE MANDREL SHALL BE SIZED IN ACCORDANCE WITH SECTION 31-1.11C (4), AND AS SPECIFIED IN THE SPECIAL PROVISIONS. A "DEFLECTOMETER" MAY ALSO BE USED TO CHECK AND RECORD DEFLECTION. WHENEVER POSSIBLE AND PRACTICAL, THE TESTING SHALL INITIATE AT THE DOWNSTREAM LINES AND PROCEED TOWARDS THE UPSTREAM LINES. WHERE THE DEFLECTION IS FOUND TO BE IN EXCESS OF ALLOWABLE TESTING LIMITS, THE CONTRACTOR SHALL EXCAVATE TO THE POINT OF EXCESS DEFLECTION AND CAREFULLY COMPACT AROUND THE POINT WHERE EXCESS DEFLECTION WAS FOUND. THE LINE SHALL THEN BE RETESTED FOR DEFLECTION. HOWEVER, SHOULD AFTER THE INITIAL TESTING THE DEFLECTED PIPE FAIL TO RETURN TO THE ORIGINAL SIZE (INSIDE DIAMETER) THE LINE SHALL BE REPLACED.
- INFILTRATION OR EXFILTRATION SHALL NOT EXCEED 100 GALLONS PER TWENTY-FOUR (24) HOURS PER MILE PER INCH-DIAMETER OF THE SEWER PIPE, FOR ANY SECTION OF THE SYSTEM AND AT ANY TIME DURING ITS SERVICE LIFE. TESTING IS REQUIRED PER THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
- LEAKAGE TESTING FOR MANHOLES FOR WATER TIGHTNESS SHALL BE DONE IN ACCORDANCE WITH ASTM C969-94--"STANDARD PRACTICE FOR INFILTRATION AND EXFILTRATION ACCEPTANCE TESTING OF INSTALLED PRECAST CONCRETE PIPE SEWER LINES", VOL. 04.05, CHEMICAL RESISTANT MATERIALS, VITRIFIED CLAY, CONCRETE, FIBER-CEMENT PRODUCTS; MORTARS; MASONRY (1996)(NO LATER EDITIONS OR AMENDMENTS) OR ASTM C1244-93 "STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY THE NEGATIVE PRESSURE (VACUUM) TEST", VOL. 04.05, CHEMICAL RESISTANT MATERIALS, VITRIFIED CLAY, CONCRETE, FIBER-CEMENT PRODUCTS; MORTARS; MASONRY (1996)(NO LATER EDITIONS OR AMENDMENTS) PRIOR TO PLACING INTO SERVICE.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "SANITARY".
- ALL WATERTIGHT FRAMES AND LIDS SHALL BE NEENAH R-1916-C. ALL OTHER FRAMES AND LIDS SHALL BE NEENAH R-1550-A WITH A CONCEALED PICK HOLE.
- ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
- ALL SEWERS ARE TO BE INSTALLED FROM THE DOWNSTREAM END UPSTREAM. IF ANY CONFLICTS ARE ENCOUNTERED, THE DESIGN ENGINEER IS TO BE CONTACTED PRIOR TO THE INSTALLATION OF ANY PIPE.
- FOR A DROP CONNECTION, THE DIAMETER OF THE DROP PIPE SHALL PREFERABLY BE LARGER THAN, OR OF THE SAME DIAMETER AS, THE ENTERING SEWER. THE MINIMUM DIAMETER OF THE DROP PIPE SHALL NOT BE SMALLER THAN THE DIAMETER OF THE ENTERING SEWER BY MORE THAN TWO NOMINAL DIAMETERS, PROVIDED THAT THE MINIMUM DIAMETER OF THE DROP PIPE SHALL NOT BE LESS THAN EIGHT INCHES (8").
- ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER.
- ALL SANITARY SEWER BEDDING SHALL BE IN ACCORDANCE WITH THE TRENCH DETAIL AS INCLUDED IN THE PLANS.



BUTT JOINT DETAIL



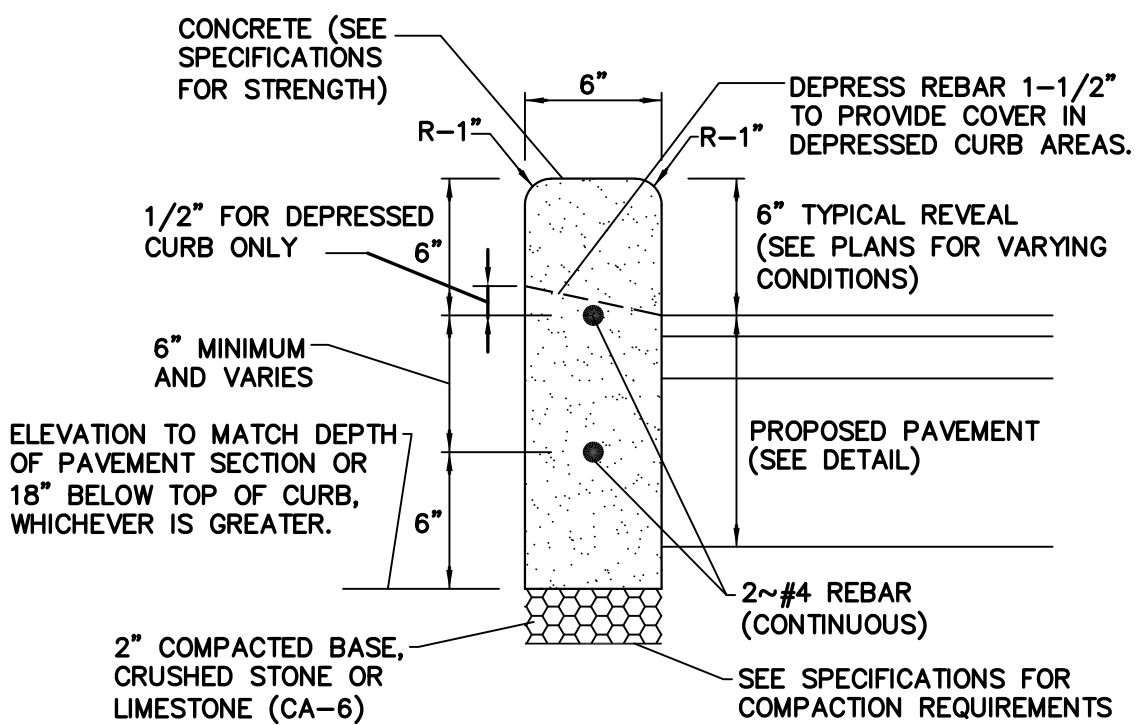
DROP CURB AT SIDEWALK

STORM SEWER SPECIFICATIONS

- ALL REINFORCED CONCRETE PIPE SHALL CONFORM TO ASTM C-76 SPECIFICATIONS WITH ASTM C-443 FLAT GASKET JOINTS, OR ASTM C-361 "O-RING" JOINTS WHEN WATER MAIN QUALITY JOINTS ARE REQUIRED.
- ALL PLASTIC PIPE SHALL BE P.V.C. WITH SDR26 WALL THICKNESS AND CONFORM TO D-3034 SPECIFICATIONS WITH ASTM D-3212 GASKET TYPE JOINTS.
- ALL WATERMAIN QUALITY PLASTIC PIPE SHALL BE P.V.C. CONFORMING TO NSF STANDARD 14 AND: ASTM STANDARD B 1784 OR AWWA STANDARD C900 OR C905. JOINTING SHALL BE PRESSURE SLIP JOINTED. ELASTOMERIC SEALS (GASKETS) USED FOR PUSH-ON JOINTS SHALL COMPLY WITH ASTM STANDARD F477, AND SHALL BE PRESSURE RATED IN ACCORDANCE WITH ASTM D3139.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "STORM".
- ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
- ALL SEWERS ARE TO BE INSTALLED FROM THE DOWNSTREAM END UPSTREAM. IF ANY CONFLICTS OR INFORMATION INCONSISTENT WITH SITE CONDITIONS ARE ENCOUNTERED, THE DESIGN ENGINEER IS TO BE CONTACTED PRIOR TO THE INSTALLATION OF ANYTHING.
- IN PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: NEENAH R-2050 OR R-2502 WITH TYPE D GRATE AT LOW POINTS; OR NEENAH R-3281-A IN CURB AND GUTTER; OR NEENAH R-1550-A WITH SOLID LID, UNLESS OTHERWISE SPECIFIED.
- IN NON-PAVED AREAS, ALL FRAMES AND LIDS SHALL BE: NEENAH R-2090 OR R-2060 WITH TYPE B GRATE AT LOW POINTS; OR NEENAH R-1550-A WITH SOLID LID, UNLESS OTHERWISE SPECIFIED.
- ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER.
- ALL FLARED END SECTIONS (FES) ARE TO BE INSTALLED WITH TRASH GRATES.

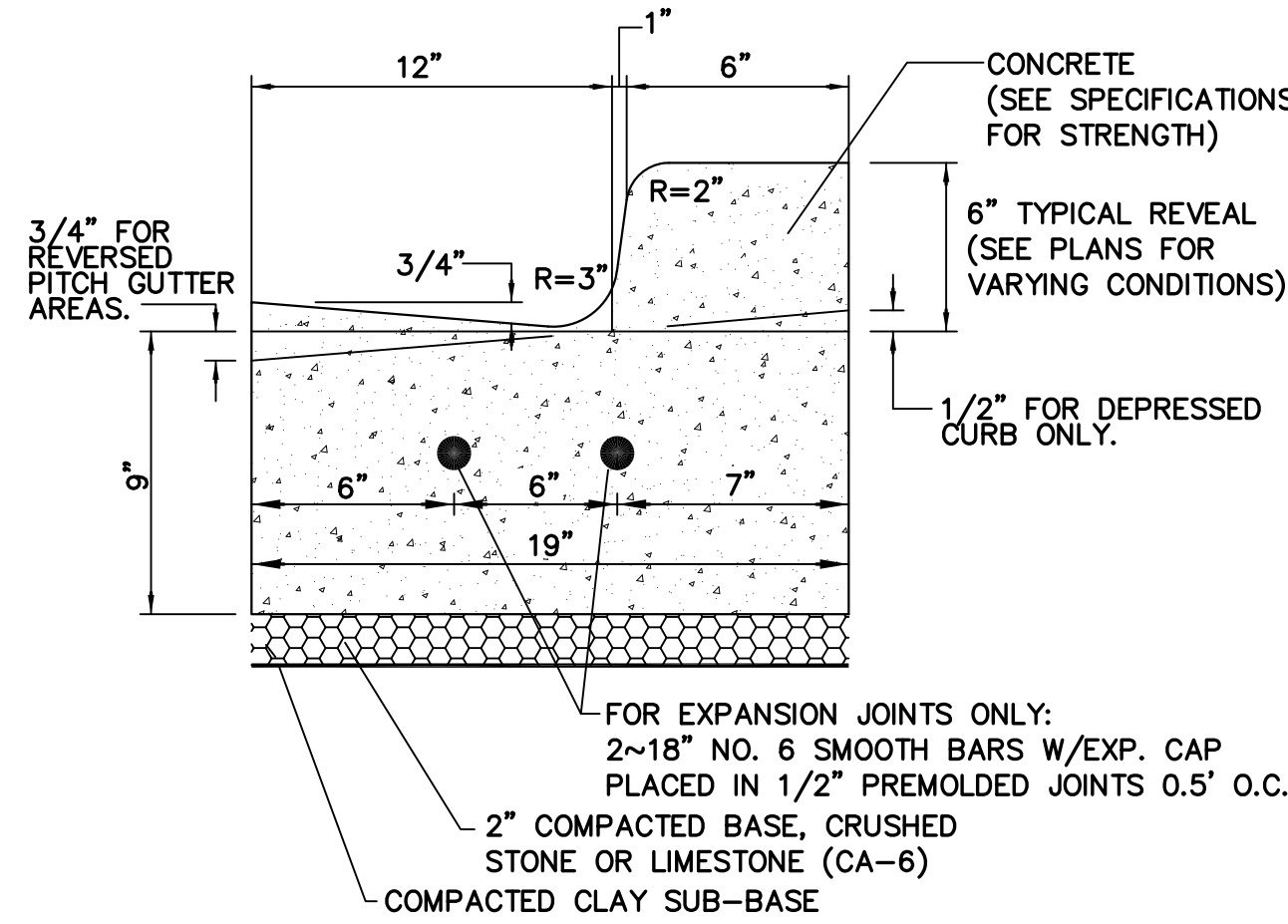
WATER MAIN SPECIFICATIONS

- HORIZONTAL SEPARATION
 - A. WATER MAINS AND SEWERS: WATER MAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION.
 - B. WATER MAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE OR SEWER SERVICE CONNECTION WHEN:
 - LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
 - THE WATER MAIN INVERT IS AT LEAST EIGHTEEN INCHES (18") ABOVE THE CROWN OF THE SEWER; AND
 - 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. BOTH THE WATER MAIN AND SEWER PIPE SHALL BE CONSTRUCTED OF PUSH JOINT OR MECHANICAL JOINT DUCTILE IRON PIPE, PRESSURE PIPE, OR PRESTRESSED CONCRETE PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 OF THE IEPA'S TITLE 35 SUBTITLE F, WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
- VERTICAL SEPARATION
 - A. A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS EIGHTEEN INCHES (18") 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 TEN FEET 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 PUSH JOINT OR MECHANICAL JOINT DUCTILE PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 635.111 OF THE IEPA'S TITLE F, SUBTITLE F, AND CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER DRAIN LINE IS AT LEAST TEN FEET (10') WHEN:
 - IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (A) ABOVE; OR
 - THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.
 - C. A VERTICAL SEPARATION OF EIGHTEEN INCHES (18") BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
- WATER MAINS AND SERVICES SHALL BE CONSTRUCTED SO THAT THE MINIMUM DEPTH IS FIVE AND ONE HALF FEET (5 1/2') MEASURED FROM FINISHED GRADE TO THE TOP OF THE PIPE, UNLESS OTHERWISE SPECIFIED AND/OR APPROVED BY THE REVIEW ENGINEER.
- ALL WATER MAIN FITTINGS MAY OR MAY NOT BE SHOWN ON THE PLANS AND SHOULD BE INCLUDED IN THE COST OF THE WATER MAIN ITSELF FOR BIDDING PURPOSES. ALL WATER MAIN SHALL BE DUCTILE IRON CLASS 52 CEMENT LINED CONFORMING TO ANSI A-21.51 WITH ANSI A-21.11 JOINTS, OR TYPE "K" COPPER PIPE WITH SWEATED JOINTS.
- FIRE HYDRANTS SHALL MEET AWWA C-502 AND BE EAST JORDAN 5 BR, OR APPROVED EQUAL, WITH FIVE AND ONE QUARTER INCH (5 1/4") VALVE OPENING, TWO TWO AND ONE HALF INCH (2 1/2") HOSE NOZZLES AND ONE FIVE INCH (5") PUMPER NOZZLE. FIRE HYDRANT SHALL BE EQUIPPED WITH AN AUXILIARY RESILIENT SEAL GATE VALVE COMPLETE WITH ROADWAY BOX, TYLER, 6850 SERIES, ITEM 668-S. FIRE HYDRANTS MUST HAVE THEIR DISCHARGE AT LEAST 18 INCHES BUT NOT MORE THAN TWENTY-FOUR INCHES (24") FROM THE SURFACE OF THE ADJACENT GROUND.
- HYDRANTS SHALL BE INSTALLED NO CLOSER THAN THREE FEET (3') NOR FURTHER THAN EIGHT FEET (8') FROM THE BACK OF CURB OR EDGE OF PAVEMENT TO THE FIVE INCH (5") STEAMER NUT. NO BARRIERS, TREES, SHRUBS, WALLS OR OTHER OBSTACLES WHICH MAY HIDE OR IMPEDE THE USE OF A FIRE HYDRANT SHALL BE INSTALLED, MAINTAINED, CONSTRUCTED, OR ENLARGED, WITHIN FORTY-EIGHT INCHES (48") OF A HYDRANT.
- ALL STRUCTURE LIDS SHALL BE IMPRINTED "WATER".
- ALL WATERTIGHT FRAMES AND LIDS SHALL BE NEENAH R-1916-C. ALL OTHER FRAMES AND LIDS SHALL BE NEENAH R-1550-A WITH A CONCEALED PICK HOLE.
- ALL FRAMES AND LIDS SHALL CONFORM TO ASTM A-48.
- BEFORE BEING PLACED INTO SERVICE, ALL NEW MAINS AND REPAIRED PORTIONS OF, OR EXTENSIONS TO EXISTING MAINS SHALL BE CHLORINATED SO THAT THE INITIAL CHLORINE RESIDUAL IS NOT LESS THAN FIFTY (50) mg/L AND THAT A CHLORINE RESIDUAL OF NOT LESS THAN TWENTY-FIVE (25) mg/L REMAINS IN THE WATER AFTER STANDING TWENTY-FOUR (24) HOURS IN THE PIPE.



TYPE "C" BARRIER CURB

- PROVIDE 1/2" EXPANSION JOINTS EVERY 45' O.C.
- PROVIDE HAND TOOLED CONTRACTION JOINTS EVERY 15' O.C.



B-6.12 CURB AND GUTTER

- NOTES:
- PROVIDE 1/2" EXPANSION JOINTS EVERY 45' O.C.
 - PROVIDE HAND TOOLED CONTRACTION JOINTS EVERY 15' O.C.
 - THE MINIMUM LONGITUDINAL CURB SLOPE SHALL BE 0.3%.

DATE		REVISIONS		NO.	
1/15/19	1/31/19	1	2		
REVISIONS PER VILLAGE REVIEW COMMENTS DATED 1/22/19		REVISIONS PER VILLAGE REVIEW COMMENTS DATED 1/22/19			
Prepared For:					
Vequity 400 N. State St Chicago, IL 60654 PROPOSED FUEL CENTER 1650 W. Algonquin Road Arlington Heights, Illinois					
Prepared By:					
 2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-571-6160 fax 630-236-9600 www.watermark-engineering.com					
CHECKED BY: B. PERRY	DESIGN BY: S. SINAK	DRAWN BY: S. SINAK	DATE: DECEMBER 7, 2018	SCALE: NONE	PROJECT NO.: 18-123
PROJECT DETAILS AND SPECIFICATIONS					C-4

PROJECT DETAILS AND SPECIFICATIONS

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
- * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
 - * VILLAGE OF FRANKLIN PARK MUNICIPAL CODE;
 - * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
 - * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

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).
2. THE VILLAGE OF FRANKLIN PARK ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL

VITRIFIED CLAY PIPE
REINFORCED CONCRETE SEWER PIPE
CAST IRON SOIL PIPE
DUCTILE IRON PIPE

PIPE SPECIFICATIONS

ASTM C-700
ASTM C-76
ASTM A-74
ANSI A21.51
ASTM D-3034
ASTM F-679
ASTM D-3350
ASTM D-3035
ASTM D-2241
AWWA C900
AWWA C905

JOINT SPECIFICATIONS

ASTM C-425
ASTM C-443
ASTM C-564
ANSI A21.11
ASTM D-3212
ASTM D-3212
ASTM D-3261,F-2620 (HEAT FUSION)
ASTM D-3212,F-477 (GASKETED)
ASTM D-3139
ASTM D-3139
ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL

POLYPROPYLENE (PP) PIPE
12-INCH TO 24-INCH DOUBLE WALL
30-INCH TO 60-INCH TRIPLE WALL

PIPE SPECIFICATIONS

ASTM F-2736
ASTM F-2764

JOINT SPECIFICATIONS

D-3212, F-477
D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. 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) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS (SEWER-TAP MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE 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 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.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN 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 CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. 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.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXEROISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
- a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
12. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
13. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
14. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
15. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
16. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
17. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
18. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

19. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
20. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
21. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
22. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
23. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
24. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

DATE		1/15/19		1/31/19	
NO.	REVISED	NO REVISIONS		NO REVISIONS	
		1	2		

Prepared For:

Vequity 400 N. State St Chicago, IL 60654	PROPOSED FUEL CENTER 1650 W. Algonquin Road Arlington Heights, Illinois
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Prepared By:

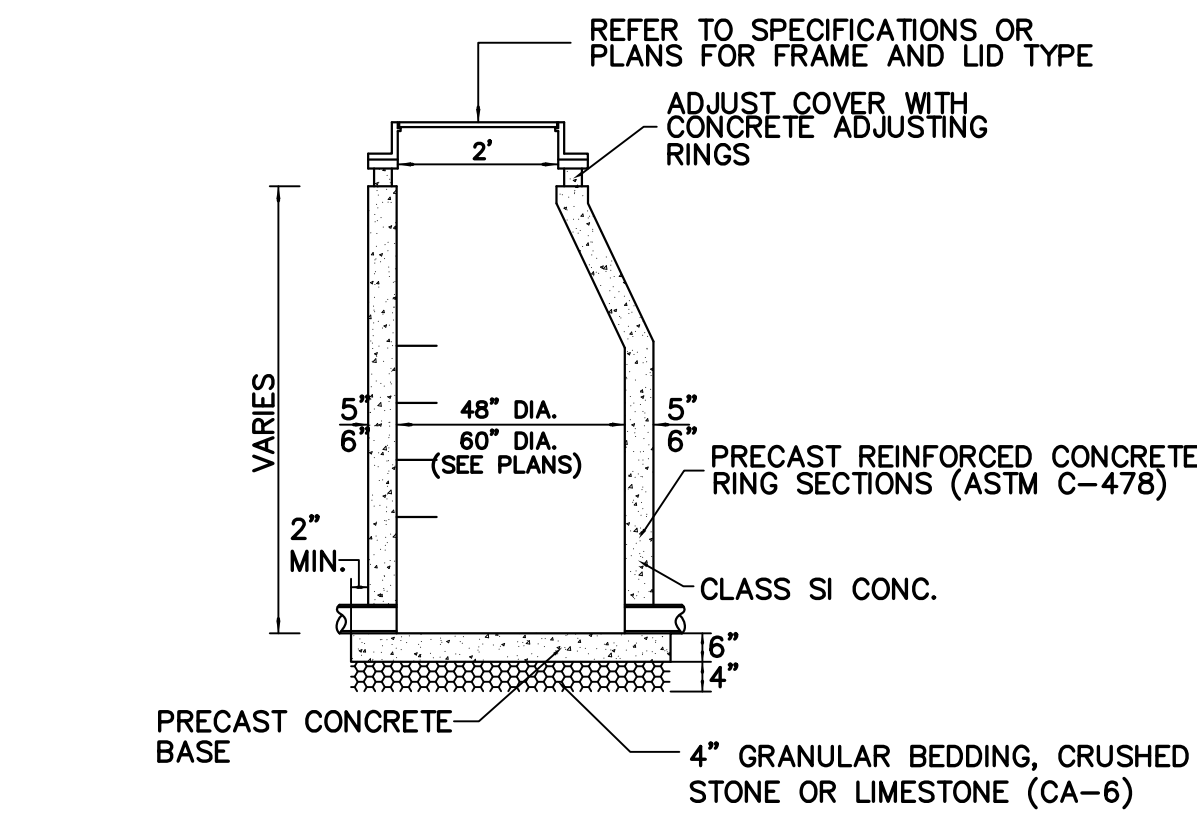
Watermark Engineering Resources, Ltd	
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-571-5160 fax 630-266-9600 www.watermark-engineering.com	

CHECKED BY: B. PERRY	DESIGN BY: S. SIMAK
DRAWN BY: S. SIMAK	DATE: DECEMBER 7, 2018
SCALE: NONE	PROJECT NO.: 18-123

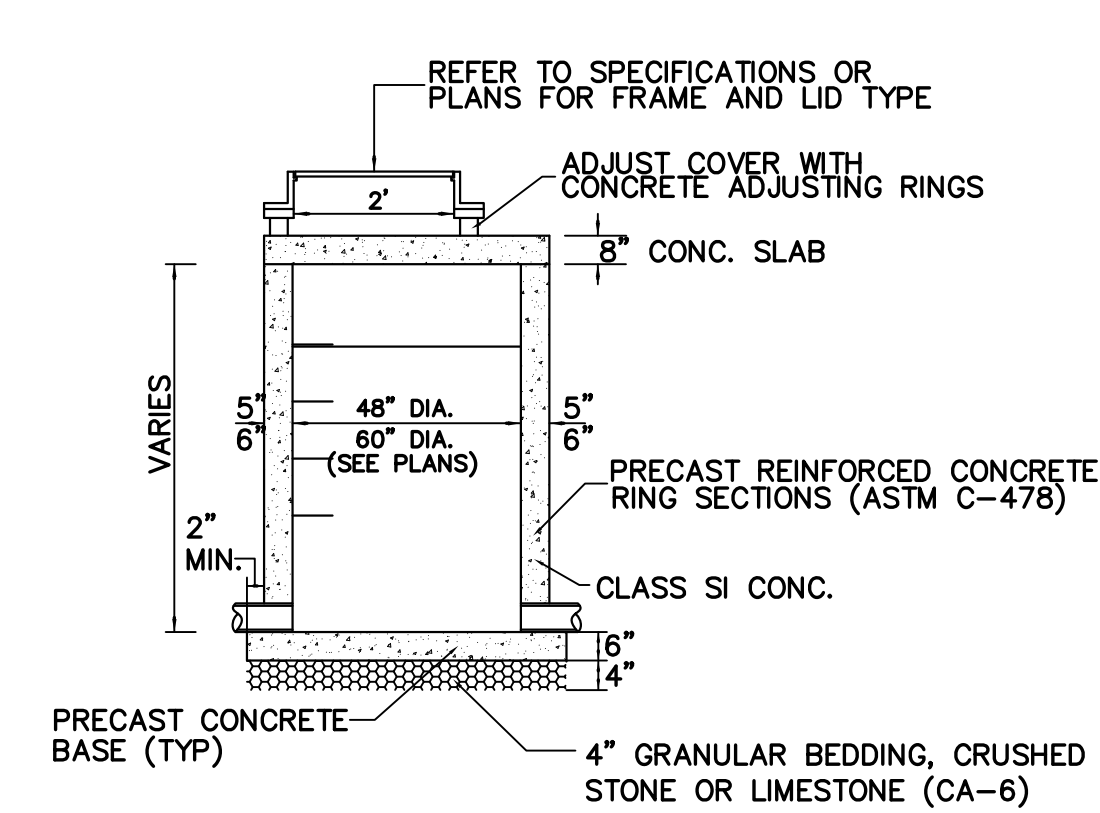
MWRD SPECIFICATIONS

C-5

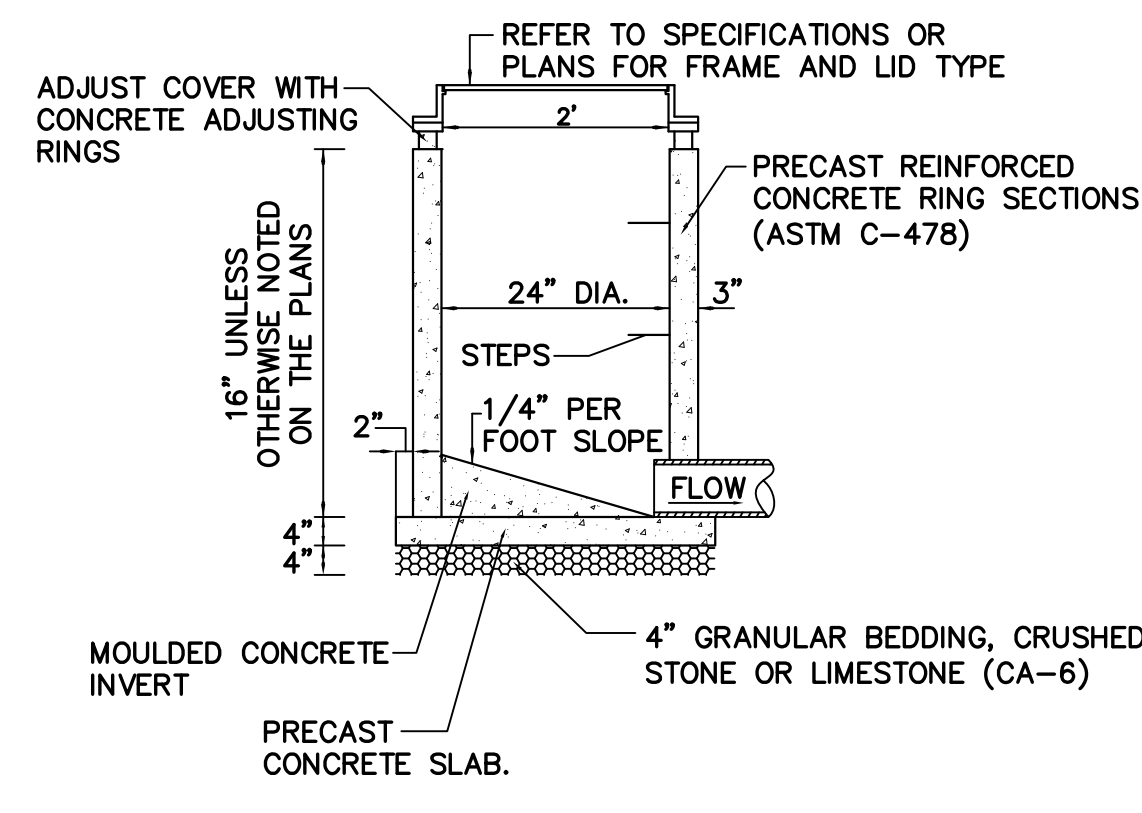
MWRD SPECIFICATIONS



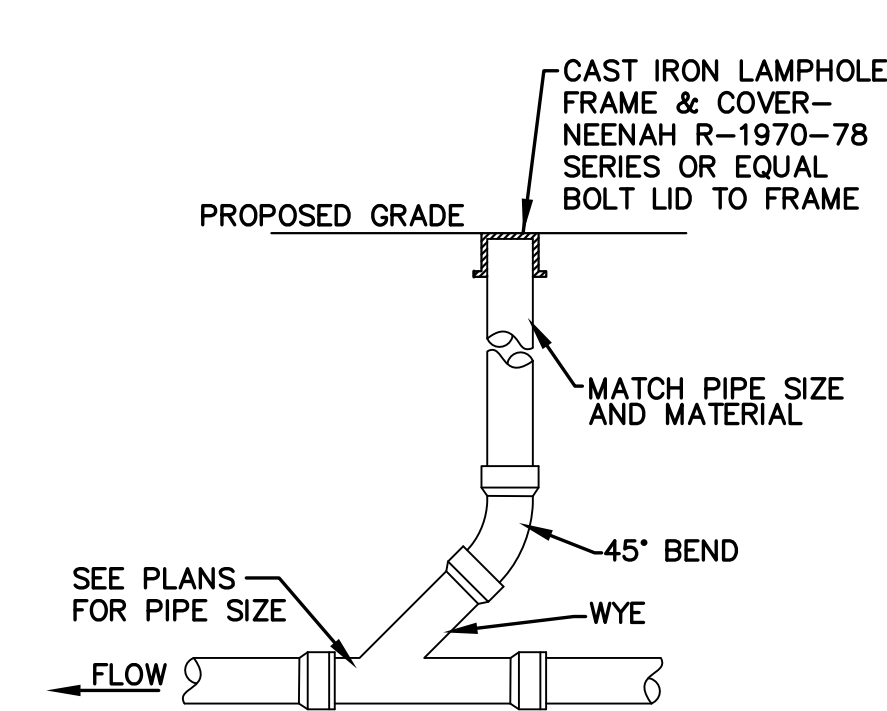
STORM MANHOLE (I.D.O.T TYPE "A")



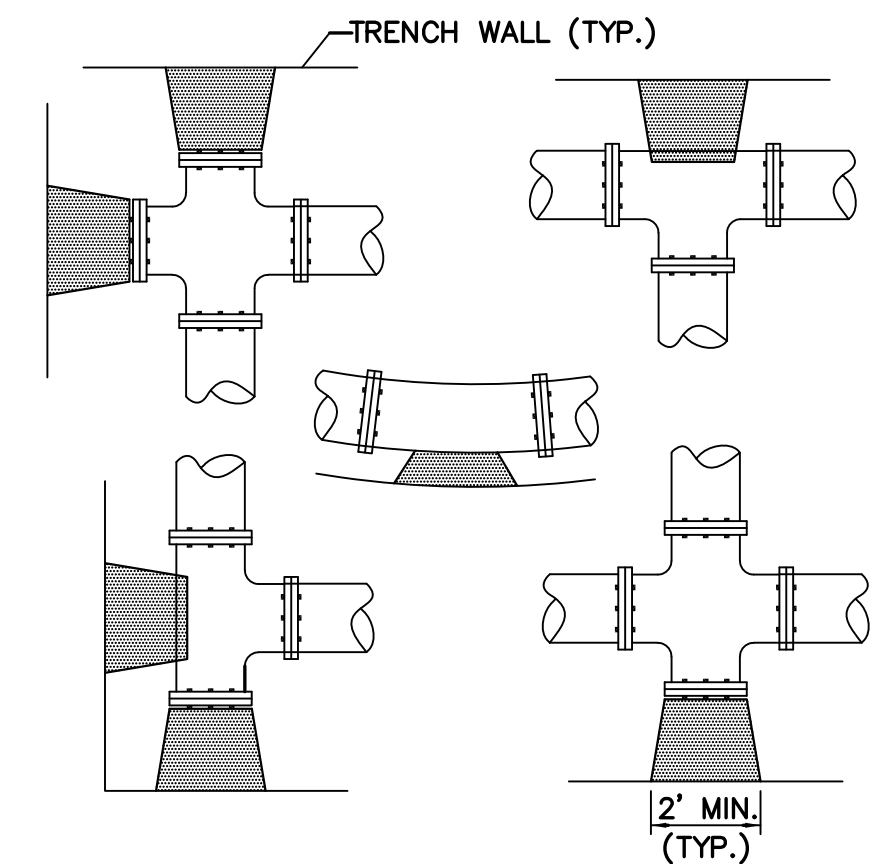
STORM MANHOLE (FLAT TOP)



24" INLET (I.D.O.T TYPE "A")

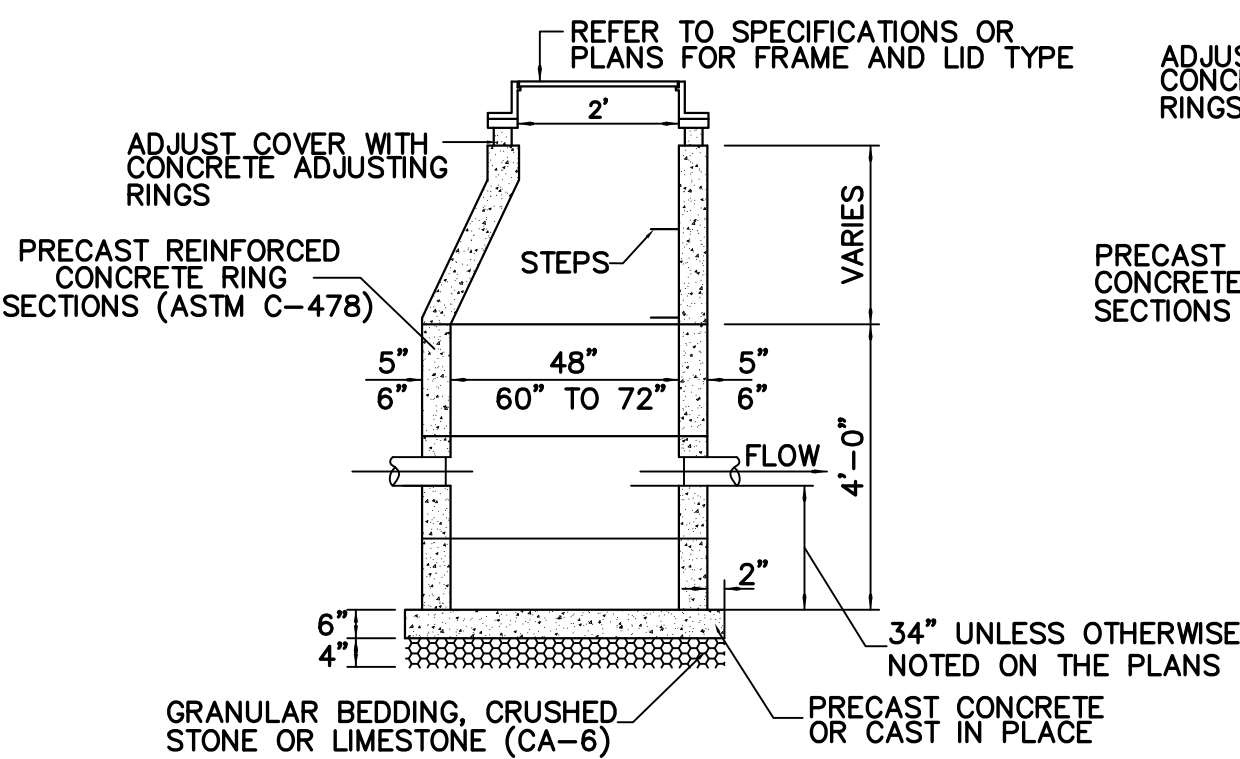


CLEANOUT DETAIL

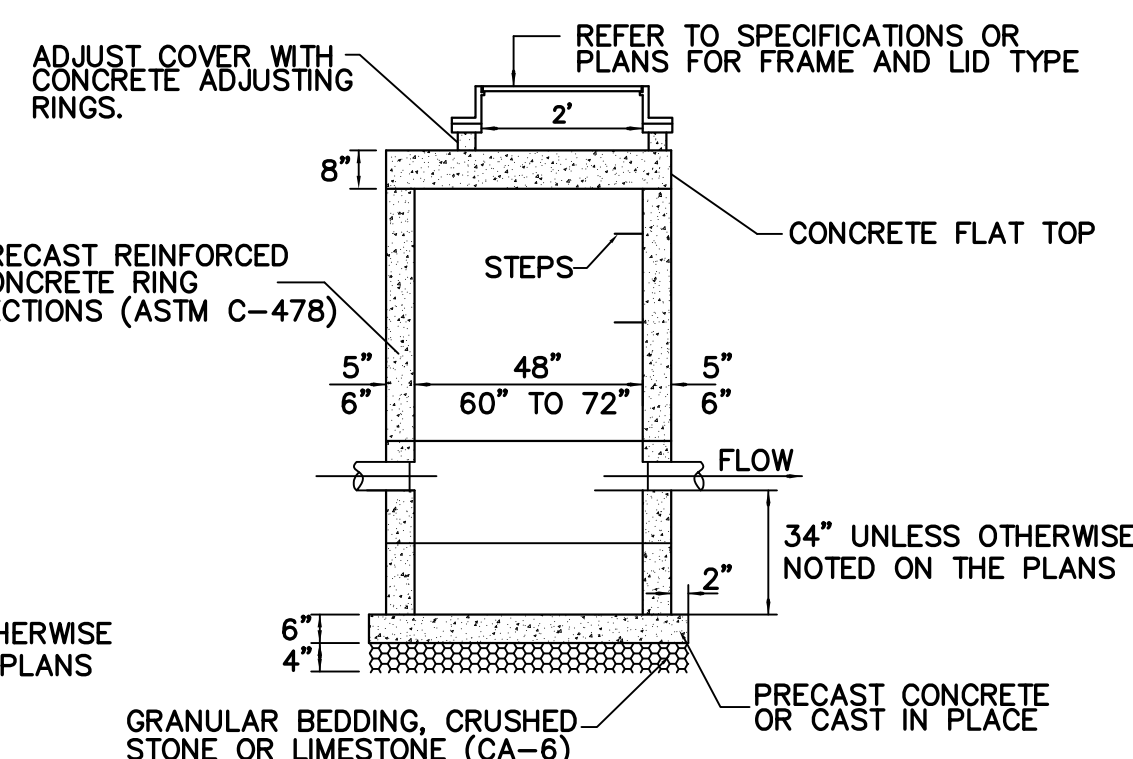


- NOTES:**
1. ALL BLOCKS SHALL BE WITH POURED CONCRETE AGAINST UNDISTURBED EARTH.
 2. AREA OF UNDISTURBED EARTH SHALL CONFORM TO MANUFACTURERS RECOMMENDATIONS AND THE SOILS ENGINEERS INSTRUCTIONS.

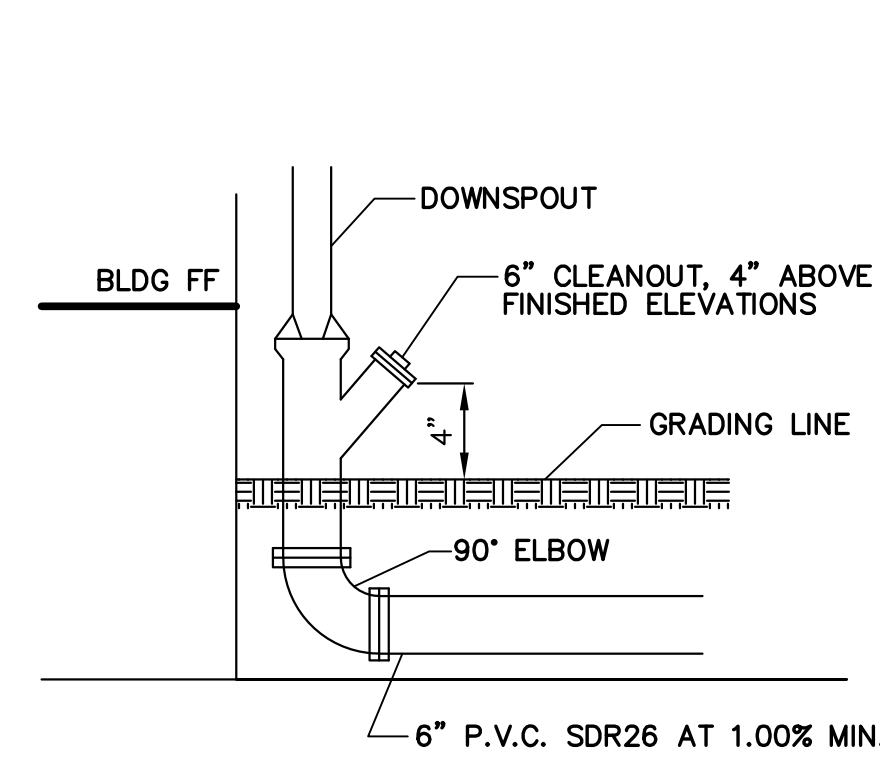
THRUST BLOCK INSTALLATION



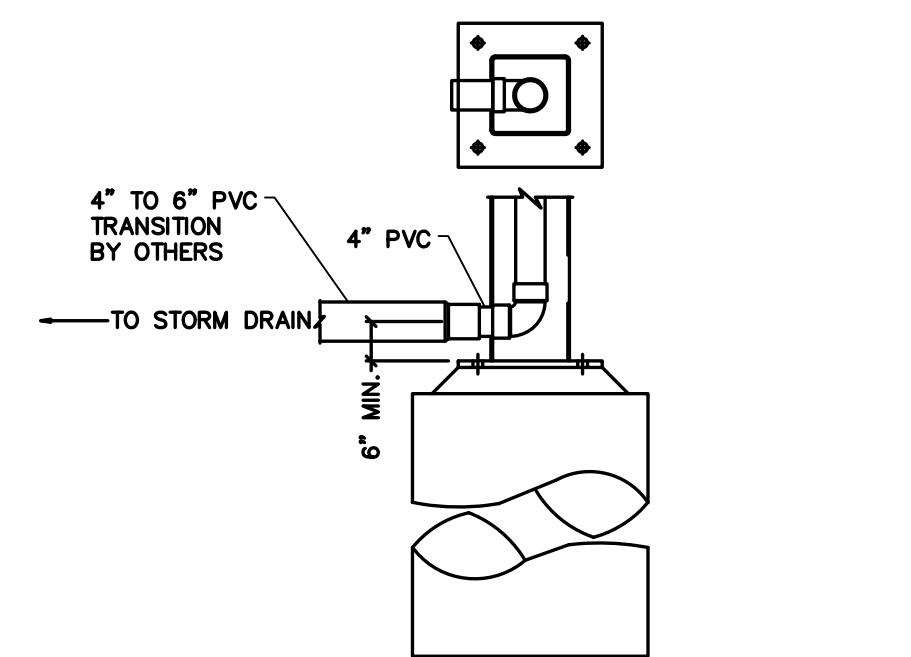
CATCHBASIN 48" TO 72" (I.D.O.T TYPE "A")



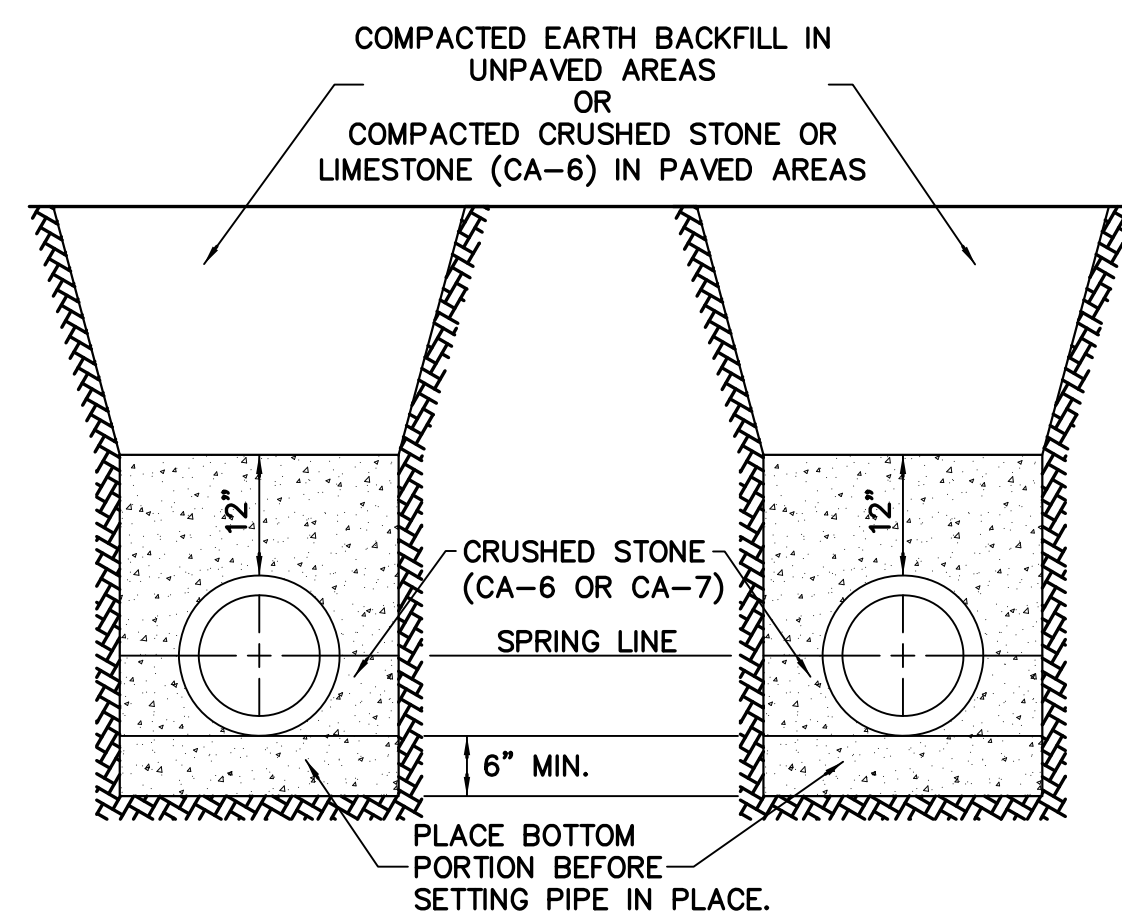
CATCHBASIN 48" TO 72" (FLAT TOP)



DOWNSPOUT CONNECTION DETAIL



CANOPY COLUMN CONNECTION

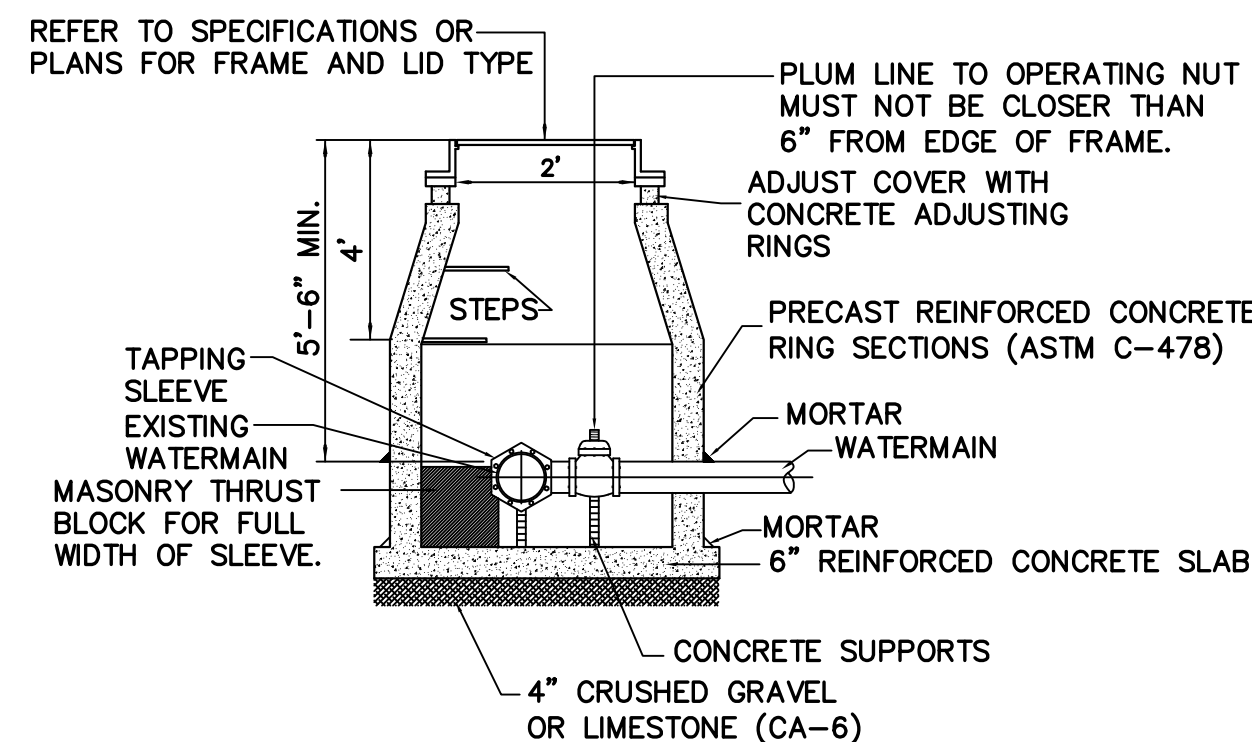


CLASS 1A
(FLEXIBLE PIPE, ASTM 2321-89)

TYPE B
(RIGID PIPE)

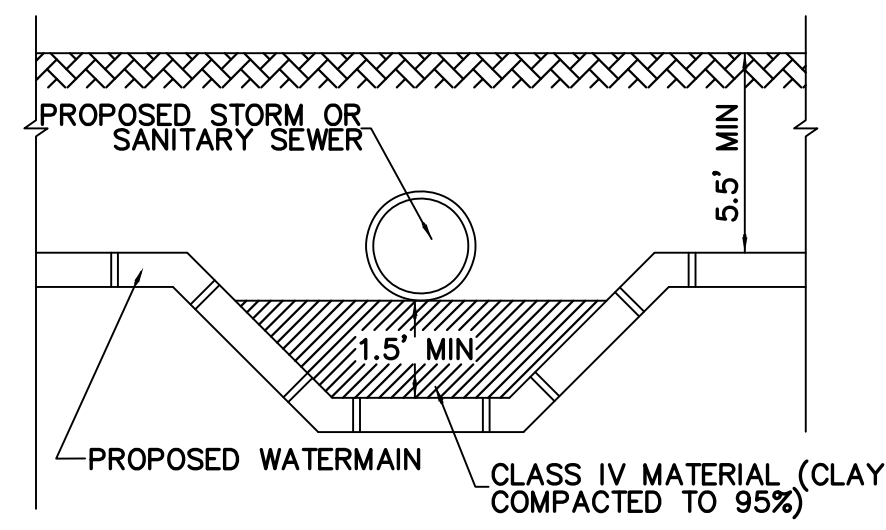
- NOTES:**
1. GRANULAR BEDDING IS NOT REQUIRED FOR WATER MAIN; HOWEVER, SOIL BASE BEDDING MUST BE COMPACTED AND STABLE MATERIAL.
 2. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH A FOUNDATION OF CLASS I OR II MATERIAL AS DEFINED IN ASTM D2321, "STANDARD PRACTICE FOR INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS," LATEST EDITION.
 3. MAXIMUM WIDTH OF TRENCH AT TOP OF PIPE FOR ALL CLASSES IS TO BE 4/3 INTERNAL DIAMETER PLUS 10" UNLESS SHEETING IS USED.
 4. MINIMUM COVER FOR PVC, HDPE, AND CMP IS 12" FROM THE TOP OF THE PIPE TO THE BOTTOM OF ASPHALT/OR TO BOTTOM OF CONCRETE PAVEMENT, OR TO FINISHED GRADE ELEVATION IN LANDSCAPED AREAS.
 5. TRENCH BACKFILL MUST BE WELL SPADED ON BOTH SIDES OF PIPE.
 6. TRENCH BACKFILL AND BEDDING MATERIALS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LABORATORY DENSITY PER ASTM D698.

TRENCH DETAIL



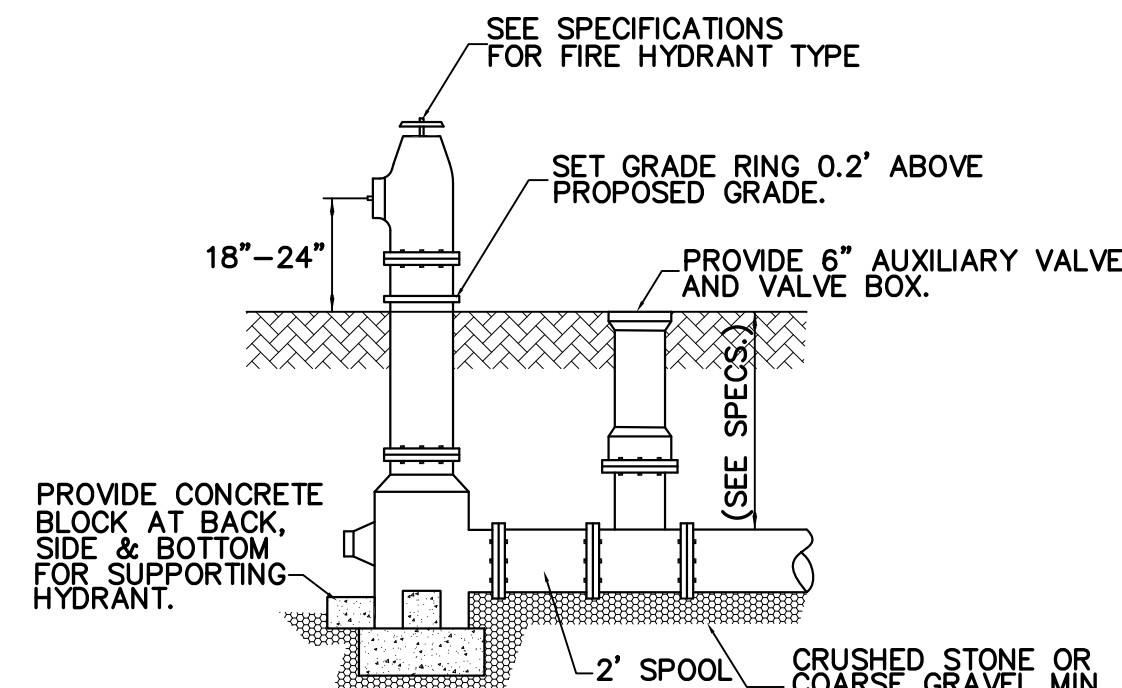
PRESSURE CONNECTION

- NOTES:**
1. 60" MINIMUM DIAMETER FOR ALL PRESSURE CONNECTIONS.
 2. PIPE OPENINGS TO BE CAST INTO WALL.



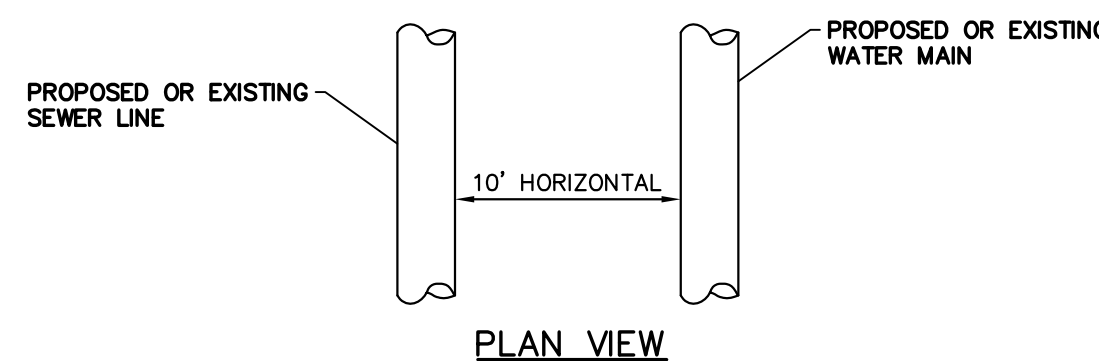
WATER MAIN CROSSING

- NOTE:**
1. USE MIN. 21 L.F. OF WATERMAIN CLASS PIPES (MIN. 10' ON EACH SIDE OF THE CROSSING). SEE SPECIFICATIONS FOR PIPE AND JOINT SPECIFICATIONS.



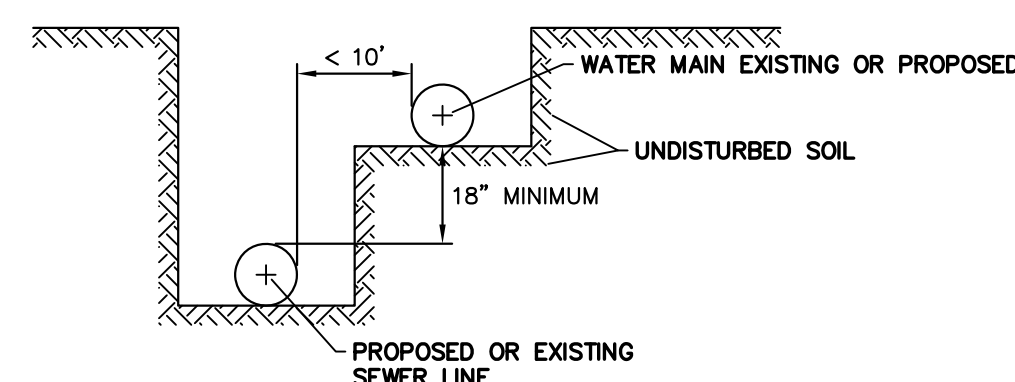
FIRE HYDRANT

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED. SEE ARTICLE 41-2.01A (1)

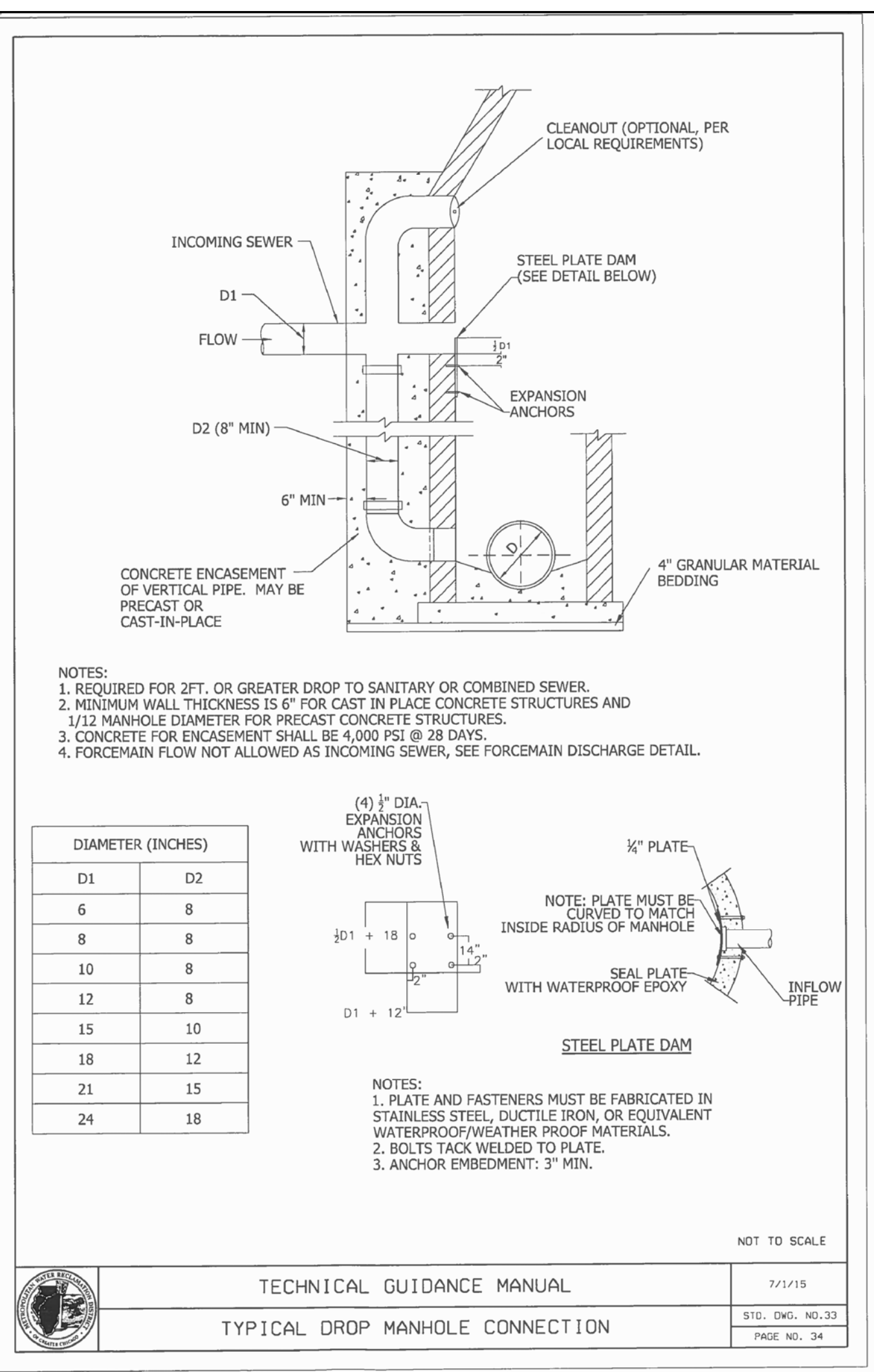


PLAN VIEW

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY. SEE ARTICLE 41-2.01B (2)

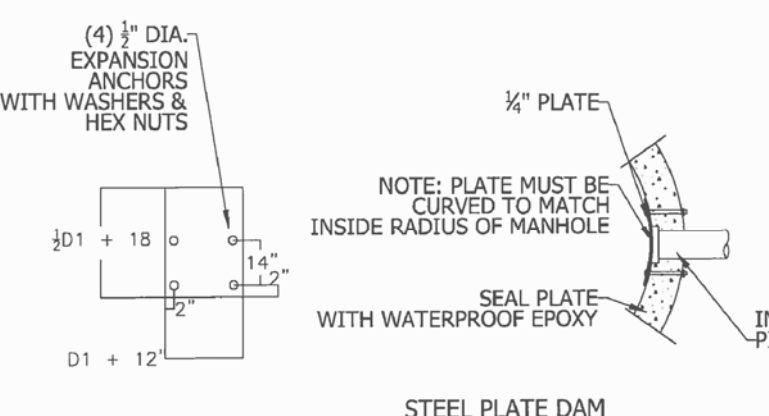


WATER AND SEWER SEPARATION REQUIREMENTS
HORIZONTAL SEPARATION



- NOTES:**
1. REQUIRED FOR 2FT. OR GREATER DROP TO SANITARY OR COMBINED SEWER.
 2. MINIMUM WALL THICKNESS IS 6" FOR CAST IN PLACE CONCRETE STRUCTURES AND 1/12 MANHOLE DIAMETER FOR PRECAST CONCRETE STRUCTURES.
 3. CONCRETE FOR ENCASEMENT SHALL BE 4,000 PSI @ 28 DAYS.
 4. FORCEMAIN FLOW NOT ALLOWED AS INCOMING SEWER, SEE FORCEMAIN DISCHARGE DETAIL.

DIAMETER (INCHES)	
D1	D2
6	8
8	8
10	8
12	8
15	10
18	12
21	15
24	18



- NOTES:**
1. PLATE AND FASTENERS MUST BE FABRICATED IN STAINLESS STEEL, DUCTILE IRON, OR EQUIVALENT WATERPROOF/WEATHER PROOF MATERIALS.
 2. BOLTS TACK WELDED TO PLATE.
 3. ANCHOR EMBEDMENT: 3" MIN.



TECHNICAL GUIDANCE MANUAL
TYPICAL DROP MANHOLE CONNECTION

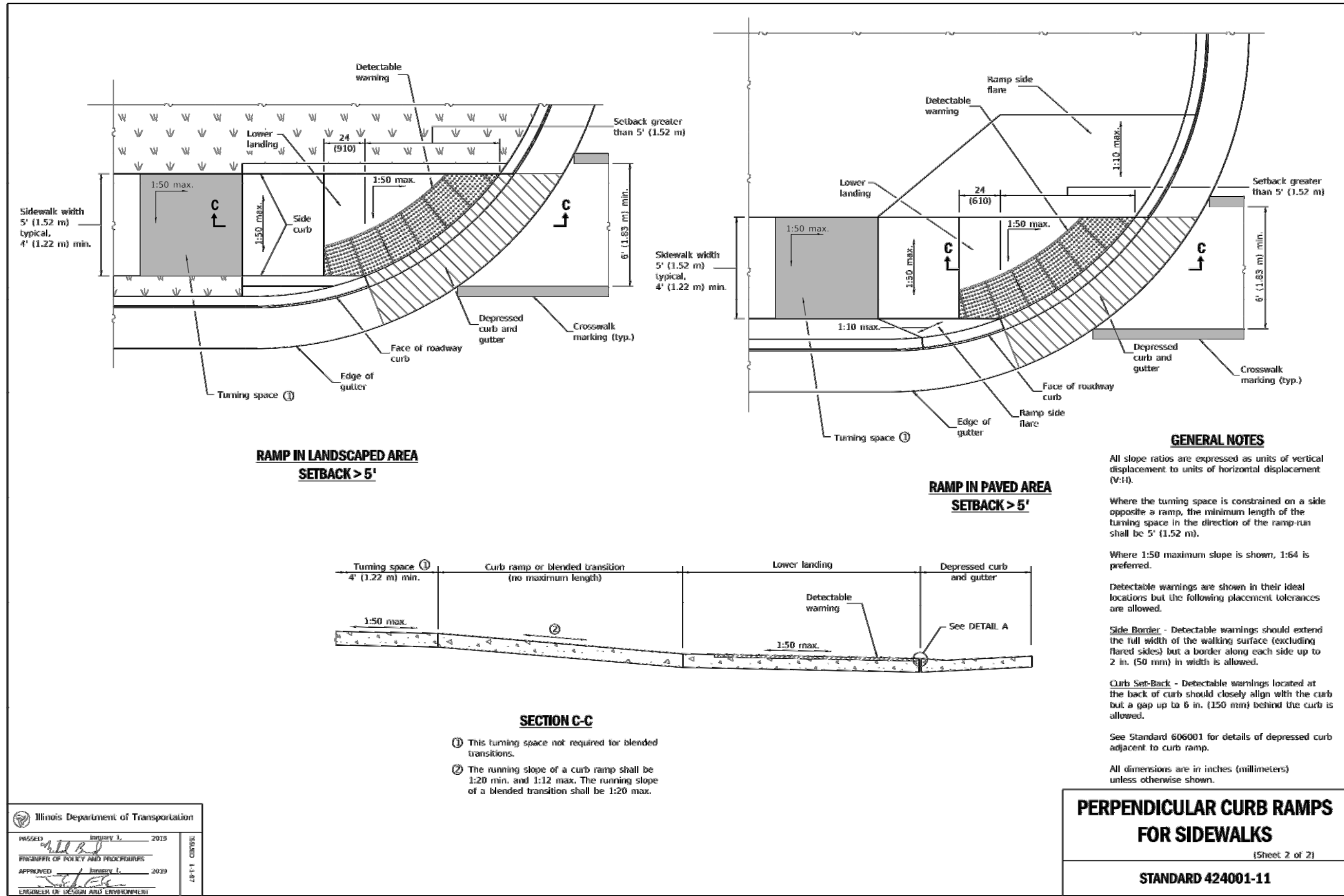
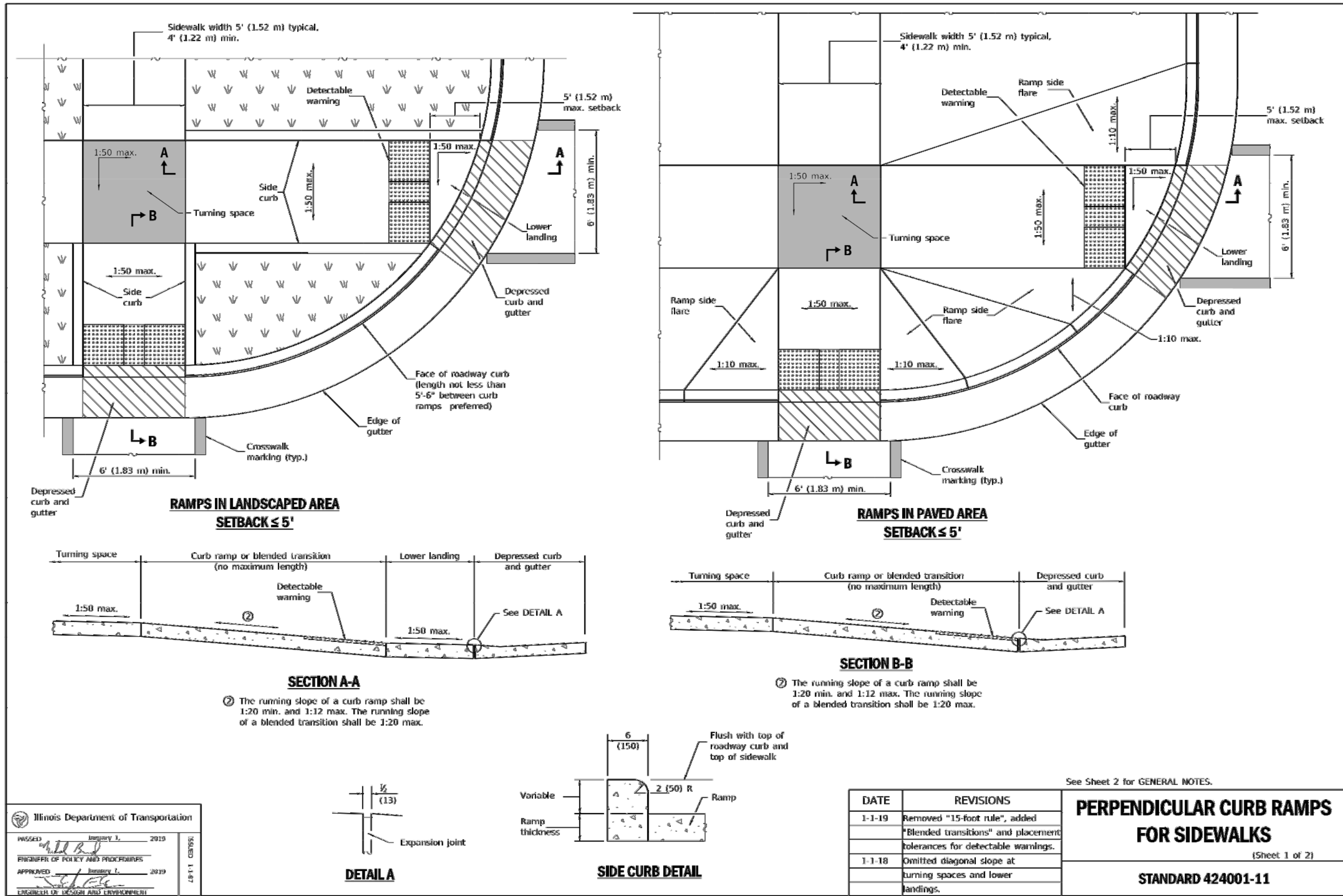
7/1/15
STD. ENG. NO. 23
PAGE NO. 34

DATE	1/15/19	NO.	1	REVISIONS	NO REVISIONS	NO.	2	REVISIONS PER VILLAGE REVIEW COMMENTS DATED 1/22/19
Prepared For: Vequity 400 N. State St Chicago, IL 60654 PROPOSED FUEL CENTER 1650 W. Algonquin Road Arlington Heights, Illinois								
Prepared By: Watermark Engineering Resources, Ltd 2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-371-5160 fax 630-236-8600 www.watermark-engineering.com								
CHECKED BY: B. PERRY	DESIGN BY: S. SIMAK	DRAWN BY: S. SIMAK	DATE: DECEMBER 7, 2018	SCALE: NONE	PROJECT NO.: 18-123	C-6		

PROJECT DETAILS

C-6

PROJECT DETAILS



IDOT DETAILS

CHECKED BY: B. PERRY
DESIGN BY: S. SIMAK
DRAWN BY: S. SIMAK
DATE: DECEMBER 7, 2018
SCALE:
PROJECT NO.: 18-123

Watermark Engineering
RESOURCES, LTD.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-575-1800 fax 630-238-8600 www.watermark-engineering.com

Prepared By:

PROPOSED FUEL CENTER
1650 W. Algonquin Road
Arlington Heights, Illinois

Prepared For:

NO.	REVISIONS	DATE
1	NO REVISIONS	1/15/19
2	REVISIONS PER VILLAGE REVIEW COMMENTS DATED 1/22/19	1/31/19

IDOT DETAILS

JOB NAME:
 TYPE NO.:
 CATALOG NO.:

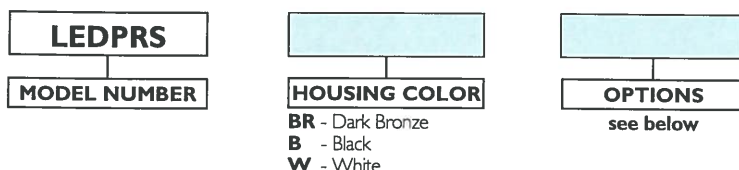


High-Lites

Pluralux Series Wet Location LED Emergency Lighting Units

ORDERING INFORMATION

Catalog Number: Example: LEDPRSWCL



OPTIONS	
CL	Cold Location Operation



Also available in black or white finishes



Standard with dark bronze finish

**Self-Diagnostic
Operation
Plus
High-Output
LED Lamp!**

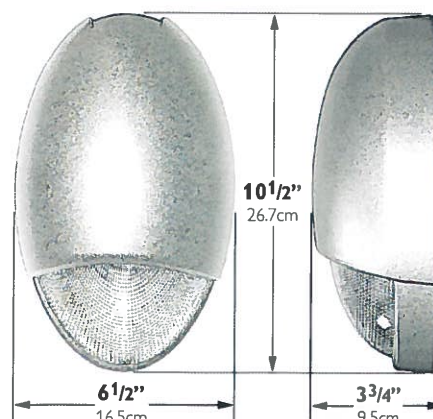
PRODUCT FEATURES

- Attractive, architectural styling
- Low profile design - meets ADA requirements
- Die-cast aluminum housing
- Choice of three decorator color finishes
- Self-diagnostic circuitry standard
- Ultra bright white LED lamps provide superior emergency lighting levels
- Polycarbonate lens and mirrored reflector provide even illumination
- Fast, easy wall mount installation
- Provision for back wiring or surface conduit entry
- Universal 120/277VAC input
- Fully automatic charger standard
- Maintenance-free nickel cadmium battery standard
- 90 minutes of emergency illumination
- Momentary test switch and AC ready indicator
- UL924 and UL Wet Location listed
- Suitable for damp and wet location applications
- Meets NFPA Life Safety Code 101, NEC and OSHA
- UL operating range 32°F to 122°F (0°C to 50°C)
- Cold location option allows operation range of -4°F to 122°F (-20°C to 50°C)

SPECIFICATIONS

Construction	Housings and backplates are constructed of rugged die-cast aluminum finished in scuff resistant, textured powder coat paint standard. All housings are sealed and gasketed for damp and wet location applications. Prismatic Lens: Unit lens is constructed of clear, high impact polycarbonate.
Installation	The housing backplate provides knockouts for mounting the unit to wall surfaces and/or standard 3 1/2" and 4" utility boxes. Wiring: Knockouts in the unit backplate allow rear wiring input from utility boxes. An entry point is also provided on the top of the unit housing to allow connection to rigid surface conduit.
Illumination	Emergency illumination is provided by 4.8V, 5W ultra bright white LED. Prismatic lenses provide bright, even, glare-free operation in a wide pattern across the path of egress.
Electronics	• Dual input 120/277VAC, 60 Hz • AC-On indicator light and test switch • Automatic, constant current charger • AC Lockout protection • Low voltage battery disconnect • Automatic brownout protection
Power Consumption	Input Power: 10W (maximum charge), 3.5W ready state
Battery	4.8V nickel cadmium sealed maintenance free battery. Optimum operating temperature range: 32°F to 122°F (0°C to 50°C). Provides a minimum of 90 minutes of full output emergency illumination.
Code Compliance	Listed to UL924. Meets NFPA Life Safety Code 101. Complies with NEC and OSHA.
Warranty	Limited 3-year warranty, 5-year nickel cadmium pro-rata battery warranty.

DIMENSIONS



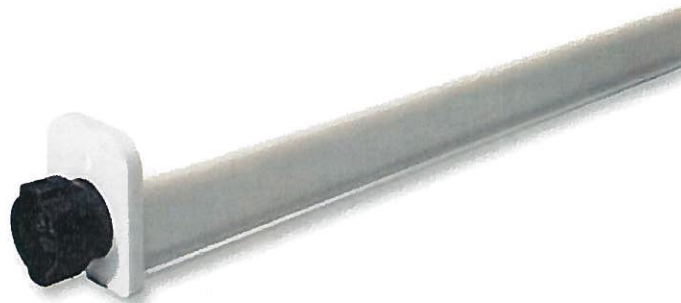
NOTE: Dimensions and specifications subject to change without notice.
 Form 1278A 04/12 © 2006 Philips group

Specifications are subject to change without notice. Consult website for latest version of this spec sheet.
 Crescent/Stonco • 200 Franklin Square Drive • Somerset, NJ 08873 • www.crescentlighting.com

Crescent is a Philips company



GE
Lighting



Batten LED Luminaire

Utility Lighting and More.

New **Batten LED Luminaire** gives you more performance in tight, demanding situations where cold and damp conditions along with the outdoor elements come into play. It brings the money-saving benefits of GE LED technology to ATMs, awnings, drive-thru areas... places where dependable utilitarian light is required.



More Lighting Performance

- Maximizes coverage through wide, uniform Lambertian light distribution
- Extruded plastic design protects against moisture, dust and damage
- No decrease of light output in cold settings—as can happen with fluorescent
- Can be used in -40°C to 60°C (-40°F to 140°F)
- Lumen Output: 400 lumens/foot
- 50,000-hour rated life
- Color Temperatures: 7100K, 5000K, 4000K, 3000K
- Sizes: 2ft, 4ft, 8ft

Applications:

- LED Luminaire Fixture
- Awnings
- ATMs
- Drive-thrus

More Savings on Installation and Operation

- Installation is fast and easy with mounting clips
- Integrated power supply eliminates separate drivers
- Easily daisy chain (jumper wire & end-to-end) up to 40 feet of product
- Energy Consumption: 4.5 System watts/ft
- Input Voltage: 90-277 VAC
- Damp Rated
- IP66 Tested
- For use in damp applications



Batten LED Luminaire comes in 3 sizes 2ft, 4ft & 8ft



imagination at work

Components

SKU	Description	Long Description	Package Quantity
94456	GEW102432BAT-SY	GE 24" 3000K LED Fixture Single Unit	1 Fixture per box
94455	GEW102441BAT-SY	GE 24" 4000K LED Fixture Single Unit	1 Fixture per box
94459	GEW104832BAT-SY	GE 48" 3000K LED Fixture Single Unit	1 Fixture per box
94458	GEW104841BAT-SY	GE 48" 4000K LED Fixture Single Unit	1 Fixture per box
94462	GEW109641BAT-SY	GE 96" 3000K LED Fixture Single Unit	1 Fixture per box
94461	GEW109641BAT-SY	GE 96" 4000K LED Fixture Single Unit	1 Fixture per box
64409	GEW102432BAT	GE 24" 3000K LED Fixtures	4 Fixtures per box
64430	GEW102441BAT	GE 24" 4000K LED Fixtures	4 Fixtures per box
64431	GEW102450BAT	GE 24" 5000K LED Fixtures	4 Fixtures per box
94454	GEW102471BAT	GE 24" 7100K LED Fixtures	4 Fixtures per box
64432	GEW104832BAT	GE 48" 3000K LED Fixtures	4 Fixtures per box
64433	GEW104841BAT	GE 48" 4000K LED Fixtures	4 Fixtures per box
64434	GEW104850BAT	GE 48" 5000K LED Fixtures	4 Fixtures per box
94457	GEW104871BAT	GE 48" 7100K LED Fixtures	4 Fixtures per box
64472	GEW109632BAT	GE 96" 3000K LED Fixtures	4 Fixtures per box
64473	GEW109641BAT	GE 96" 4000K LED Fixtures	4 Fixtures per box
65653	GEW109650BAT	GE 96" 5000K LED Fixtures	4 Fixtures per box
94460	GEW109671BAT	GE 96" 7100K LED Fixtures	4 Fixtures per box
96440	GERBL-02FP-10-LC72IN	GE 6ft Leader Cable	1 Leader Cables per bag
96441	GERBL-02MG-10-JC24IN	GE 2ft Jumper Cable	1 Jumper Cables per bag
96442	GEMOUNTCLP	GE Mounting Clips	12 clips per bag

Technical Specifications

Specification Item	Wavelength	Typical Brightness (lumens/fixture)	Energy Consumption (System/Module)	Maximum Run Length	Light Distribution	Dimensions
Batten LED Luminaire 2 Foot	7100K, 5000K 4000K, 3000K	800	9.00	40 ft/12 meters	Lambertian	24.7 in x 1.48 in x 2.02 in
Batten LED Luminaire 4 Foot	7100K, 5000K 4000K, 3000K	1600	16.00	40 ft/12 meters	Lambertian	46.7 in x 1.48 in x 2.02 in
Batten LED Luminaire 8 Foot	7100K, 5000K 4000K, 3000K	3200	32.00	40 ft/12 meters	Lambertian	90.9 in x 1.48 in x 2.02 in

Specification Item	Specification
Applications	Awnings, Drive Thru, ATM
Operating Environment	-40 °C to +60 °C
Voltage	120- 277 VAC
Warranty	GE offers a limited system warranty of up to five (5) years
System Certifications	UL Classified #E320964



**Batten fixtures become cut-off
once mounted under a canopy**



www.gelighting.com

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SIGN128 (Rev 10/01/14)

GE
Lighting

Evolve™ LED Area Light

Scalable Area Light (EASC)



imagination at work

Product Features

The next evolution of the GE Evolve™ LED Area Light continues to deliver outstanding features, while adding greater flexibility, style and scalability. This latest design offers higher lumen outputs and provides photometric combinations with high efficacy, providing the ability to meet even a wider range of area lighting needs. Additionally, the new EASC Evolve Luminaire comes with a specially designed auto dealership optic for exceptional illuminance on the dealership's front row. Optional programmable motion sensing for Title 24 compliance is available.

Applications

- Site, area, and general lighting applications utilizing advanced LED optical system providing high uniformity, excellent vertical light distribution, reduced offsite visibility, reduced on-site glare and effective security light levels.
- Ideal for small to large retailers, commercial to medical properties, and big box retailers.

Housing

- Die-cast aluminum housing.
- Slim architectural design incorporates an integral heat sink and light engine, ensuring maximum heat transfer, long LED life, and a reduced Effective Projected Area (EPA).
- Meets 3G vibration standards per ANSI C136.31-2010 for Slipfitter and Mounting Arm configurations. Meets 1.5G vibration standards for Knuckle Slipfitter Mounting.

LED & Optical Assembly

- Structured LED arrays for optimized area light photometric distribution.
- Evolve light engine with directional reflectors designed to optimize application efficiency and minimize glare.
- Utilizes high brightness LEDs, 70 CRI at 4000K and 5000K typical.

Lumen Maintenance

- Projected L90>100,000 hours per IES TM-21
- Projected Lxx per IES TM-21 at 25°C for reference:

Optical Code	Lxx (10k) @ Hours*		
	25,000 hr	50,000 hr	100,000 hr
All (up to 398 Watts)	L98	L95	L91

Note:

- *Projected Lxx based on LM80 (10,000 hour testing). **Projected Lxx based on LM80 (6,000 hour testing).
- DOE Lighting Facts Verification Testing Tolerances apply to initial luminous flux and lumen maintenance measurements.

Lumen Ambient Temperature Factors:

Ambient Temperature: (°C)	Initial Flux Factor
10	1.02
20	1.01
25	1.00
30	0.99
40	0.98



DLC Standard qualified models available. Most SKUs of L-Series & V-Series will not meet DLC 4.1. Please refer to <http://www.designlights.org/QPL> for complete information.

Ratings

- listed, suitable for wet locations.
- listed with option code "J" SKUs.
- IP65 rated optical enclosure per ANSI C136.25-2009.
- Temperature rated at -40° to 50°C (-40° to 35°C for fixtures over 390 watts).
- Upward Light Output Ratio (ULOR) = 0. This means full cutoff
- Title 24 compliant with "H" motion sensor option.
- Compliant with the material restriction requirements of RoHS.

Mounting

Option A

- 10-inch (254mm) mounting arm for square pole prewired with 24-inch (610mm) leads.

Option B

- 10-inch (254mm) mounting arm for round pole prewired with 24-inch (610mm) leads.

Option C

- Slipfitter mounting for 2 3/8-inch (60mm) O.D. pipe prewired with 24-inch (610mm) leads.

Option D

- 10-inch (254mm) mounting arm for round or square pole prewired with 24-inch (610mm) leads.

Option S

- Knuckle Slipfitter mounting for 2.3-3" O.D. pipe, pre-wired with 24-inch (610mm) leads.

Finish

- Corrosion resistant polyester powder painted, minimum 2.0 mil. thickness.
- Standard colors: Black & Dark Bronze.
- RAL & custom colors available.

Electrical

- 120-277 volt and 347-480 volt available.
- System power factor is >90% and THD <20%.*
- Class "A" sound rating.
- Photo electric sensors (PE) available for all voltages.
- ANSI C136.41 dimmable PE receptacle is available making the unit "adaptive controls ready."
- Surge Protection Options:
For 120-277VAC and 347-480VAC per IEEE/ANSI C136.2-2015.
 - 6kV/3kA "Basic" surge protection, standard.
 - 10kV/5kA "Enhanced" surge protection available with R option.

* System power factor and THD is tested and specified at 120V input and maximum load conditions.

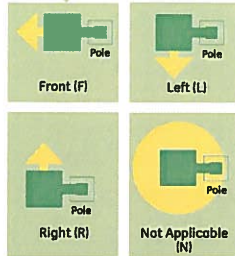
Ordering Number Logic

Evolve™ LED Scalable Area Light (EASC)



E A S C

PROD. ID	PHOTOMETRIC	VOLTAGE	OPTICAL CODE	DISTRIBUTION ORIENTATION	DRIVE CURRENT	LED COLOR TEMP	PE FUNCTION	MOUNTING ARM	COLOR	OPTIONS
E = Evolve A = Area S = Scalable	C = Photometric Series	0 = 120 - 277 1 = 120* 2 = 208* 3 = 240* 4 = 277* 5 = 480* D = 347* H = 347-480 *Specify single voltage if fuse option is selected.		F = Front L = Left R = Right N = Not Applicable	5 = 525mA 7 = 700mA* * Only select for product 395W. Light pattern thrown in direction specified in relation to Pole and Fixture.	40 = 4000K 50 = 5000K	1 = None A = ANSI C136.41 7-pin dimming PE Receptacle †# D = ANSI C136.41 7-pin dimming PE Receptacle with Shorting Cap †#	A = 10" Arm for Square Pole supplied with leads B = 10" Arm for Round Pole supplied with leads C = EXT Slip-fitter 2" Pipe (2.378 in. OD) supplied with leads D = 10" Arm for round or square poles, supplied with leads and additional hardware S = Knuckle Slipfitter for 2.3 in. - 3.0 in. OD Tenon, supplied with leads. 0-45° vertical aiming angles achievable.	BLCK = Black DKBZ = Dark Bronze GRAY = Gray WHITE = White Contact manufacturer for other colors.	C = IEC D = Dimming (0-10 Volt Input)† F = Fusing H = Motion Sensor** J = cUL/Canada R = 10kV Extra Surge Protection XXX = Special Options † Dimming leads will be provided through the back of the arm, unless specified with A or D PE Function. ** When ordering Motion Sensing Option H - "A" or "B" Mounting Arm must be selected. Fixture power increase of 1W expected with sensor use. # Dimming is standard with H option code. Do not also select D option. Not compatible with PE receptacle options A, or D.

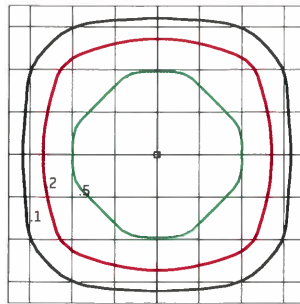


	OPTICAL CODE	TYPE	TYPICAL INITIAL LUMENS	TYPICAL SYSTEM WATTAGE	DISTRIBUTION ORIENTATION AVAILABLE	BUG RATING* 4000K & 5000K			IES FILE NUMBER		
						B	U	G	4000K	5000K	
TYPE V	D5	Symmetric Medium	8300	82	N	3	0	2	EASC_D5N540	IES	EASC_D5N550
	E5	Symmetric Medium	12700	119	N	4	0	2	EASC_E5N540	IES	EASC_E5N550
	F5	Symmetric Medium	15000	137	N	4	0	2	EASC_F5N540	IES	EASC_F5N550
	G5	Symmetric Medium	17100	156	N	4	0	2	EASC_G5N540	IES	EASC_G5N550
	H5	Symmetric Medium	21200	199	N	4	0	2	EASC_H5N540	IES	EASC_H5N550
	J5	Symmetric Medium	25200	235	N	5	0	3	EASC_J5N540	IES	EASC_J5N550
	K5	Symmetric Medium	30000	283	N	5	0	3	EASC_K5N540	IES	EASC_K5N550
	L5	Symmetric Medium	38000	395	N	5	0	4	EASC_L5N740	IES	EASC_L5N750
	N5	Symmetric Short	9200	82	N	3	0	1	EASC_N5N540	IES	EASC_N5N550
	P5	Symmetric Short	13800	119	N	3	0	2	EASC_P5N540	IES	EASC_P5N550
TYPE IV	Q5	Symmetric Short	16400	137	N	4	0	2	EASC_Q5N540	IES	EASC_Q5N550
	R5	Symmetric Short	18700	156	N	4	0	2	EASC_R5N540	IES	EASC_R5N550
	S5	Symmetric Short	23100	199	N	4	0	2	EASC_S5N540	IES	EASC_S5N550
	T5	Symmetric Short	27400	235	N	4	0	2	EASC_T5N540	IES	EASC_T5N550
	U5	Symmetric Short	33000	283	N	5	0	2	EASC_U5N540	IES	EASC_U5N550
	V5	Symmetric Short	41500	395	N	5	0	3	EASC_V5N740	IES	EASC_V5N750
	A4	Asymmetric Forward	4200	44	F, L, R	1	0	1	EASC_A4F540	IES	EASC_A4F550
	B4	Asymmetric Forward	6500	62	F, L, R	1	0	2	EASC_B4F540	IES	EASC_B4F550
	C4	Asymmetric Forward	7600	72	F, L, R	1	0	2	EASC_C4F540	IES	EASC_C4F550
	D4	Asymmetric Forward	8700	82	F, L, R	1	0	2	EASC_D4F540	IES	EASC_D4F550
TYPE III	E4	Asymmetric Forward	12900	119	F, L, R	2	0	3	EASC_E4F540	IES	EASC_E4F550
	F4	Asymmetric Forward	15400	144	F, L, R	2	0	3	EASC_F4F540	IES	EASC_F4F550
	G4	Asymmetric Forward	17100	156	F, L, R	2	0	3	EASC_G4F540	IES	EASC_G4F550
	H4	Asymmetric Forward	21200	199	F, L, R	3	0	4	EASC_H4F540	IES	EASC_H4F550
	J4	Asymmetric Forward	25200	235	F, L, R	3	0	4	EASC_J4F540	IES	EASC_J4F550
	K4	Asymmetric Forward	30000	283	F, L, R	3	0	5	EASC_K4F540	IES	EASC_K4F550
	L4	Asymmetric Forward	38300	395	F, L, R	3	0	5	EASC_L4F740	IES	EASC_L4F750
	A3	Asymmetric Wide	4700	44	F, L, R	1	0	1	EASC_A3F540	IES	EASC_A3F550
	B3	Asymmetric Wide	7100	62	F, L, R	1	0	1	EASC_B3F540	IES	EASC_B3F550
	C3	Asymmetric Wide	8300	72	F, L, R	1	0	2	EASC_C3F540	IES	EASC_C3F550
TYPE II	D3	Asymmetric Wide	9500	82	F, L, R	2	0	2	EASC_D3F540	IES	EASC_D3F550
	E3	Asymmetric Wide	13900	119	F, L, R	2	0	2	EASC_E3F540	IES	EASC_E3F550
	F3	Asymmetric Wide	16800	144	F, L, R	2	0	2	EASC_F3F540	IES	EASC_F3F550
	G3	Asymmetric Wide	18700	156	F, L, R	2	0	2	EASC_G3F540	IES	EASC_G3F550
	H3	Asymmetric Wide	23100	199	F, L, R	3	0	3	EASC_H3F540	IES	EASC_H3F550
	J3	Asymmetric Wide	27400	235	F, L, R	3	0	3	EASC_J3F540	IES	EASC_J3F550
	K3	Asymmetric Wide	33000	283	F, L, R	3	0	4	EASC_K3F540	IES	EASC_K3F550
	L3	Asymmetric Wide	41500	395	F, L, R	3	0	4	EASC_L3F740	IES	EASC_L3F750
	A2	Asymmetric Narrow	4600	44	F, L, R	1	0	1	EASC_A2F540	IES	EASC_A2F550
	B2	Asymmetric Narrow	6800	62	F, L, R	1	0	1	EASC_B2F540	IES	EASC_B2F550
TYPE I	C2	Asymmetric Narrow	8000	72	F, L, R	2	0	2	EASC_C2F540	IES	EASC_C2F550
	D2	Asymmetric Narrow	9100	82	F, L, R	2	0	2	EASC_D2F540	IES	EASC_D2F550
	E2	Asymmetric Narrow	13400	119	F, L, R	2	0	2	EASC_E2F540	IES	EASC_E2F550
	F2	Asymmetric Narrow	16200	144	F, L, R	3	0	3	EASC_F2F540	IES	EASC_F2F550
	G2	Asymmetric Narrow	18000	156	F, L, R	3	0	3	EASC_G2F540	IES	EASC_G2F550
	H2	Asymmetric Narrow	22300	199	F, L, R	3	0	3	EASC_H2F540	IES	EASC_H2F550
	J2	Asymmetric Narrow	26500	235	F, L, R	3	0	3	EASC_J2F540	IES	EASC_J2F550
	K2	Asymmetric Narrow	31900	283	F, L, R	3	0	4	EASC_K2F540	IES	EASC_K2F550
	L2	Asymmetric Narrow	40000	395	F, L, R	4	0	4	EASC_L2F740	IES	EASC_L2F750
	KA	Asymmetric 100° Wide Auto	35400	283	F, L, R	4	0	3	EASC_KAF540	IES	EASC_KAF550
	LA	Asymmetric 100° Wide Auto	46900	398	F, L, R	5	0	4	EASC_LAF740	IES	EASC_LAF750

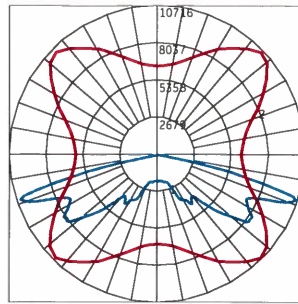
*Rating values for B and G are based on rated lumens and may vary due to flux tolerances.

Photometrics

EASC Type V - Symmetric Medium (K5)
30,000 Lumens, 5000K (EASC_K5N550_.ies)

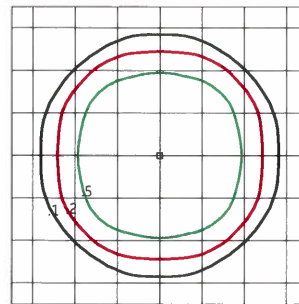


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

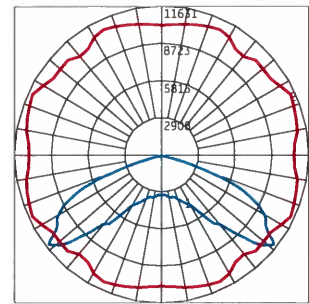


— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 72°

EASC Type V - Symmetric Short (U5)
33,000 Lumens, 5000K (EASC_USN550_.ies)

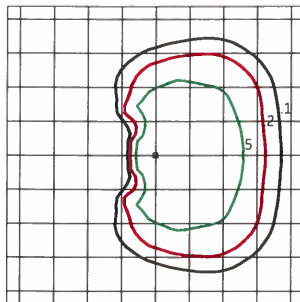


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

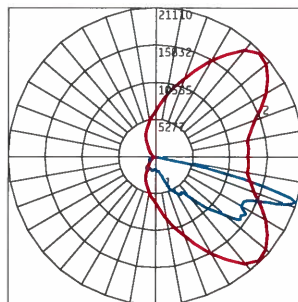


— Vertical plane through horizontal angle of maximum candlepower at 20°
— Vertical plane through horizontal angle of 52°

EASC Type IV - Asymmetric Forward (K4)
30,000 Lumens, 5000K (EASC_K4F550_.ies)

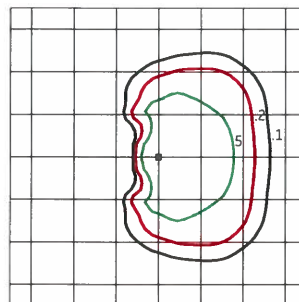


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

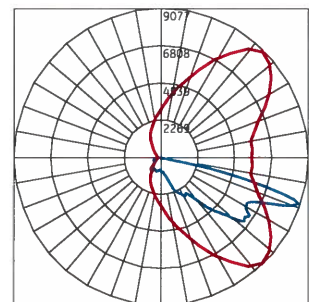


— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 72°

EASC Type IV - Asymmetric Forward (E4)
12,900 Lumens, 5000K (EASC_E4F550_.ies)

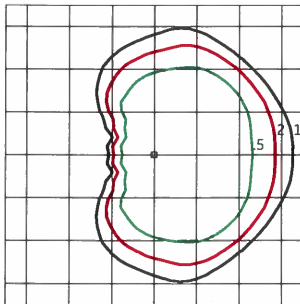


Grid Distance in Units of Mounting Height at 30' Initial Footcandle Values at Grade

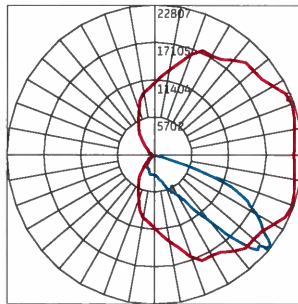


— Vertical plane through horizontal angle of maximum candlepower at 45°
— Vertical plane through horizontal angle of 72°

EASC Type III - Asymmetric Wide (K3)
33,000 Lumens, 5000K (EASC_K3F550_.ies)

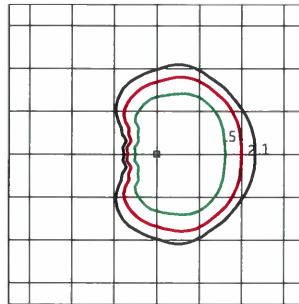


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

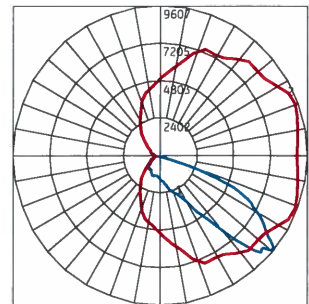


— Vertical plane through horizontal angle of maximum candlepower at 20°
— Vertical plane through horizontal angle of 52°

EASC Type III - Asymmetric Wide (E3)
13,900 Lumens, 5000K (EASC_E3F550_.ies)

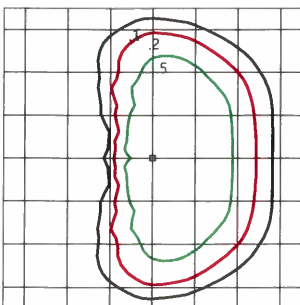


Grid Distance in Units of Mounting Height at 30' Initial Footcandle Values at Grade

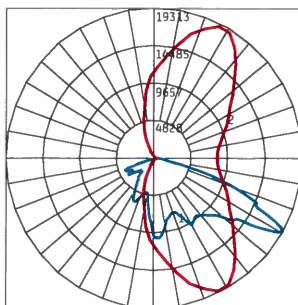


— Vertical plane through horizontal angle of maximum candlepower at 20°
— Vertical plane through horizontal angle of 52°

EASC Type II - Asymmetric Narrow (K2)
31,900 Lumens, 5000K (EASC_K2F550_.ies)

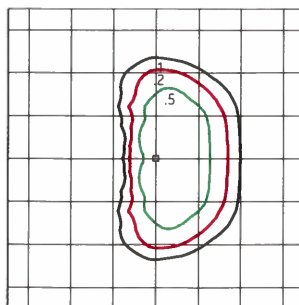


Grid Distance in Units of Mounting Height at 40' Initial Footcandle Values at Grade

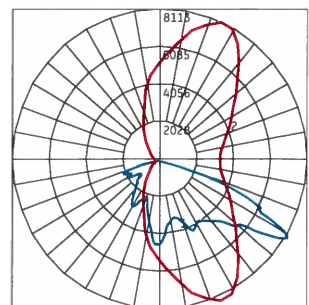


— Vertical plane through horizontal angle of maximum candlepower at 65°
— Vertical plane through horizontal angle of 60°

EASC Type II - Asymmetric Narrow (E2)
13,400 Lumens, 5000K (EASC_E2F550_.ies)



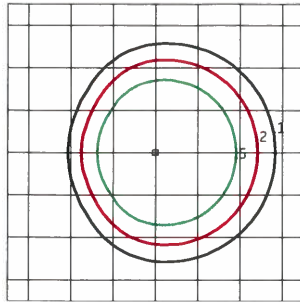
Grid Distance in Units of Mounting Height at 30' Initial Footcandle Values at Grade



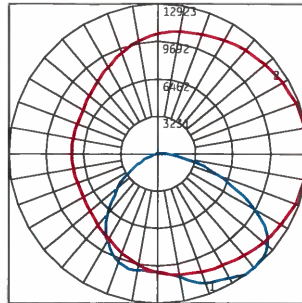
— Vertical plane through horizontal angle of maximum candlepower at 65°
— Vertical plane through horizontal angle of 60°

Photometrics

EASC Type II - Assymetric Auto (KA)
35,400 Lumens, 5000K (EASC_KAF550__ies)

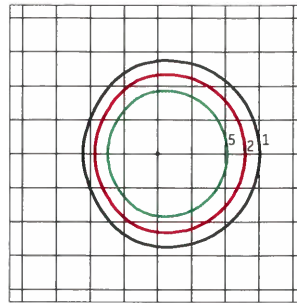


Grid Distance in Units
of Mounting Height at 40' Initial
Footcandle Values at Grade

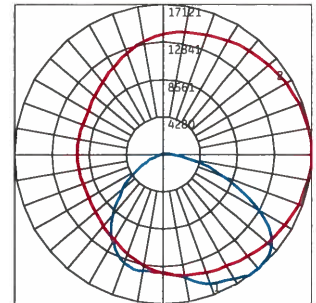


— Vertical plane through horizontal angle
of maximum candlepower at 0°
— Vertical plane through horizontal angle of 37°

EASC Type II - Assymetric Auto (LA)
46,900 Lumens, 5000K (EASC_LAF750__ies)



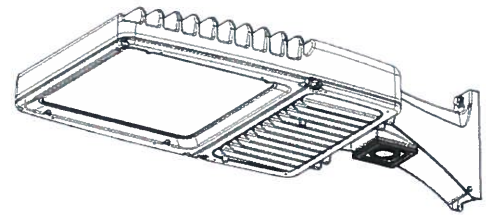
Grid Distance in Units
of Mounting Height at 40' Initial
Footcandle Values at Grade



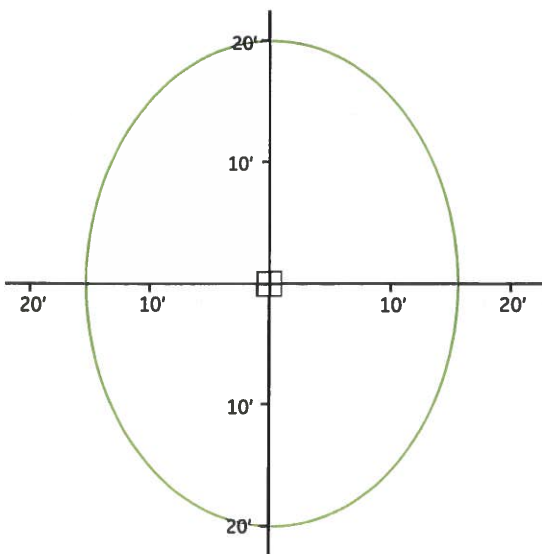
— Vertical plane through horizontal angle
of maximum candlepower at 0°
— Vertical plane through horizontal angle of 37°

H-Motion Sensing Option:

- Intended for high mounting applications, between 15-30ft (4.57-9.14m). For mounting heights exceeding 30ft, pole mounted sensors are recommended.
 - Provides a coverage area radius for walking motion of 15-20ft (4.57-6.10m).
 - Provides 270° of coverage (~90° is blocked by the pole).
 - Comes standard with 50% dimmed light output with no occupancy, and full power at occupancy.
 - Comes standard with photocell function. Note: It is not necessary to also purchase PE receptacle or control.
 - Comes standard with a 5 minute occupancy time delay and a 5 minute ramp-down to the 50% dimmed level.
 - Must order with decorative mounting arm options "A" or "B".
 - Fixture power increase of 1W expected with sensor use.
- Note: Standard options may be reprogrammed in the field. Reprogramming instructions included in product shipment.



Sensor Pattern:



Sensing Pattern Area Fixture
Up to 30 ft.

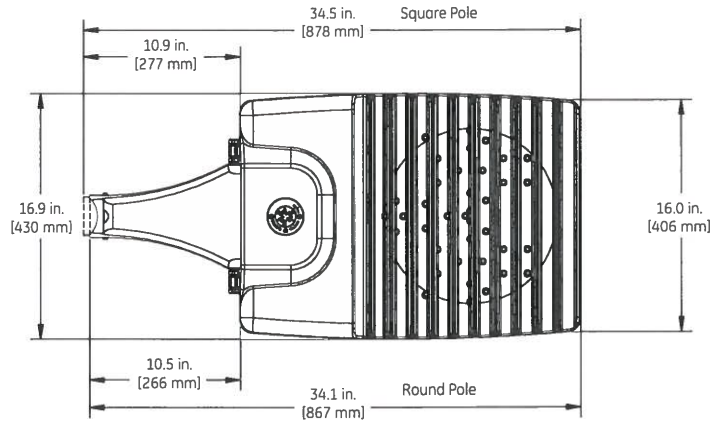
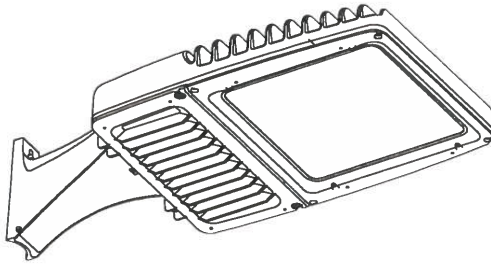
Product Dimensions

(Option A) 10" Arm for Square Pole Mount

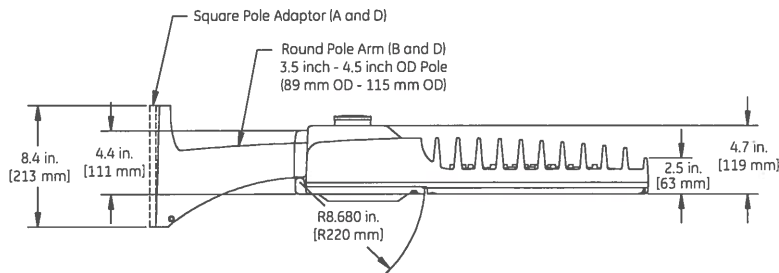
(Option B) 10" Arm for Round Pole Mount

(Option D) 10" Arm for Square Pole Mount or Round Pole Mount

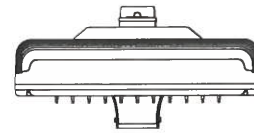
Option D includes all mounting hardware in Option A and Option B



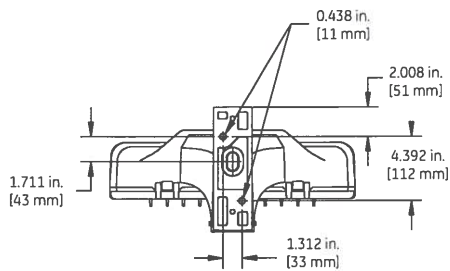
TOP VIEW



SIDE VIEW

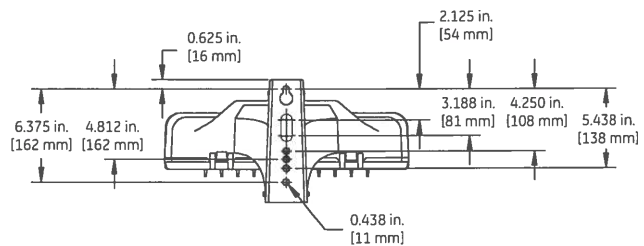


FRONT VIEW



BACK VIEW

Option A and D Square Pole
3.5 inch - 4.5 inch Pole
(89 mm - 115 mm)



BACK VIEW

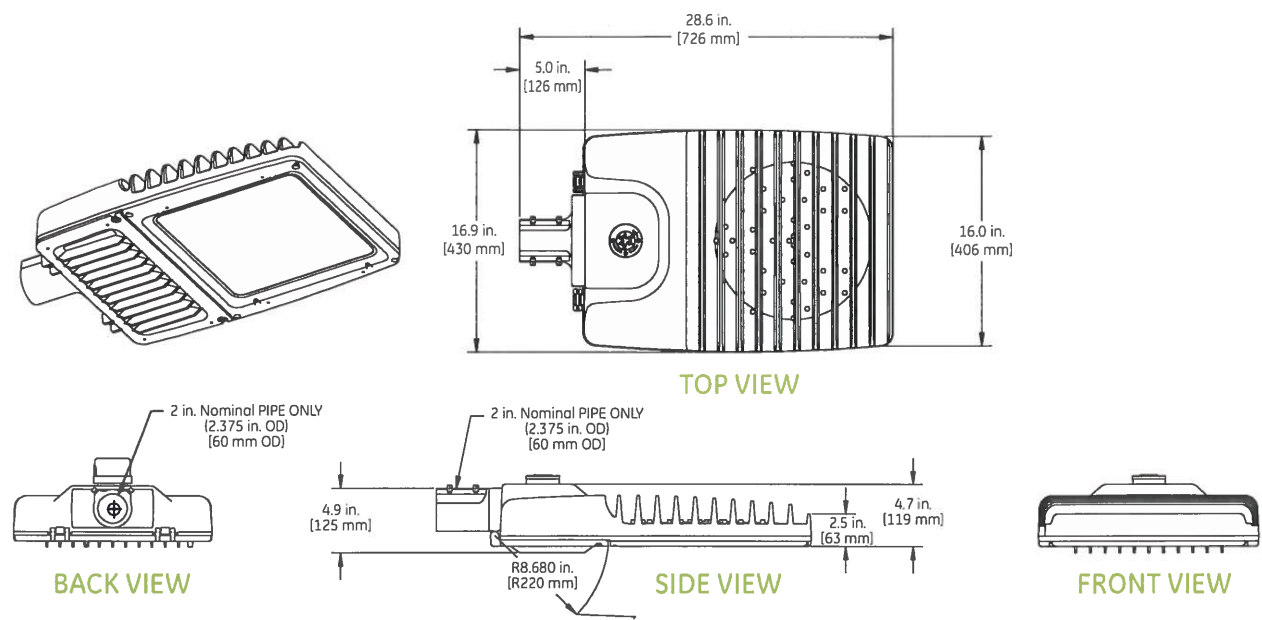
Option B and D Round Pole
3.5 inch - 4.5 inch OD Pole
(89 mm OD - 115 mm OD)

DATA

- Approximate net weight: 43-47 lbs (19.50 - 21.32 kgs)
Contact manufacturer for specific configuration weight.
- Effective Projected Area (EPA) with 10" Mounting Arm: 0.97 sq ft max (0.09 sq m)

Product Dimensions

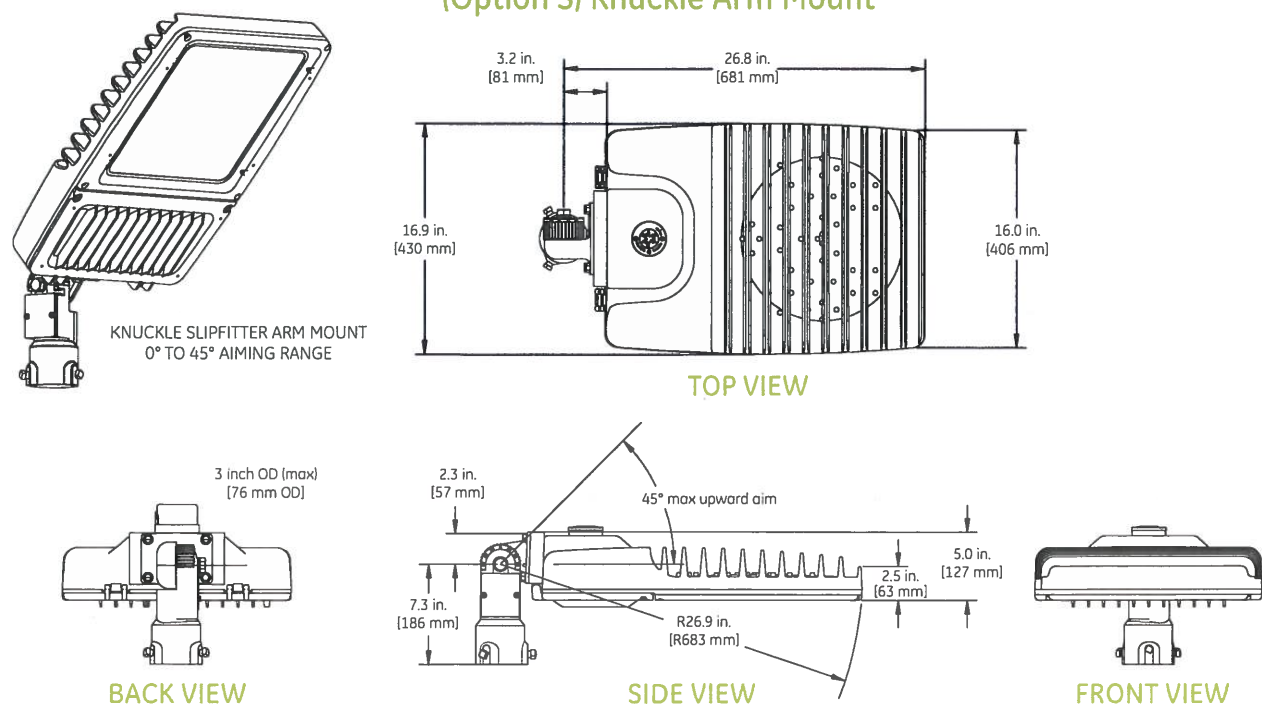
(Option C) Slipfitter Arm Mount



DATA

- Approximate net weight: 41-45 lbs (18.60 - 20.41 kgs)
Contact manufacturer for specific configuration weight.
- Effective Projected Area (EPA) with Slipfitter: 0.47 sq ft max (0.04 sq m)

(Option S) Knuckle Arm Mount



DATA

- Approximate net weight: 41-45 lbs (18.60 - 20.41 kgs)
Contact manufacturer for specific configuration weight.
- Effective Projected Area (EPA) with fixture mounted at 45° upward: 1.97 sq ft max

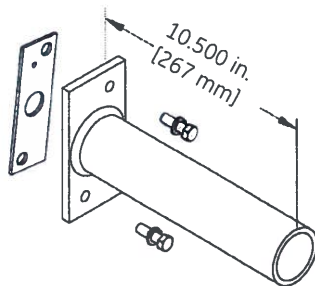
Mounting Information

Mounting Arms for Slipfitter

Order separately with Mounting Option C (External Slipfitter)

SQUARE POLE MOUNTING ARM

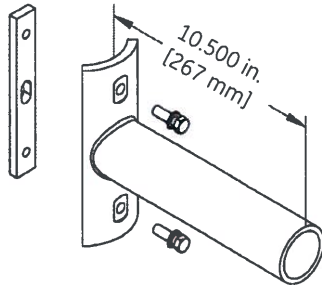
3.5 TO 4.5-inch (89 to 114mm) SQUARE
(WILL ALLOW 4 FIXTURES PER POLE @ 90 DEGREES.)



ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
SPA-EAMT10BLCK "Black"
SPA-EAMT10DKBZ "Dark Bronze"

ROUND POLE MOUNTING ARM

3.5 TO 4.5-inch (89 to 114mm) OD
(WILL ALLOW 4 FIXTURES PER POLE @ 90 DEGREES.)



ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
RPA-EAMT10BLCK "Black"
RPA-EAMT10DKBZ "Dark Bronze"

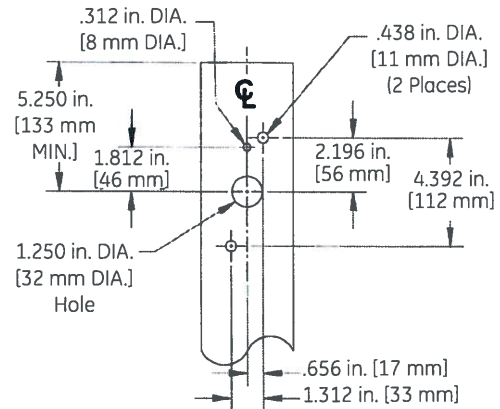
Wall Mounting Bracket Adapter Plate

ORDER SEPARATELY FROM FIXTURE AS CATALOG NUMBER
WMB-EAMT06

***NOTE: For Wall Mounting, order luminaire with mounting arm: C = EXT Slip-fitter 2" Pipe (2.378 in. OD) supplied with leads.**

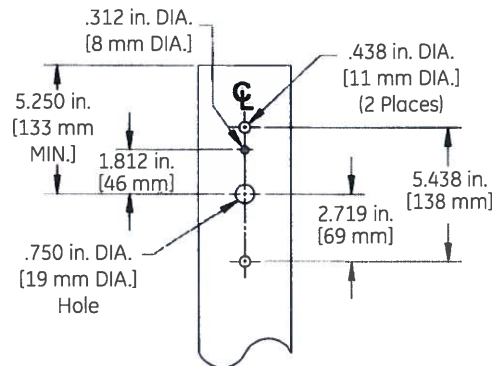
Drilling Templates for Slipfitter Arms & Arm Mount

SQUARE POLE MOUNTING



ROUND POLE MOUNTING

3.5 TO 4.5-inch (89 to 114mm) OD
round pole mounting arm



Other mounting patterns are available for retrofit installations.
Contact manufacturing for other available mounting patterns.



www.gelighting.com

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OLP3090 (Rev 03/29/17) Based on 03/24/16 Revision



GE Evolve™
LED Area Lighting
Canopy Light (ECBB)

current
powered by GE



Product Features

The GE Evolve™ LED Canopy Light family provides an energy-efficient and robust means for lighting areas with canopies, such as gas stations, truck stops and drive-thrus at banks, pharmacies and restaurants. Offering easy installation and maintenance, along with various lumen levels at both 4000K and 5000K color temperatures, this canopy light provides a great LED lighting solution for their outdoor space.

Housing

- Die -cast aluminum housing.
- Integral heat sink for maximum heat transfer.
- Meets 1.5G vibration standards per ANSI C136.31-2010.

LED & Optical Assembly

- Structured LED array for optimized area lighting photometric distributions.
- Evolve™ light engine consisting of reflective technology designed to optimize application efficiency and minimize glare.
- Utilizes high brightness LEDs, 70 CRI at 4000K and 5000K color temperature.
- LM-79 tests and reports are performed in accordance with IESNA standards.

Lumen Maintenance

- Projected L90>50,000 hours per IES TM-21.
- Projected Lxx per IES TM-21 at 25°C for reference:

OPTICAL CODE	Lxx(10K)@hours		
	25,000 hrs	50,000 hrs	100,000 hrs
T5	L96	L95	L91
A5	L96	L92	L86
B5	L95	L92	L85
C5	L94	L90	L82

Notes: 1. Projected Lxx based on LM80 (10,000 hour testing). 2. DOE Lighting Facts Verification Testing Tolerances apply to initial luminous flux and lumen maintenance measurements.

Ratings

- /e/ Listed, suitable for wet locations per UL 1598.
- IP66 rated optical enclosure per ANSI C136.25-2009.
- Temperature rated at -40°C to 50°C (C5 SKUs: -40°C to 40°C).
- Upward Light Output Ratio (ULOR) = 0. This means full cut-off
- Compliant with the material restriction requirements of RoHS.

-  DLC Listed.

Please refer to the DLC QPL website for the latest and most complete information.
www.designlights.org/QPL

Finish

- Corrosion resistant polyester powder paint.
- Standard colors: White, Dark Bronze and Black.

Electrical

- 120-277 volt and 347-480 volt (B5 and C5 optical only), 50/60Hz.
- System power factor is >90% and THD<20%.
- Class "A" Sound rating.
- EMI: Title 47 CFR 15 Class A.
- Motion sensor and integral photo electric sensor available.
- Surge Protection Options: For 120-277VAC and 347-480VAC per IEEE/ANSI C136.2-2015.
 - 6kV/3kA "Basic" standard.
 - 10kV/5kA "Enhanced" R option.

Warranty

- Limited 5-Year Warranty for product launch standard.

Accessories

See page 5 for accessories

- 24" Escutcheon Plate
- 32" Escutcheon Plate
- Shoebox Mounting
- Pendant Mounting

GE Evolve™

LED Area Lighting

Canopy Light - ECBB



Project name _____

Date _____

Type _____

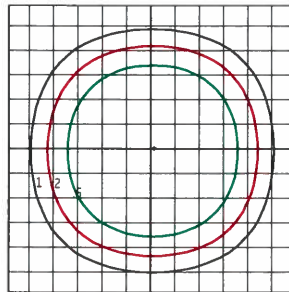
E C B B F 5 A

PRODUCT ID	PRODUCT GENERATION	VOLTAGE	OPTICAL CODE	LENS TYPE	DRIVE CURRENT	LED COLOR TEMP	MOTION SENSOR/ PE FUNCTION	MOUNTING	COLOR	OPTIONS
E = Evolve C = Canopy B = Housing	B = Photometric Series "B"	0 = 120 - 277 V H = 347-480V* * See below table for available options		F = Flat Lens	5 = Less than or equal to 525mA	30 = 3000K<> 40 = 4000K 50 = 5000K <> Select 3000K CCT for IDA approved units	1 = None 4 = Motion Sensor and Integral Photocell* * Not available with 347-480V. Must order with 10kV surge protection Option "R". * Must order with 10kV surge protection Option "R".	A = Surface Mount Other mounting options are available in the ECB accessories datasheet.	WHITE = White BLCK = Black DKBZ = Dark Bronze Contact manufacturer for additional colors.	D = Dimmable (0-10 Volt Input) † 002 = Non-Dimming with Junction Box D01 = Dimming with Junction Box R = 10kV/5kA Surge Protection M = NOM31 † Dimming leads will be provided and terminated with quick-disconnect terminals.

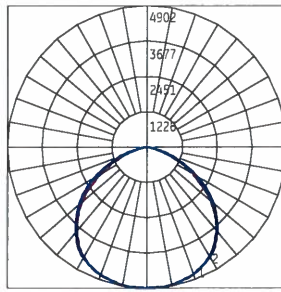
	PHOTOMETRIC TYPE	OPTICAL CODE	LENS TYPE	TYPICAL INITIAL LUMENS			TYPICAL SYSTEM WATTAGE		IES FILE NUMBERS		
				3000K	4000K	5000K	120-277V	347-480V	3000K	4000K	5000K
TYPE V	Symmetric Wide	T5	Flat Lens	3450	3500	3550	29	NA	ECBB_T5F530_120-277V.ies	ECBB_T5F540_120-277V.ies	ECBB_T5F550_120-277V.ies
	Symmetric Wide	A5	Flat Lens	4120	4170	4230	35	NA	ECBB_A5F530_120-277V.ies	ECBB_A5F540_120-277V.ies	ECBB_A5F550_120-277V.ies
	Symmetric Wide	B5	Flat Lens	7740	8010	8110	64	64	ECBB_B5F530_ies	ECBB_B5F540_ies	ECBB_B5F550_ies
	Symmetric Wide	C5	Flat Lens	13410	13410	13550	110	110	ECBB_C5F530_ies	ECBB_C5F540_ies	ECBB_C5F550_ies

Photometrics

ECB Type V - Symmetric Wide - Flat Lens
13,510 Lumens, 5000K (ECBB_C5D550.ies)



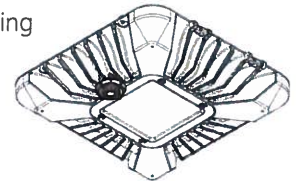
Grid Distance in Units of Mounting Height of 15'
Initial Footcandle Values at Grade



— Vertical plane through horizontal angle of maximum candlepower at 60°
— Horizontal cone through vertical angle of maximum candlepower at 4°

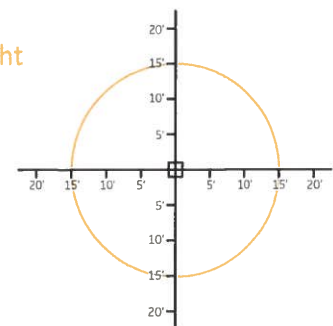
Motion Sensing Option:

- Intended for 8-25ft mounting heights.
- Provides a coverage area radius for walking motion of 15-20ft.
- Provides 360° of coverage.
- Factory pre-set 50% dimmed light output with no occupancy.
- May be reprogrammed using additional remote programmer. Remote Programmer part number: WS FSIR-100 PROGRAMMER (197634)
- Photoelectric control is integrated through the motion sensor, and is offered as standard.



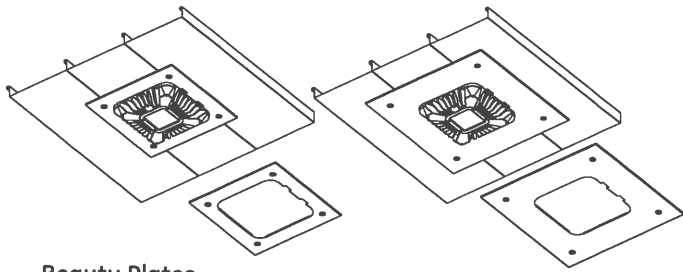
Approximate Sensor Pattern:

Canopy Fixture
15 ft. Mounting Height



Evolve™ Canopy Light Accessories

All accessory product ordered and shipped separate from the luminaire.
Contact manufacturer for more information.

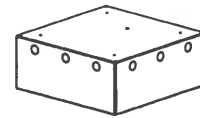
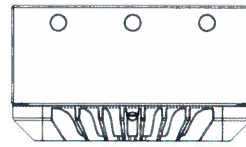


Beauty Plates

24" & 32" Escutcheon plates designed to cover unsightly canopy ceilings.

E C B E
- - - - - - - - -

Product ID	Series	Detail	Color
E = Evolve C = Canopy B = Housing	E = Escutcheon Plate	1 = 24" x 24" Square 2 = 32" x 32" Square	WHITE = White BLCK = Black DKBZ = Dark Bronze RAL custom colors available. Contact Manufacturer.



Box Mount

16 gauge steel (0.060" thickness), 12 electrical knockouts (EKO) for flexibility in wire routing for installation.

E C B M
- - - - - - - - -

Product ID	Series	Detail	Color
E = Evolve C = Canopy B = Housing	M = Square Mounting Box	3 = 3 Wire Leads 5 = 5 Wire Leads, with Dimming	WHITE = White BLCK = Black DKBZ = Dark Bronze RAL custom colors available. Contact Manufacturer.

Pendant Mount

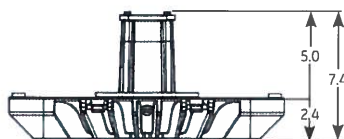
E C B P
- - - - - - - - -

Product ID	Series	Detail	Color
E = Evolve C = Canopy B = Housing	P = Pendant Mount	1 = No Bird Shield 2 = Bird Shield	WHITE = White BLCK = Black DKBZ = Dark Bronze RAL custom colors available. Contact Manufacturer.

Product Dimensions

Evolve™ LED Canopy Light (ECBB)

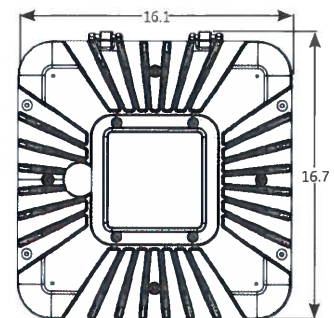
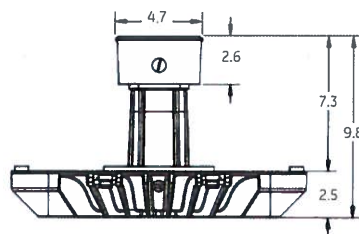
Standard Lens



DATA

- Approximate Net Weight: 20 lbs

With Optional Electrical Junction Box: 002, D01



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GE Evolve™

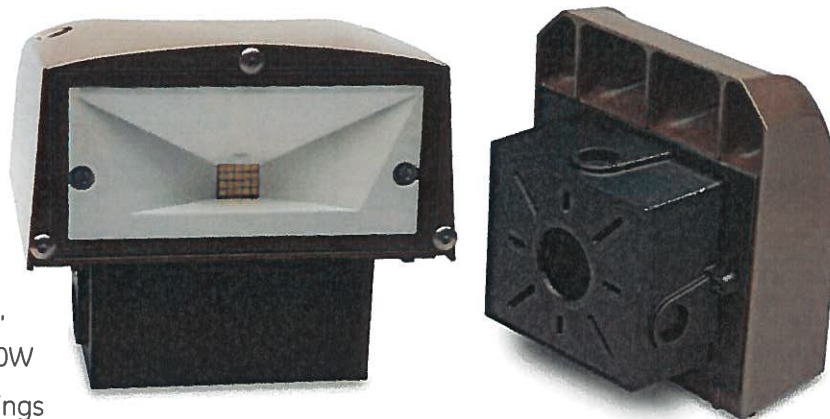
LED L-Series Wall Pack

EWLS

current
powered by GE



GE Evolve™ LED L-Series Wall Pack EWLS



The **Evolve** LED L-Series Wall Pack, **EWLS**, is a designed replacement for 50W to 250W HID, while offering significant energy savings in a long-life LED wall pack. The EWLS's 2-screw housing design enables a fast and simplified installation. The low-watt Egress package (13W) is designed to meet recommended illuminance requirements for egress applications such as side and rear exit doors in commercial buildings and can meet NFPA 101 life safety lighting requirements when used with external battery backup.

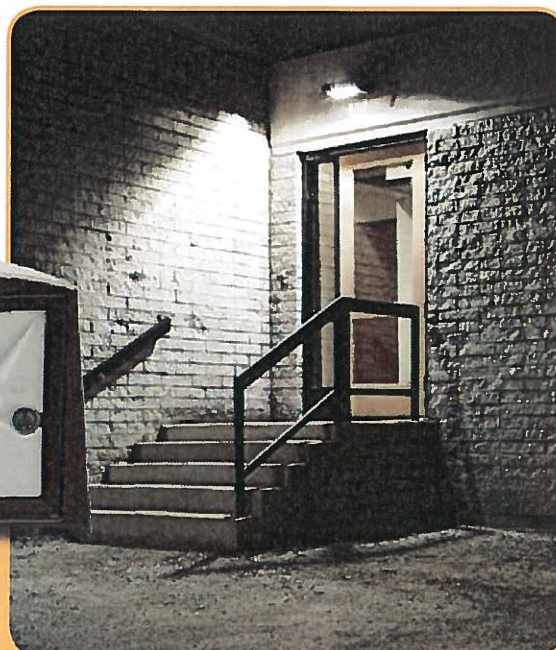
Features:

- 1500 and 4000 lumen output
- High Brightness LEDs
- 70 CRI @ 3000K, 4000K, and 5000K typical
- L90 >100,000 hours (1500lm), L90 >60,000 hours (4000lm)
- Designed to replace 50W to 250W MH wallpacks
- Small Form Factor, <10 lbs
- 0-10V Dimming
- Motion Sensor & Button Photo Electric Sensors available
- Impact resistant tempered glass lens
- Zero up-light construction, full cut-off
- International Dark-Sky Association (IDA) Approved for 3000K CCT



Applications:

- Building entrances & perimeter lighting
- Side and rear exit doors
- Stairways and entry path
- Schools, Apartment Buildings, Hospitals
- Retail & Commercial Buildings
- Loading docks



To learn more about **GE Evolve LED L-Series Wall Pack**, go to: <http://products.currentbyge.com>

GE Evolve™

LED L-Series Wall Pack

EWLS



Project name _____

Date _____

Type _____

Typical Specifications: EWLS

LED & Optical

- **Lumen Packages:** 1500 & 4000
- **System Efficacy:** Up to 125 lpw
- **CCT:** 3000K, 4000K, 5000K; High brightness LEDs.
- **CRI:** 70
- **Upward Light Output Ratio (ULOR) = 0.** This means full cut-off
- Custom engineered reflective optics for optimized photometry.
- High application efficiency and minimal glare.

Electrical

- **Input Voltage:** 120-277 volt and 347 volt
- **Input Frequency:** 50/60Hz
- **Power Factor (PF):** >90%
- **Total Harmonic Distortion (THD):** <20%
- **Surge Protection:** Integral surge protection

Ratings

- **Operating Temperature:** -40° to 50°C
- **Storage Temperature:** -40° to 50°C
- **Location:** Dry or Wet
- **Safety:** UL/cUL Listed. UL 1598 listed, suitable for wet locations.  
- **DLC Premium & Standard** qualified models available. Please refer to <http://www.designlights.org/QPL> for complete information.
- **Environmental:** Compliant with the materials restrictions of RoHS.
- LM-79 testing in accordance with IESNA Standards.
- Optical enclosure IP66 per ANSI C136.25-2009.

Lumen Maintenance

- Projected L90>100,000 hours per IES TM-21 for 15AF optical codes.
- Projected L90>60,000 hours per IES TM-21 for 40AF optical codes.
- Projected Lxx per IES TM-21 at 25°C for reference:

Optical Codes	Lxx (10k) @ Hours**		
	25,000 hr	50,000 hr	100,000 hr
15AF	L96	L95	L91

Optical Codes	Lxx (10k) @ Hours**		
	25,000 hr	50,000 hr	100,000 hr
40AF	L95	L92	L85

Note: *Projected Lxx based on LM80 (10,000 hour testing). DOE Lighting Facts Verification Testing Tolerances apply to initial luminous flux and lumen maintenance measurements.

Construction & Finish

- **Housing:**
 - Die-cast aluminum. Integrated heat sink for maximum heat transfer.
 - Patented aesthetic design to complement your building façade.
- **Lens:** Impact resistant tempered glass lens.
- **Paint:** Corrosion resistant polyester powder painted, minimum 2.0 mil. thickness.
 - Standard Colors: Dark Bronze, Black, White, Gray
 - RAL & custom colors available.
- **Weight:** 8.5lbs (4 kg)

Warranty

- **System Warranty:** 5 Year Standard, 10 Year Optional.

Controls

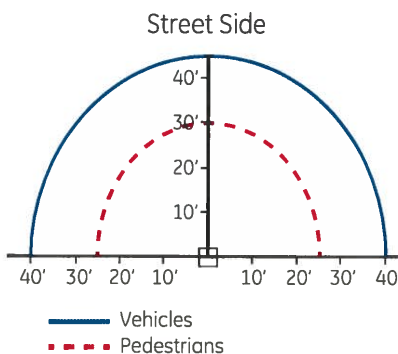
- **Dimming:** Wired Analog 0-10V Dimming.¹
- **Sensors:**
 - Button Photo Electric sensor (PE) available 120-277V & 347V.
 - CA Title 24 Compliant Occupancy Sensor Option.¹

¹ Available with Optic Code 40AF

Mounting

- Mounts to standard 3-1/2" to 4" round and octagonal, 4" square, single gang and masonry junction boxes.
 - **Flush Mount:** Mounts directly to customer supplied junction box.
 - **Conduit Box Mount:** Mounts to walls via separate mounting box with conduit knockouts.

Sensor Pattern:

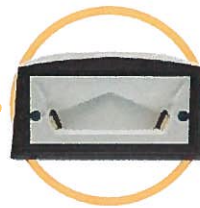


Sensing Pattern Wall Pack Fixture: 8-25 ft.

GE Evolve™

LED L-Series Wall Pack •••••

EWLS



Project name _____
Date _____
Type _____

EWLS 01

7

PRODUCT	GENERATION	VOLTAGE	OPTICAL CODE	CRI	CCT	DIMMING	CONTROLS	MOUNTING	COLOR	OPTIONS
E = Evolve W = Wallpack L = L-series S = Standard	01 = Generation	0 = 120-277V* 1 = 120* 2 = 208* 3 = 240* 4 = 277* D = 347*	15AF = 1500lm, Asymmetric Forward 40AF = 4000lm, Asymmetric Forward	7 = 70 CRI*	30 = 3000K ^o 40 = 4000K* 50 = 5000K ^o Select 3000K CCT for IDA Approved units	N = Non-Dimming D = Dimming* Leads ‡ ‡ Dimming not available at 1500lm	1 = None* 3 = Button PE ^o ^o Must specify discrete voltage	FM = Flush Mount* CB = Conduit Box Mount** **Must be selected when ordering with Button PE, Motion Sensor, or 347V	DKBZ = Dark Bronze* BLCK = Black GRAY = Gray WHITE = White	H = Motion Sensor* ### = Special Options J = cUL/Canada W = Non-Graphical White Box

Claims Table:

*Standard Option
+ = Motion Sensor not available at 1500lm

OPTICAL CODE	DIST.	TYPICAL SYSTEM WATTS		TYPICAL INITIAL LUMENS			TYPICAL INITIAL LPW 120-277V			TYPICAL INITIAL LPW 347V			BUG RATING	
		120-277V	347V	3000K	4000K	5000K	3000K	4000K	5000K	3000K	4000K	5000K	3000K	4000K/5000K
15	AF	12	13	1,450	1,500	1,500	121	125	125	112	112	115	B1-U0-U0	B1-U0-U0
40	AF	37	38	3,880	4,000	4,000	105	108	108	102	105	105	B1-U0-U0	B1-U0-U0

CCT	IES FILE NAME 120-277V		IES FILE NAME 347V	
3000K	EWLS01_15AF730	-120-277V.IES	EWLS01D15AF730	-347V.IES
4000K	EWLS01_15AF740	-120-277V.IES	EWLS01D15AF740	-347V.IES
5000K	EWLS01_15AF750	-120-277V.IES	EWLS01D15AF750	-347V.IES
3000K	EWLS01_40AF730	-120-277V.IES	EWLS01D40AF730	-347V.IES
4000K	EWLS01_40AF740	-120-277V.IES	EWLS01D40AF740	-347V.IES
5000K	EWLS01_40AF750	-120-277V.IES	EWLS01D40AF750	-347V.IES



MODELS AVAILABLE THROUGH QUICKSHIP PROGRAM		
SKU #	CAT LOGIC	DESCRIPTION
93056860	EWLS01015AF740N1FMDKBZ	1500lm, 4000K, Flush Mount
93060201	EWLS01015AF750N1FMDKBZ	1500lm, 5000K, Flush Mount
93059497	EWLS01040AF740N1FMDKBZ	4000lm, 4000K, Flush Mount
93060200	EWLS01040AF750N1FMDKBZ	4000lm, 5000K, Flush Mount
93060202	35-434281R01	Conduit Box Mount (QTY 1)
93060203	35-966640-01	Conduit Box Mount (QTY 5)

Accessories:

PRODUCT ID	DETAIL	FINISH
E = Evolve W = Wallpack L = L-series S = Standard	A = Accessory E = Escutcheon Plate	1 = 10" x 12" 2 = 12" x 16" 3 = 12" x 20" DKBZ = Dark Bronze* BLCK = Black GRAY = Gray WHITE = White RAL customer colors available. Contact Manufacturer

PRODUCT ID	DETAIL
E = Evolve W = Wallpack L = L-series S = Standard	A = Accessory D = Diffuser

Motion Sensing Option:

- Intended for 8-25 ft. mounting heights.
- Provides a coverage area radius for walking motion of 25-30 ft.
- Provides 180° of coverage (~180° is blocked by the wall).
- Factory preset to 50% dimming with no occupancy.
- May be reprogrammed using additional remote programmer.
 - Remote programmer part number: WS FSIR-100 PROGRAMMER (197634)
- Photoelectric control is integrated through the motion sensor, and is offered as standard.

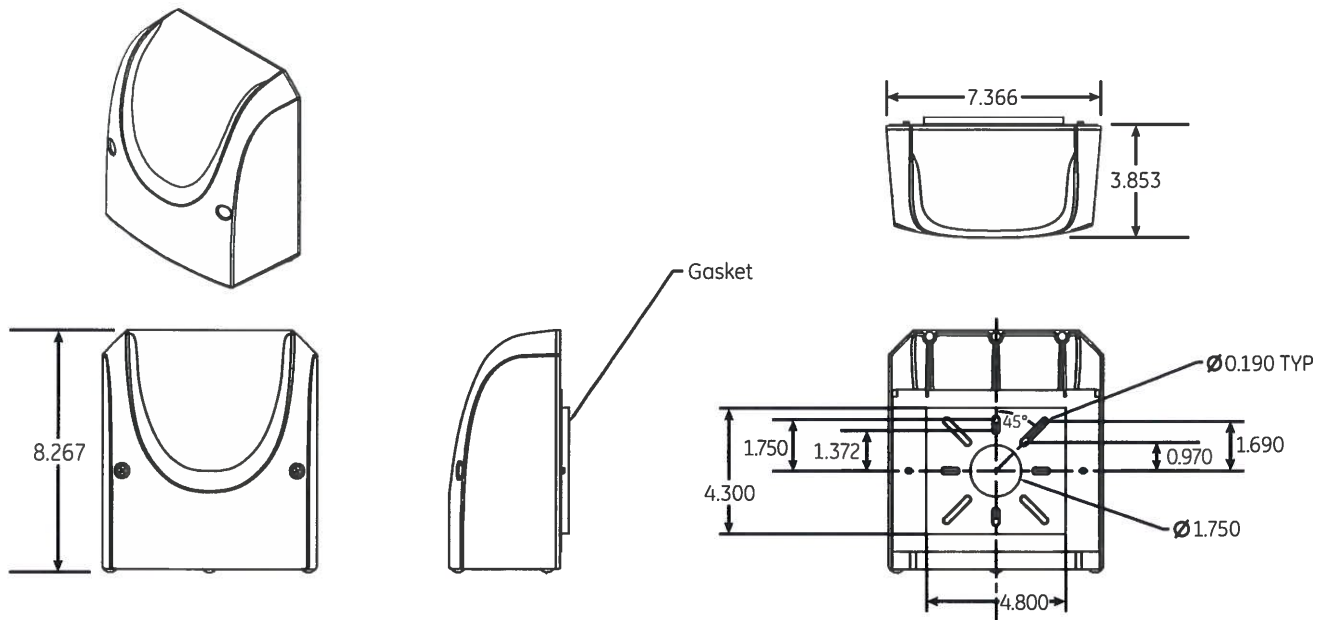
GE Evolve™

LED L-Series Wall Pack

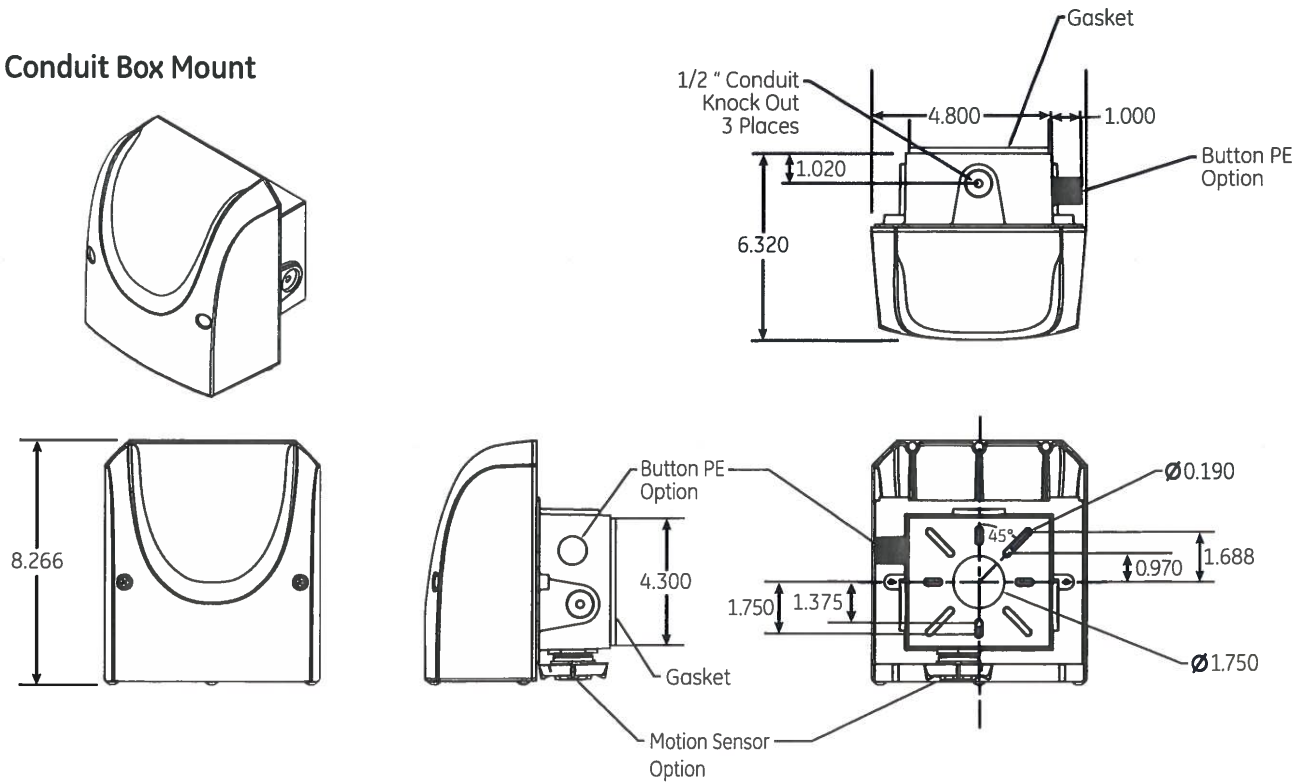
EWLS

Product Dimensions:

Flush Mount



Conduit Box Mount



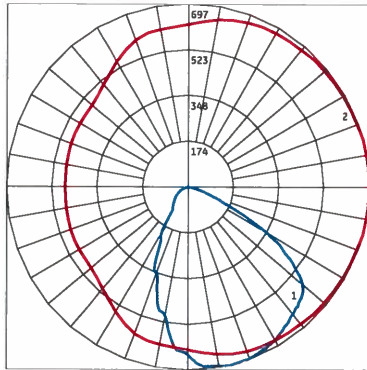
GE Evolve™

LED L-Series Wall Pack

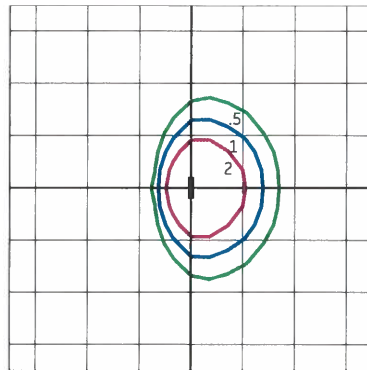
EWLS

Photometrics:

15AF: 1500 LUMEN, ASYMMETRIC FORWARD
EWLS01_15AF750_____-120-277V.ies

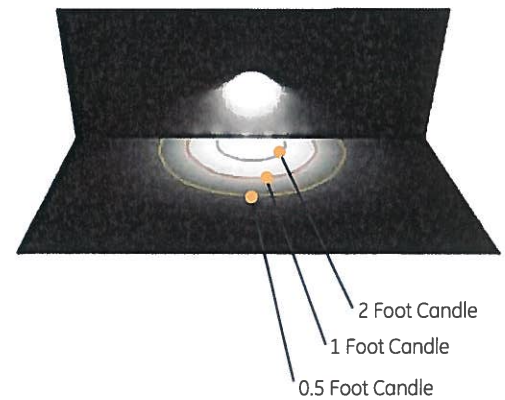


- # 1 - Vertical plane through horizontal angle of maximum candlepower at 0°
2 - Vertical plane through horizontal angle of 14°

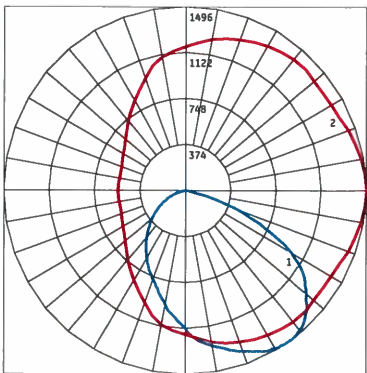


Grid Distance in Units of Mounting Height at 10'
Initial Foot-candle Values at Grade.

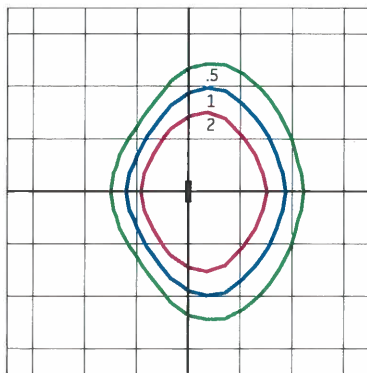
SHOWN AT 10' MOUNTING HEIGHT FOR
DISPLAY PURPOSES ONLY



40AF: 4000 LUMEN, ASYMMETRIC FORWARD
EWLS01_40AF750_____-120-277V.ies

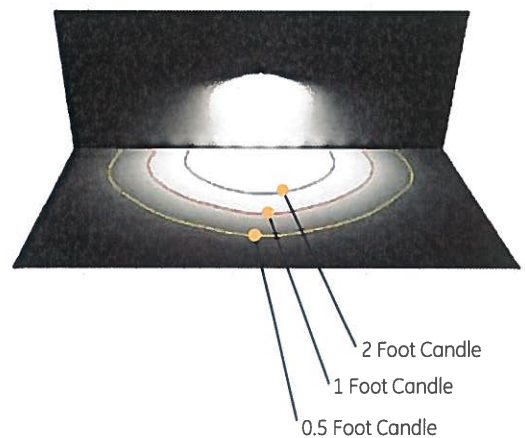


- # 1 - Vertical plane through horizontal angle of maximum candlepower at 0°
2 - Vertical plane through horizontal angle of 36°



Grid Distance in Units of Mounting Height at 10'
Initial Foot-candle Values at Grade.

SHOWN AT 10' MOUNTING HEIGHT FOR
DISPLAY PURPOSES ONLY



GE Evolve™

LED L-Series Wall Pack

EWLS

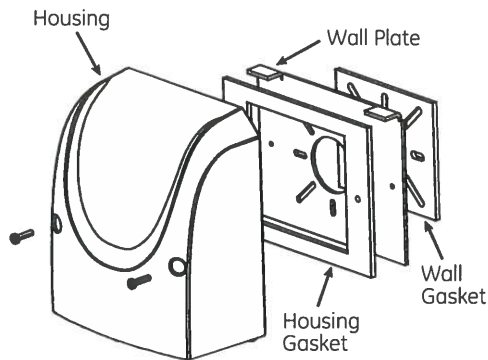


Figure 1: Wall Plate Install

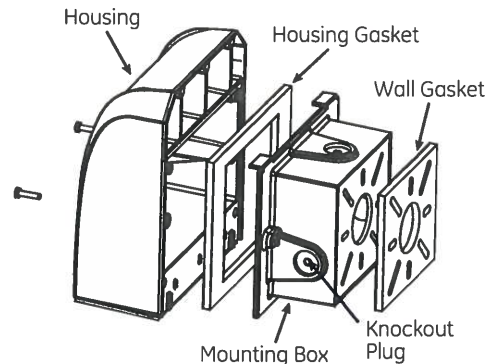


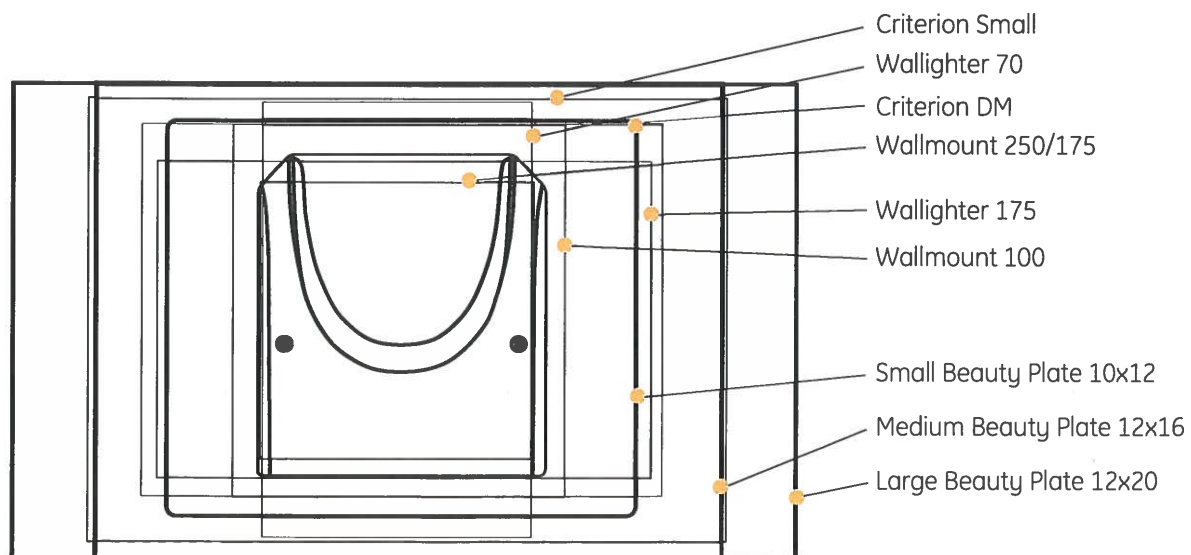
Figure 2: Mounting Box Install

Consult product Installation Instructions (GEH 6060) for detailed installation instructions.

Accessories:

Beauty Plates

Cover the unsightly debris marks on your building façade with color matched wall pack beauty plates. Mounting hole patterns and dimensions are compatible with typical building surface fastening methods.



GE Evolve™

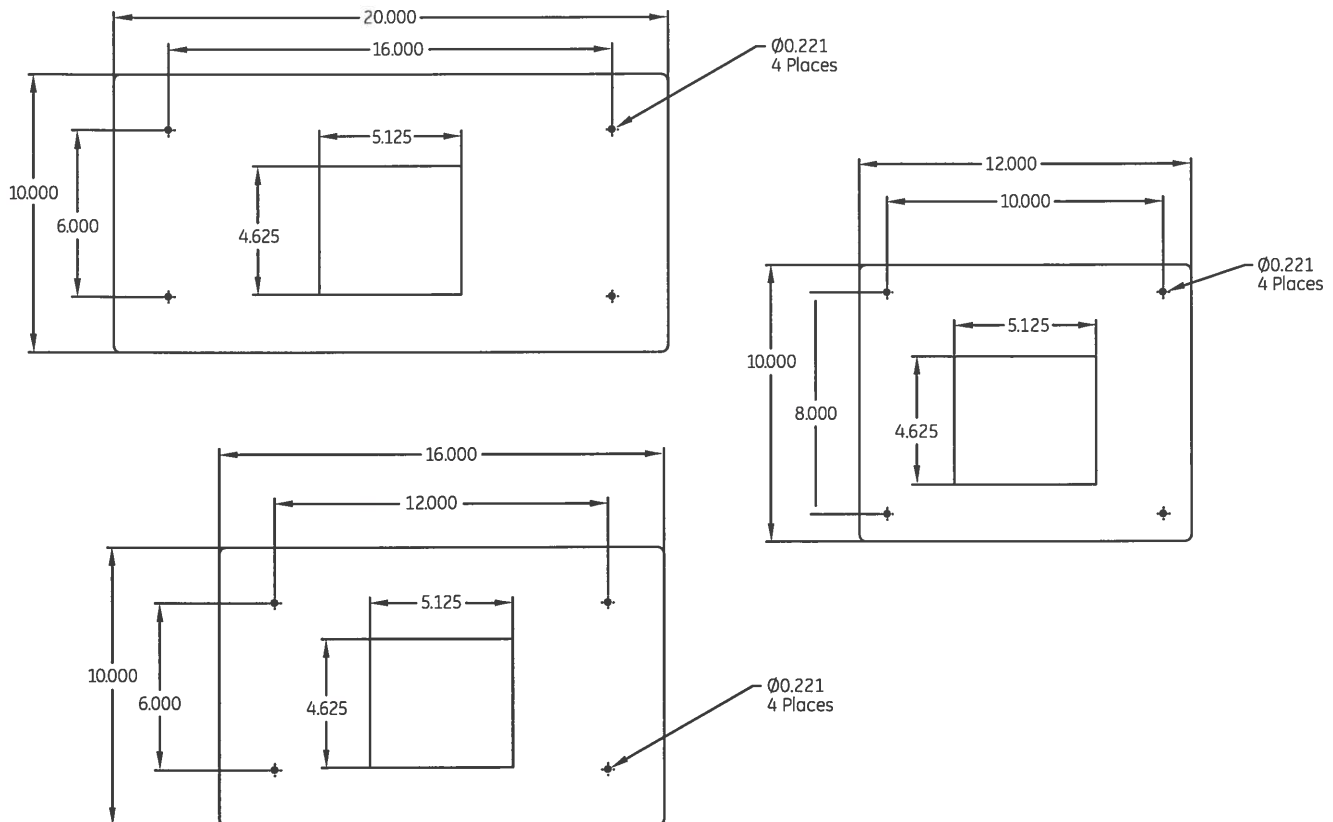
LED L-Series Wall Pack

EWLS

Accessories:

Mounting Holes

Mounting hole patterns and dimensions are compatible with typical building surface fastening methods.



Diffuser

Optional diffuser accessory utilizing ACRYLITE®, an acrylic sheet with an elegant texture which performs double duty with beauty and durability for any environment. This added texture diffuses surface reflections. Transmits 90% of the light through diffuser.

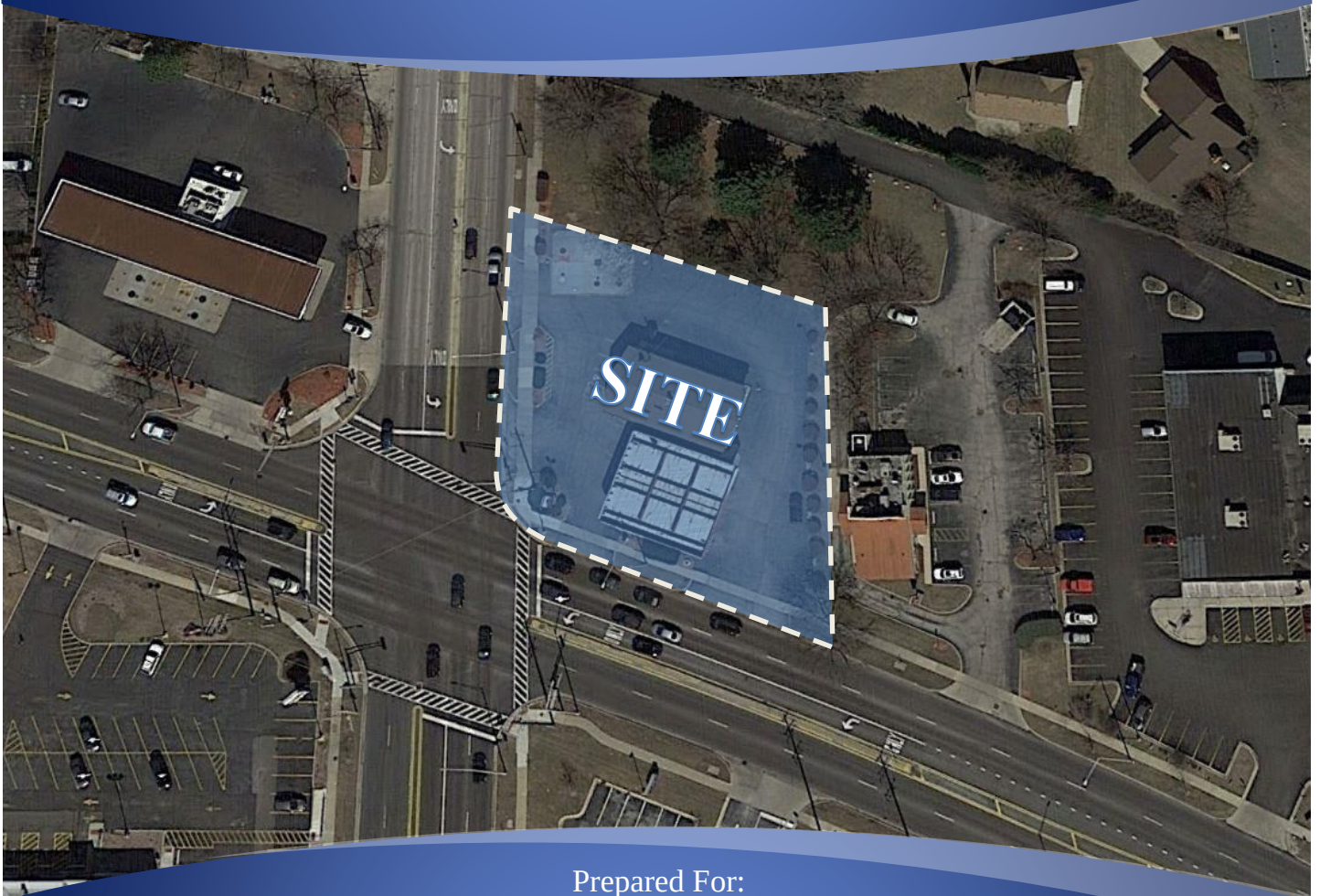
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Traffic Impact Study Proposed 7-Eleven Gas Station

Arlington Heights, Illinois



Prepared For:

vequity

Prepared By:

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

December 6, 2018

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 7-Eleven gas station to be located in Arlington Heights, Illinois. The site, which is currently occupied by a former Citgo 7-Eleven gas station, is located in the northeast quadrant of the intersection of Algonquin Road (IL 62) with New Wilke Road. As proposed, the site will be developed with an approximately 3,000 square-foot 7-Eleven convenience store with eight fueling positions. Access to the 7-Eleven gas station will be provided via the existing easterly right-in/right-out access drive off Algonquin Road and via the existing northerly full access drive off New Willke Road

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed 7-Eleven gas station will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed 7-Eleven gas station.

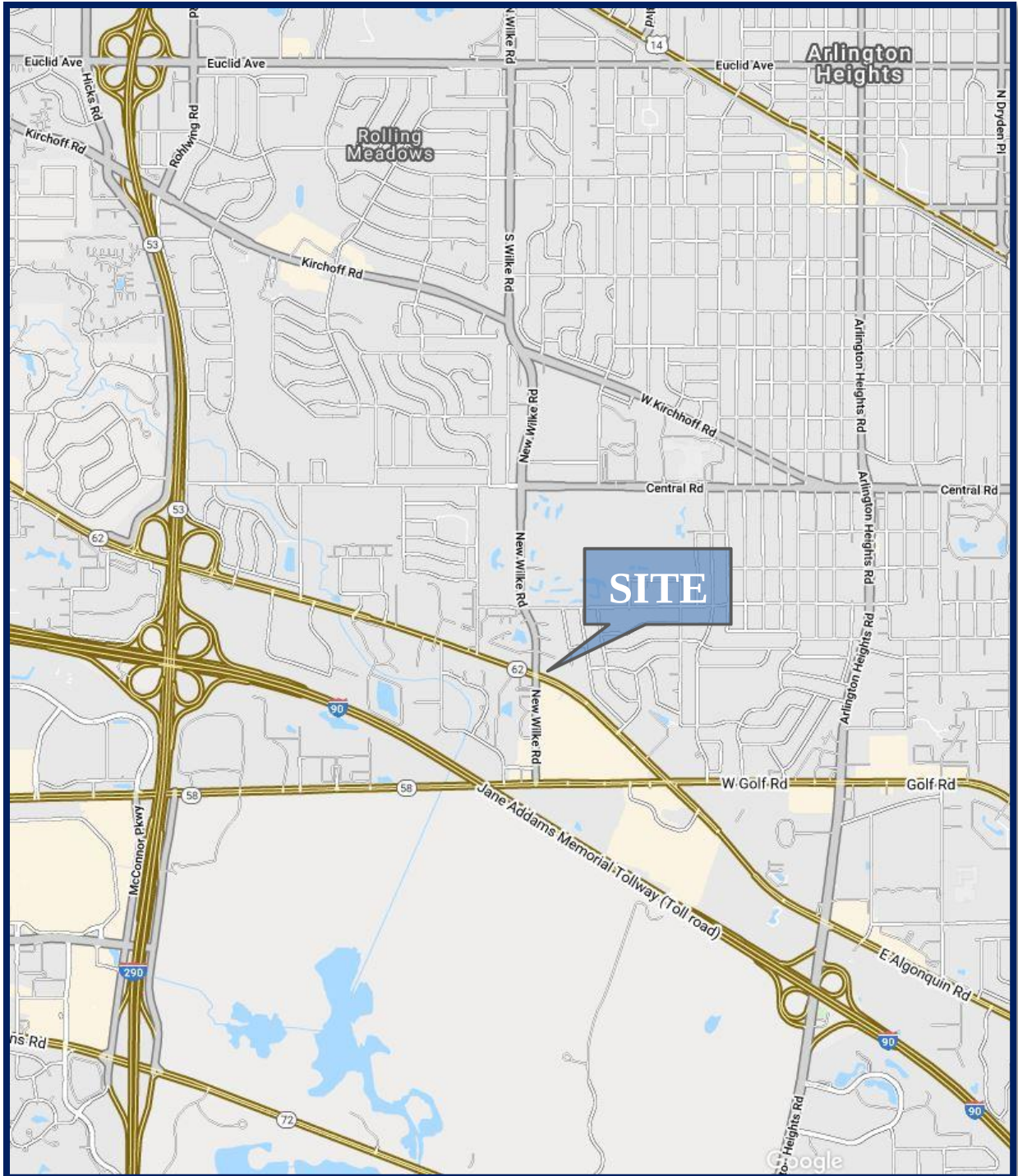
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed 7-Eleven gas station
- Directional distribution of the 7-Eleven gas station traffic
- Vehicle trip generation for the 7-Eleven gas station
- Future traffic conditions including access to the 7-Eleven gas station
- 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. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, and the traffic estimated to be generated by the full buildout of the proposed 7-Eleven gas station.



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

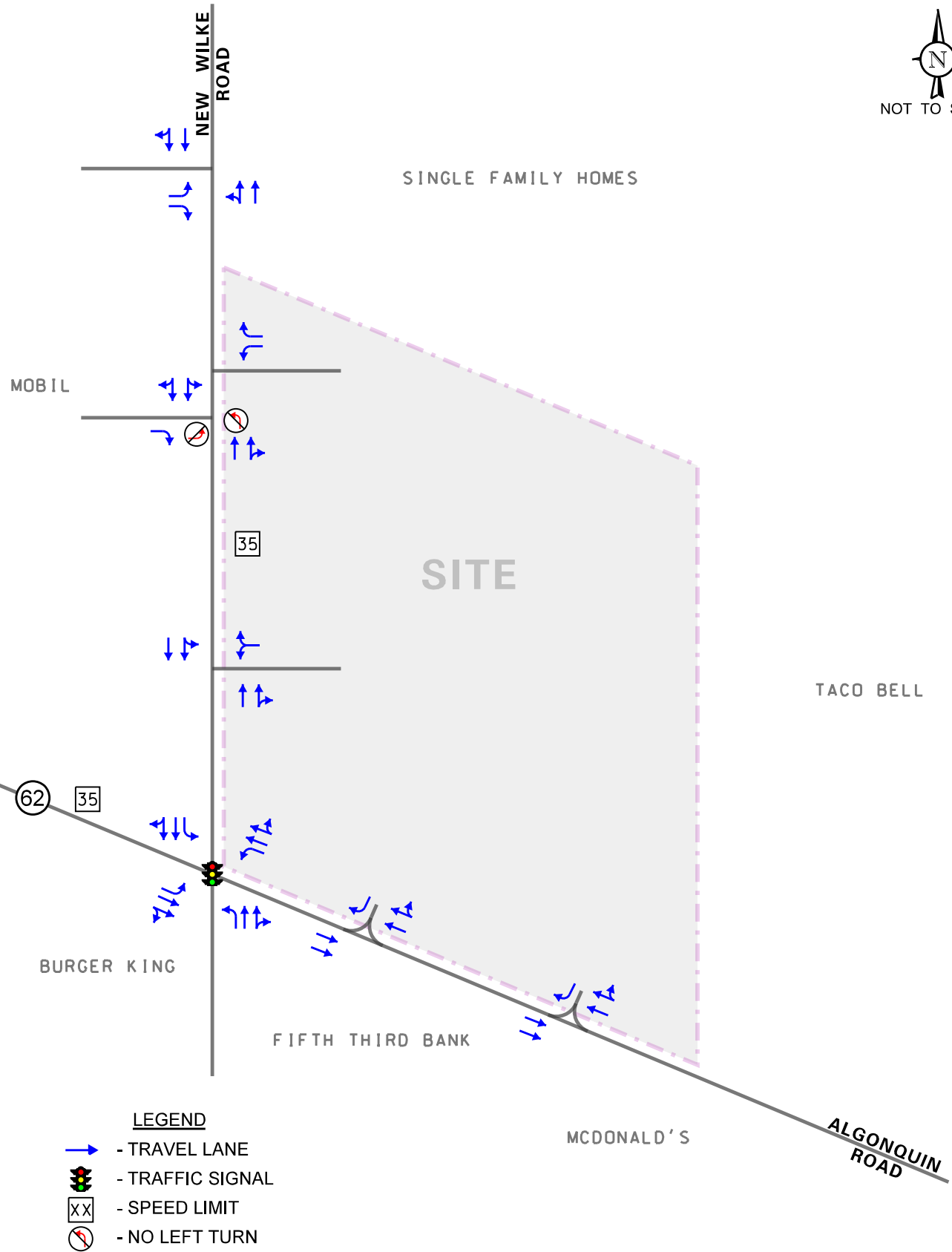
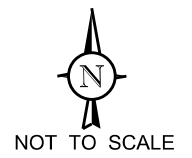
The site, which is currently occupied by a former Citgo 7-Eleven gas station, is located in the northeast quadrant of the intersection of Algonquin Road with New Wilke Road and is bounded by single-family homes to the north and Taco Bell to the east. Land uses in the area include McDonalds and Fifth Third Bank to the south and Burger King and a Mobil 7-Eleven gas station to the west.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the 7-Eleven gas station are described below and illustrated in **Figure 3**.

Algonquin Road (IL 62) is an east-west other principal arterial roadway that provides two lanes in each direction generally divided by a two-way left-turn lane. At its signalized intersection with New Wilke Road, Algonquin Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Both legs provide high visibility crosswalks with pedestrian countdown signals. Algonquin Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a Strategic Regional Arterial (SRA). Algonquin Road carries an Annual Average Daily Traffic (AADT) volume of 29,400 vehicles (IDOT AADT 2017) west of New Wilke Road and 29,200 vehicles (IDOT AADT 2017) east of New Wilke Road. Algonquin Road has a posted speed limit of 35 mph.

New Wilke Road is a north-south major collector roadway that provides two through lanes in each direction. At its signalized intersection with Algonquin Road, New Wilke Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Both legs provide high visibility crosswalks with pedestrian countdown signals. New Wilke Road is under the jurisdiction of the Village of Arlington Heights north of Algonquin Road and the City of Rolling Meadows south of Algonquin Road. New Wilke Road avenue carries an AADT volume of 18,600 vehicles (IDOT AADT 2014) and has a posted speed limit of 35 miles per hour.



Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

Existing Roadway Characteristics

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods at the intersection of Algonquin Road with New Wilke Road and New Wilke Road with the Mobil access drives. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

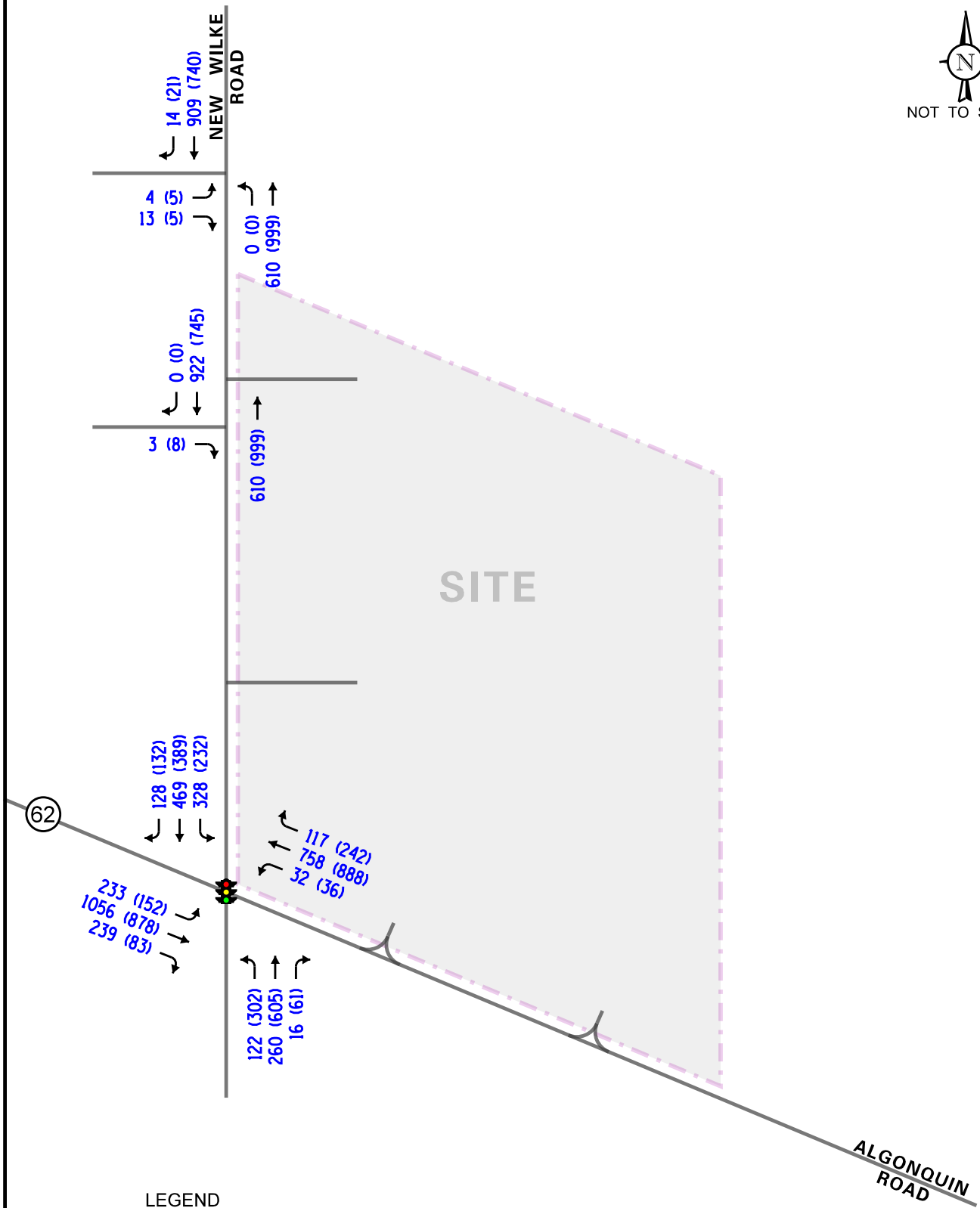
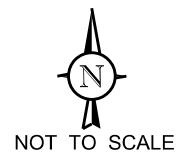
Crash Analysis

KLOA, Inc. obtained crash data¹ for the most recent available past five years (2012 to 2016) for the intersection of Algonquin Road with New Wilke Road as summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported.

Table 1
ALGONQUIN ROAD WITH NEW WILKE ROAD - CRASH SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2012	3	0	17	1	3	0	24
2013	2	2	8	4	4	0	20
2014	2	0	10	3	7	2	24
2015	2	1	18	1	14	1	37
2016	3	2	19	1	12	0	37
Total	12	5	72	10	40	3	142
Average/Year	2.3	1.0	14.4	2.0	8.0	<1.0	28.4

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

Existing Traffic Volumes

3. Traffic Characteristics of the Proposed 7-Eleven Gas Station

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed 7-Eleven gas station, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

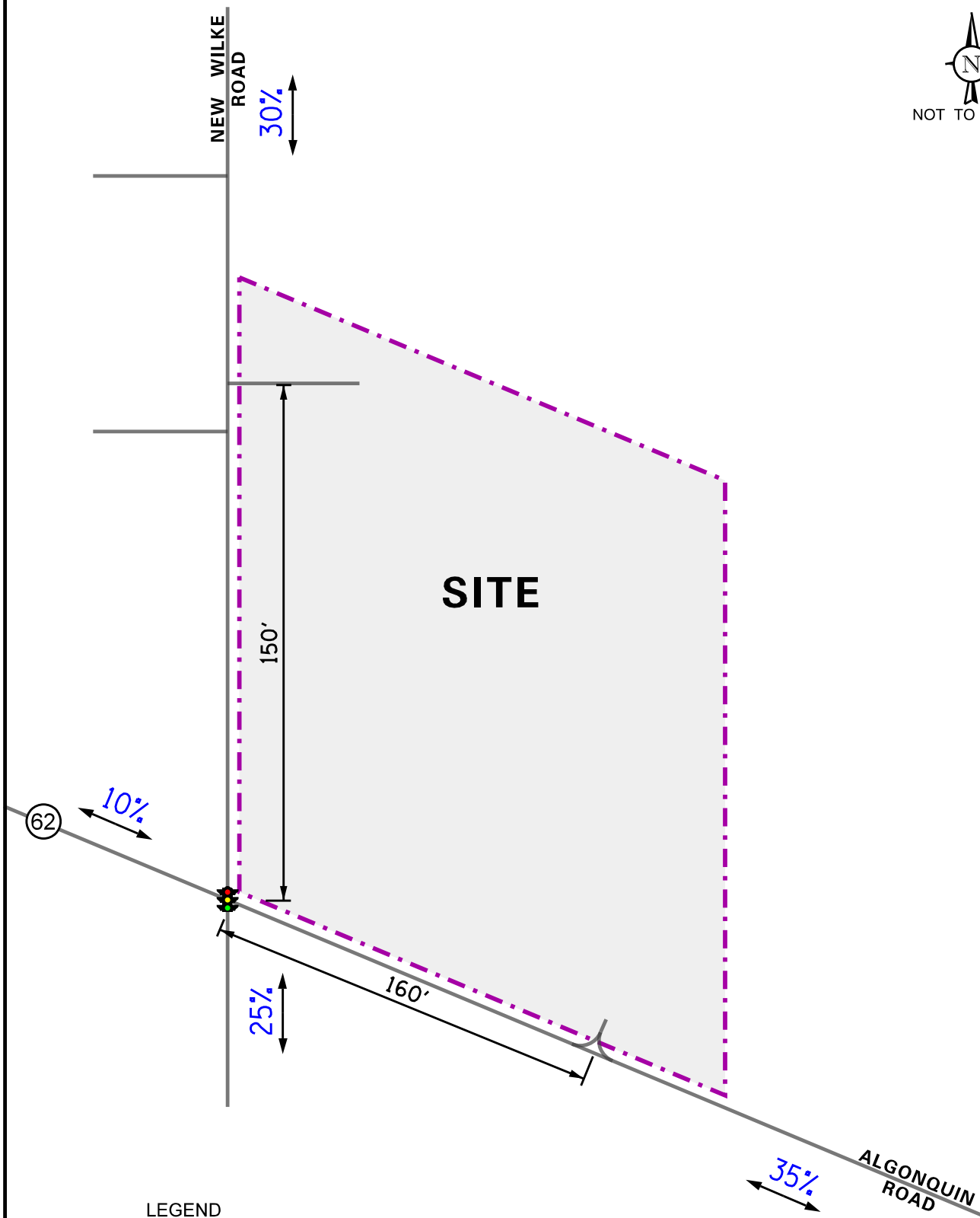
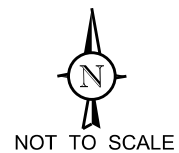
As proposed, the site will be developed with a 7-Eleven gas station with an approximately 3,000 square-foot convenience store and eight fueling positions. Access to the 7-Eleven gas station will be provided via the following existing access drives:

- A right-in/right-out access drive off Algonquin Road approximately at the existing location of the access drive located 160 feet east of New Wilke Road. This access drive will provide one inbound and one outbound lane restricted to right-turning movements only via the raised median along Algonquin Road. Outbound movements will be under stop sign control.
- A full access drive off New Wilke Road at the existing location of the access drive located approximately 150 feet north of Algonquin Road. The access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn and an exclusive right-turn lane. Outbound movements will be under stop sign control.

It should be noted that both access drives will replace existing access drives that previously served the Citgo 7-Eleven gas station. Further, as part of the development, two existing access drives (one on each roadway) serving the site will be removed. This will improve the traffic flow on Algonquin Road and New Wilke Road and reduce traffic conflicts. A site plan depicting the proposed 7-Eleven gas station layout and access is included in the Appendix.

Directional Distribution

The directions from which patrons and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the 7-Eleven gas station-generated traffic.



LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET

Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-269 Figure: 5

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed 7-Eleven gas station was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The “Convenience Market/Gas Station” (Land-Use Code 960) rate was utilized. In addition, it is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to gas stations are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. **Table 2** summarizes the trips projected to be generated by the proposed 7-Eleven gas station.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
960	Convenience Market/Gas Station (3,000 s.f.)	124	125	249	104	104	208
	60% Pass-By Reduction	-75	-75	-150	-62	-62	-124
	Total New Trips	49	50	99	42	42	84

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject 7-Eleven gas station.

Development Traffic Assignment

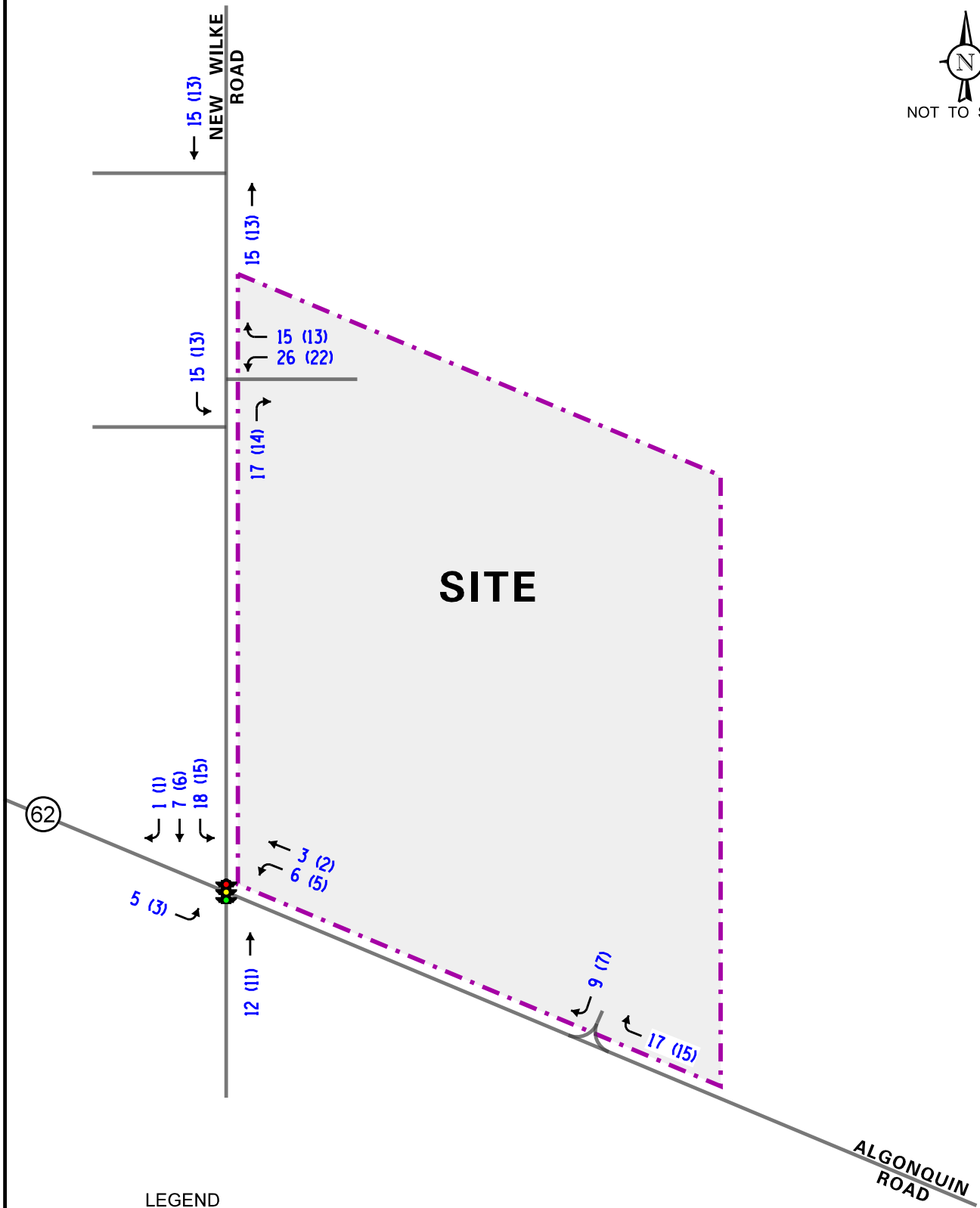
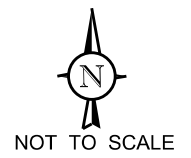
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed 7-Eleven gas station were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips. As previously indicated, a 60 percent pass-by reduction was applied. **Figure 7** illustrates the traffic assignment of the pass-by trips.

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 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a total of 0.24 percent (compounded annually) to represent Year 2024 total projected conditions (one-year buildout plus five years). A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

The 7-Eleven gas station-generated traffic (Figures 6 and 7) was added to the existing traffic volumes increased by the regional growth factor to determine the Year 2024 total projected traffic volumes, shown in **Figure 8**.

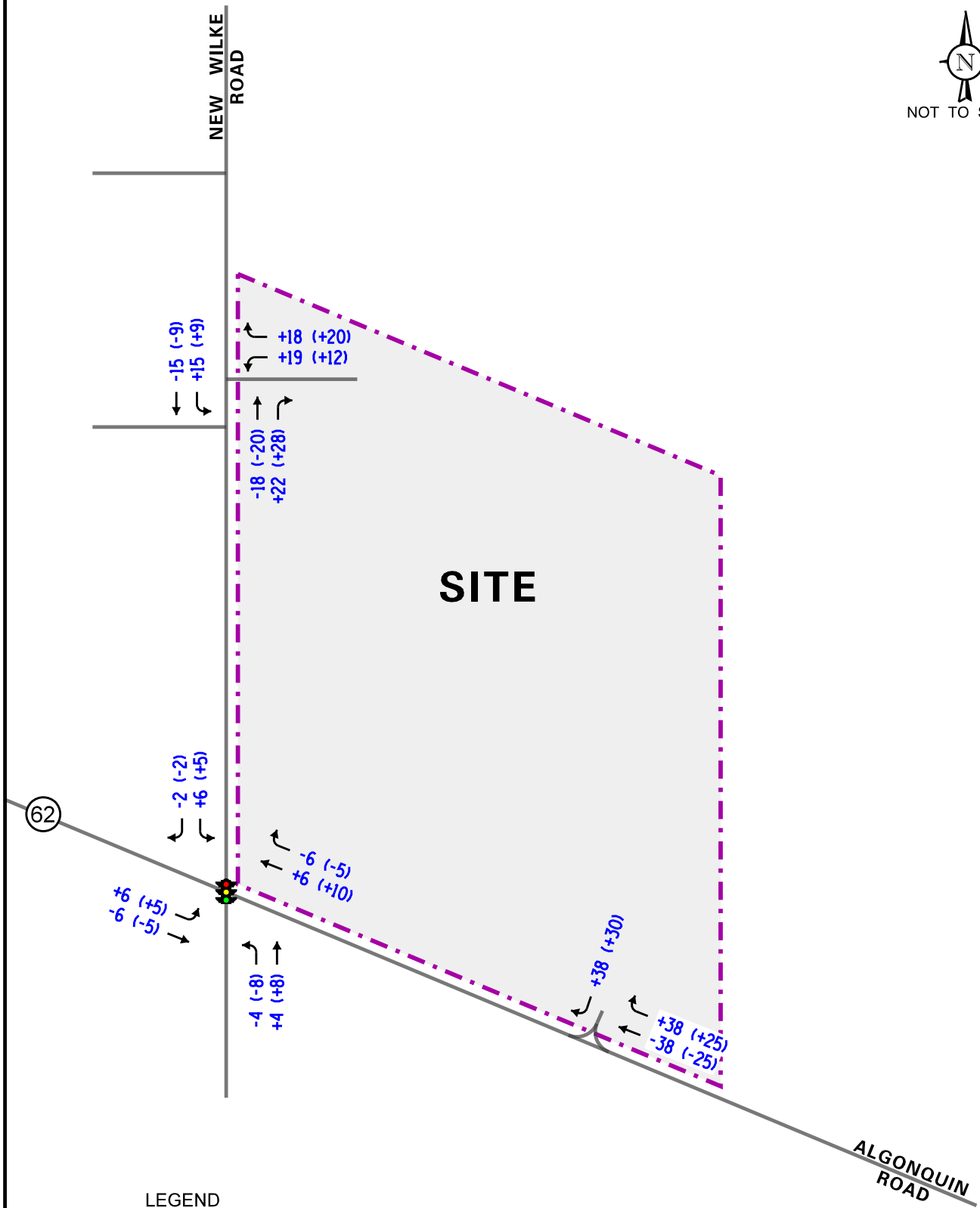
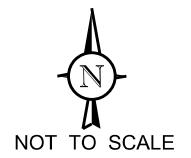


LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

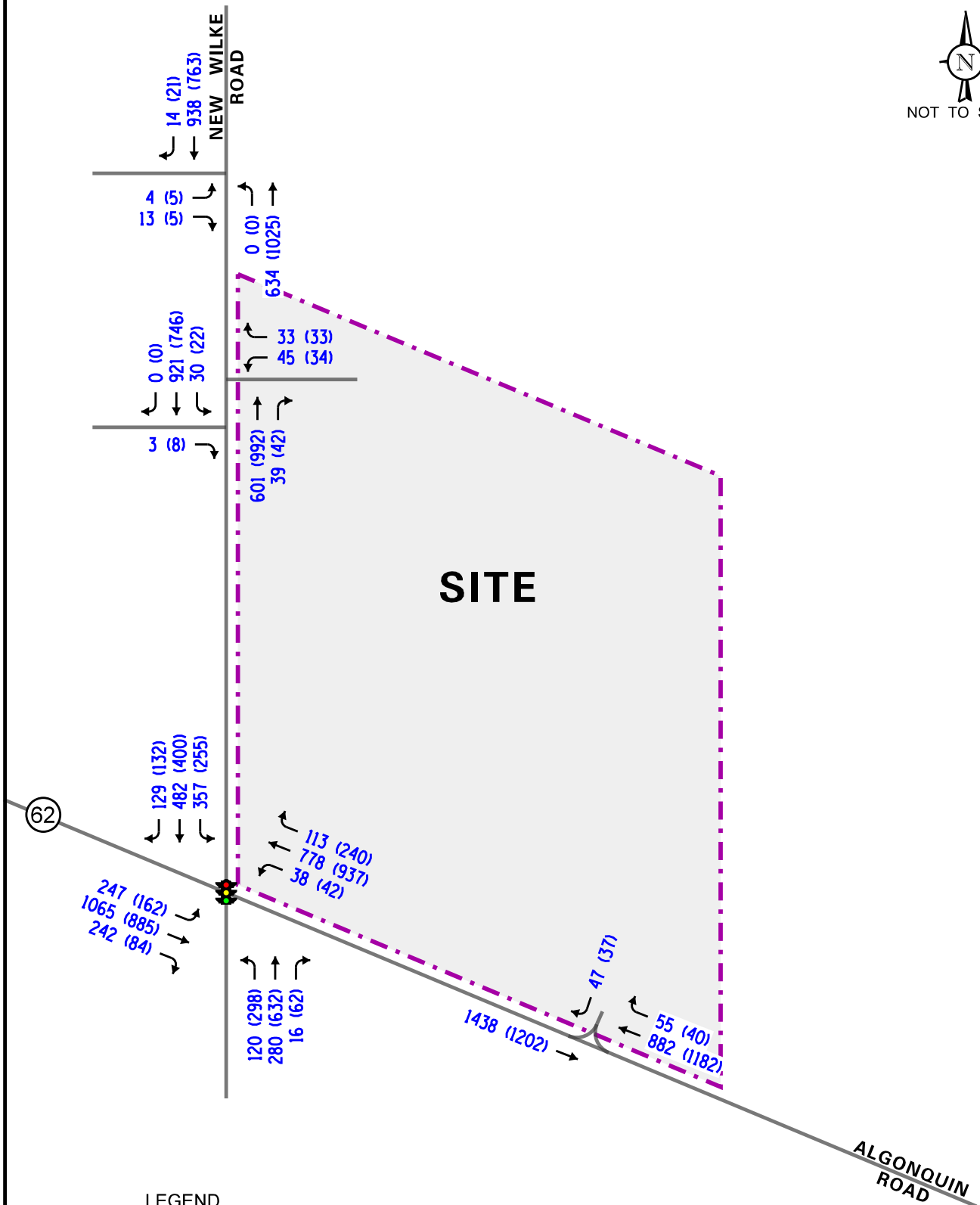
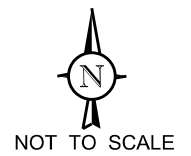
Estimated Site-Generated
Traffic Volumes



Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

Pass-By Site-Generated
Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 18-269 Figure: 7



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)

Proposed 7-Eleven
Gas Station
Arlington Heights, Illinois

Total Projected Traffic Volumes

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 evening peak hours for the existing (Year 2018) and Year 2024 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the 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 and total projected conditions are presented in **Tables 3** through **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH NEW WILKE ROAD – SIGNALIZED

Year 2018 Existing Conditions	Peak Hour	Eastbound			Westbound			Northbound		Southbound		Overall		
		L	T	R	L	T	R	L	T/R	L	T/R			
	Weekday Morning Peak Hour	D 38.5	D 37.0		B 19.3	D 38.5		D 50.0	D 54.1		E 77.0	E 62.9	D 46.6	
		D – 37.3			D – 37.8			D – 52.8		E 67.9				
	Weekday Evening Peak Hour	D 47.8	C 32.9		B 18.8	D 47.5		D 52.4	E 60.0		E 60.1	E 60.8	D 48.7	
		C – 35.0			D - 46.6			E – 57.7		E – 60.6				
	Year 2024 Total Projected Conditions	Weekday Morning Peak Hour	D 46.9	D 38.3		C 20.6	D 40.3		D 50.6	D 54.6		F 99+	E 63.8	D 51.0
			D – 39.6			D – 39.5			D – 53.4		E 79.2			
		Weekday Evening Peak Hour	D 49.9	C 34.4		B 19.5	D 55.7		D 49.2	E 61.2		E 73.3	E 58.2	D 52.0
			C – 36.6			D – 54.4			E – 57.6		E – 63.1			
Delay is measured in seconds. L – Left T – Through R – Right														

Table 4

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
New Wilke Road with Mobil Northerly Access Drive				
• Eastbound Left Turn	D	34.7	D	26.0
• Eastbound Right Turn	B	13.8	B	12.1
New Wilke Road with Mobil Southerly Access Drive				
• Eastbound Approach	B	13.6	B	12.1
LOS = Level of Service Delay is measured in seconds.				

Table 5

CAPACITY ANALYSIS RESULTS - TOTAL PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
New Wilke Road with Mobil Northerly Access Drive				
• Eastbound Left Turn	E	36.8	D	27.1
• Eastbound Right Turn	B	14.1	B	12.3
New Wilke Road with Mobil Southerly Access Drive and the Proposed Full Access Drive				
• Eastbound Approach	B	13.6	B	12.1
• Westbound Left Turn	E	41.7	F	54.3
• Westbound Right Turn	B	11.1	B	13.0
• Southbound Left Turn	A	9.3	B	10.8
Algonquin Road with the Proposed Right-in/Right-out Access Drive				
• Southbound Approach	B	12.9	B	14.2
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 7-Eleven gas station-generated traffic.

Algonquin Road with New Wilke Road

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) D during the weekday morning and weekday evening peak hours. Under Year 2024 projected conditions, this intersection overall is projected to continue operating at existing levels of service during the peak hours with increases in delay of less than four seconds. Additionally, all of the approaches are projected to continue operating at existing levels of service during the peak hours. It should be noted that the proposed development is only projected to increase the traffic traversing this intersection by less than two percent during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway or traffic control improvements will be required.

New Wilke Road with Mobil Northerly Access Drive

The results of the capacity analysis indicate that the eastbound left-turn movement currently operates at LOS D during the weekday morning and weekday evening peak hours. Under Year 2024 projected conditions, the eastbound left turn is projected to operate at LOS E during the weekday morning peak hour and LOS D during the weekday evening peak hour with an increase in delay of less than two seconds. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed 7-Eleven gas station and no roadway or traffic control improvements will be required.

New Wilke Road with Mobil Southerly Access Drive and the Proposed Full Access Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours. Under Year 2024 projected conditions, the eastbound approach is projected to continue to operate at the same LOS with an increase in delay of less than one second.

The results of the capacity analysis further indicate that the outbound left turn movements from the proposed full access drive serving the site onto New Wilke Road are projected to operate at LOS E during the weekday morning peak hour and at LOS F during the weekday evening peak hour with 95th percentile queues of one to two vehicles. This is typical and expected at the intersection of an access drive with a major collector roadway such as New Wilke Road. It should be noted that southbound queues at the intersection of Algonquin Road with New Wilke Road currently extend past the location of the proposed access drive and are projected to continue to do so. However, observations indicate that the queues clear with every green cycle and are projected to continue to do so. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed 7-Eleven gas station.

Algonquin Road with the Proposed Full Access Drive

The results of the capacity analysis indicate that the access drive is projected to operate at LOS B during the weekday morning and weekday evening peak hours with 95th percentile queues of one to two vehicles. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed 7-Eleven gas station.

6. Conclusion

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

- The traffic projected to be generated by the proposed 7-Eleven gas station will be reduced due to the volume of pass-by traffic generated by the 7-Eleven gas station.
- The intersection of Algonquin Road with New Wilke Road has sufficient reserve capacity to accommodate the additional traffic to be generated by the proposed 7-Eleven gas station and no roadway or traffic improvements are required.
- The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed 7-Eleven gas station with limited impact on the external roadway system.
- The proposed 7-Eleven gas station will eliminate the two existing access drives on Algonquin Road and New Wilke Road which will improve traffic flow on both roads.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Study Name Mobil Access Drives
Start Date Thursday, November 15, 2018 7:00 AM
End Date Thursday, November 15, 2018 6:00 PM
Site Code

Report Summary

		Northbound				Southbound				Southeastbound				Northeastbound				Crosswalk							
Time Period	Class.	HL	BL	I	O	BR	HR	I	O	U	HL	BR	R	I	O	U	L	BL	HR	I	O	Total	direction	Total	
Peak 1	Lights	0	0	0	13	0	13	13	3	0	3	10	0	13	13	0	0	0	3	3	0	29	S	0	0
Specified Period	%	0%	0%	0%	81%	0%	93%	93%	75%	0%	75%	77%	0%	76%	93%	0%	0%	0%	100%	100%	0%	85%		0%	
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	N	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	7%	7%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	3%		0%	
7:15 AM - 8:15 AM	Single-Unit Trucks	0	0	0	3	0	0	0	1	0	1	3	0	4	0	0	0	0	0	0	0	4	NW	0	0
	%	0%	0%	0%	19%	0%	0%	0%	25%	0%	25%	23%	0%	24%	0%	0%	0%	0%	0%	0%	0%	12%		0%	
	articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	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		0	
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	
	Total	0	0	0	16	0	14	14	4	0	4	13	0	17	14	0	0	0	3	3	0	34			
	PHF	0	0	0	0.67	0	0.7	0.7	0.5	0	0.5	0.65	0	0.71	0.7	0	0	0	0.75	0.75	0	0.77			
	Approach %			0%	47%			41%	12%					50%	41%					9%	0%				
Peak 2	Lights	0	0	0	13	0	21	21	5	0	5	5	0	10	21	0	0	0	8	8	0	39	S	0	0
Specified Period	%	0%	0%	0%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	100%	0%	0%	0%	100%	100%	0%	100%		0%	
4:30 PM - 5:30 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:30 PM - 5:30 PM	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	3	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6	6
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		6	
	Total	0	0	0	13	0	21	21	5	0	5	5	0	10	21	0	0	0	8	8	0	39			
	PHF	0	0	0	0.65	0	0.75	0.75	0.62	0	0.62	0.62	0	0.83	0.75	0	0	0	0.5	0.5	0	0.75			
	Approach %			0%	33%			54%	13%					26%	54%					21%	0%				

Study Name Mobil Access Drives
Start Date Thursday, November 15, 2018 7:00 AM
End Date Thursday, November 15, 2018 6:00 PM
Site Code

Report Summary

		Northbound				Southbound				Southeastbound				Northeastbound				Crosswalk						
Time Period	Class.	HL	BL	I	O	BR	HR	I	O	U	HL	BR	R	I	O	U	L	BL	HR	I	O	Total	direction	Total
Peak 1	Lights	0	0	0	13	0	13	13	3	0	3	10	0	13	13	0	0	0	3	3	0	29	S	0
Specified Period	%	0%	0%	0%	81%	0%	93%	93%	75%	0%	75%	77%	0%	76%	93%	0%	0%	0%	100%	100%	0%	85%		0%
7:15 AM - 8:15 AM	Buses	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	N	0
One Hour Peak	%	0%	0%	0%	0%	0%	7%	7%	0%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%	3%		0%
7:15 AM - 8:15 AM	Single-Unit Trucks	0	0	0	3	0	0	0	1	0	1	3	0	4	0	0	0	0	0	0	0	4	NW	0
	%	0%	0%	0%	19%	0%	0%	0%	25%	0%	25%	23%	0%	24%	0%	0%	0%	0%	0%	0%	0%	12%		0%
	articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	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		0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0
	Total	0	0	0	16	0	14	14	4	0	4	13	0	17	14	0	0	0	3	3	0	34		
	PHF	0	0	0	0.67	0	0.7	0.7	0.5	0	0.5	0.65	0	0.71	0.7	0	0	0	0.75	0.75	0	0.77		
	Approach %			0%	47%			41%	12%					50%	41%					9%	0%			
Peak 2	Lights	0	0	0	13	0	21	21	5	0	5	5	0	10	21	0	0	0	8	8	0	39	S	0
Specified Period	%	0%	0%	0%	100%	0%	100%	100%	100%	0%	100%	100%	0%	100%	100%	0%	0%	0%	100%	100%	0%	100%		0%
4:30 PM - 5:30 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%
4:30 PM - 5:30 PM	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NW	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%
	articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SW	3
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%
	bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		6
	Total	0	0	0	13	0	21	21	5	0	5	5	0	10	21	0	0	0	8	8	0	39		
	PHF	0	0	0	0.65	0	0.75	0.75	0.62	0	0.62	0.62	0	0.83	0.75	0	0	0	0.5	0.5	0	0.75		
	Approach %			0%	33%			54%	13%					26%	54%					21%	0%			

Preliminary Site Plan



GENERAL NOTES:

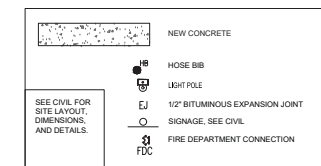
- A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR SITE DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
- B. SEE AS102 FOR DIMENSIONS AND ELEVATION DATA.
- C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY EXCAVATE WITH CARE.
- D. REEVALUATE ON BUILDING AS REQUIRED BY LOCAL CODE.
- E. PROVIDE KNOX BOX. PER FIRE DEPARTMENT REQUIREMENTS.
- F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
- G. CLEAN LOT AND EXPOSE ALL UTILITIES AND STRUCTURES FOR COMPLETION.
- H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR'S EXPENSE. IF ANY ADJACENT PROPERTY OR STRUCTURE IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
- I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFG. OF CURB. SOFT SPOTS HOWEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

 KEY NOTES:

1. ADA PARKING SIGN MOUNTED ON POST. SEE CIVL FOR DETAILS.
2. ADA SIDEWALK RAMP TYP. SEE CIVL.
3. EXISTING CONCRETE CURB AND SIDEWALK TO REMAIN.
4. NEW CONCRETE PAVEMENT TYP. SEE CIVL.
5. NEW ASPHALT TYP. SEE CIVL FOR PAVING AND GRADING DETAILS.
6. EXISTING CONCRETE SIDEWALK TO REMAIN. GC TO REPAIR AND PATCH.
7. 12" DIA. CONC. ANCHOR BOLTS. LOCATIONS AND WHERE INDICATED, USE BITUMINOUS FILL AND SEAL BOLT ALONG EDGE.
8. CONCEALED LOCKABLE HOSE BIB.
9. F/C CONNECTION. SEE CIVL.
10. EXISTING FIRE HYDRANT.
11. PROVIDE TRASH ENCLOSURE. REPAIR AS1 TO AS2 FOR DETAILS.
12. AIR / VAC REPAIR TO CIVL SHEETS FOR LOCATION.
13. MAIN DRAIN.
14. EXIST DRAIN.
15. PROPOSED FUEL CANOPY. REPAIR TO CIVL.
16. PROPOSED UNDERGROUND FUEL TANKS. REPAIR TO CIVL.
17. COC TANK CASE INSTALLED / ANCHOR PER MANUFACTURER SPECS BY GC.
18. NEW DIRECTIONAL, SIGNAL AND STOP SIGNS. SEE PERMIT.
19. NEW MONUMENT SIGN.
20. NEW 1/2" POLYMER REPAIR TO PHOTO METRIC SHEET



LEGEND:



CITY APPROVAL

CLIENT:
vequity | 

Vequity
400 N. State
Suite 400
Chicago, IL 60654
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:



ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com
THESE DOCUMENTS WERE PREPARED UNDER MY
SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE,
COMPLY WITH THE APPLICABLE CODES AND BUILDING
REGULATIONS.
ALPHONSE A. ILEKIS, AIA
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NOTE:

RETAIL BUILDING
PROJECT # 1814-14
1650 ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE ALL APPLICABLE CODES.

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DATE:	ISSUED FOR:
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11/08/18	ISSUED FOR CIT
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SITE PLAN

1

AS10

AS 1.0

CMAP Projections Letter



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

November 16, 2018

Andrew Bowen
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: *Algonquin Road (IL 62) @ New Wilke Road*
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated November 15, 2018, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Algonquin Rd (IL 62) east of New Wilke Rd	29,400	30,000
Algonquin Rd (IL 62) east of New Wilke Rd	29,200	30,500
New Wilke Rd, @ Algonquin Rd (IL 62)	18,600	21,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2018 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 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)
S:\AdminGroups\ResearchAnalysis\2018cy_TrafficForecasts\ArlingtonHeights\ck-128-18\ck-128-18.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
Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	233	1056	239	32	758	117	122	260	16	328	469	128
Future Volume (vph)	233	1056	239	32	758	117	122	260	16	328	469	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	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)	90		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			230			230			245		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.972			0.980			0.991			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3440	0	1752	3302	0	1719	3487	0	1752	3404	0
Flt Permitted	0.140			0.067			0.182			0.378		
Satd. Flow (perm)	261	3440	0	124	3302	0	329	3487	0	697	3404	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		405			564			216			136	
Travel Time (s)		6.9			9.6			3.7			2.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	7%	8%	5%	2%	12%	3%	2%	5%
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)	271	1506	0	37	1017	0	142	321	0	381	694	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	23.8	71.4		12.6	60.2		15.4	33.6		22.4	40.6	
Total Split (%)	17.0%	51.0%		9.0%	43.0%		11.0%	24.0%		16.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	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	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	82.5	71.5		68.6	59.3		39.4	25.6		50.5	33.2	
Actuated g/C Ratio	0.59	0.51		0.49	0.42		0.28	0.18		0.36	0.24	

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.86		0.27	0.73		0.70	0.50		0.97	0.86	
Control Delay	38.5	37.0		19.3	38.5		50.0	54.1		77.0	62.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.5	37.0		19.3	38.5		50.0	54.1		77.0	62.9	
LOS	D	D		B	D		D	D		E	E	
Approach Delay		37.3			37.8			52.8			67.9	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	124	648		14	422		88	137		276	316	
Queue Length 95th (ft)	210	718		30	483		133	177		#441	371	
Internal Link Dist (ft)		325			484			136			56	
Turn Bay Length (ft)	90			200			100					
Base Capacity (vph)	372	1757		168	1399		211	687		393	841	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.86		0.22	0.73		0.67	0.47		0.97	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 22.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 46.6

Intersection LOS: D

Intersection Capacity Utilization 82.7%

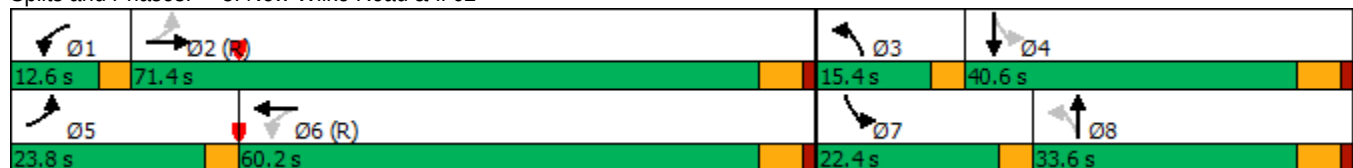
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: New Wilke Road & Il 62



HCM 6th TWSC

1: New Wilke Road & North Mobil Drive

12/05/2018

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	13	0	610	909	14
Future Vol, veh/h	4	13	0	610	909	14
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	25	0	0	2	2	7
Mvmt Flow	5	15	0	709	1057	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1420	537	1073
Stage 1	1065	-	-
Stage 2	355	-	-
Critical Hdwy	6.75	7.1	5.3
Critical Hdwy Stg 1	7.1	-	-
Critical Hdwy Stg 2	6.3	-	-
Follow-up Hdwy	3.9	3.9	3.1
Pot Cap-1 Maneuver	126	422	367
Stage 1	190	-	-
Stage 2	597	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	126	422	367
Mov Cap-2 Maneuver	126	-	-
Stage 1	190	-	-
Stage 2	597	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	367	-	126	422	-	-
HCM Lane V/C Ratio	-	-	0.037	0.036	-	-
HCM Control Delay (s)	0	-	34.7	13.8	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

HCM 6th TWSC
2: New Wilke Road & South Mobil Drive

12/05/2018

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑↑	
Traffic Vol, veh/h	0	3	0	610	922	0
Future Vol, veh/h	0	3	0	610	922	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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	3	0	709	1072	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	536	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	423	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	423	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	13.6	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	423	-	-		
HCM Lane V/C Ratio	-	0.008	-	-		
HCM Control Delay (s)	-	13.6	-	-		
HCM Lane LOS	-	B	-	-		
HCM 95th %tile Q(veh)	-	0	-	-		

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	878	83	36	888	242	302	605	61	232	389	132
Future Volume (vph)	152	878	83	36	888	242	302	605	61	232	389	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	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)	90		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			230			230			245		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		1.00	1.00		1.00	0.99	
Frt		0.987			0.968			0.986			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3432	0	1805	3419	0	1805	3523	0	1770	3412	0
Flt Permitted	0.067			0.185			0.186			0.156		
Satd. Flow (perm)	126	3432	0	352	3419	0	353	3523	0	291	3412	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		405			564			216			136	
Travel Time (s)		6.9			9.6			3.7			2.3	
Confl. Peds. (#/hr)			8			8	6		1	1		6
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%	4%	0%	0%	2%	1%	0%	1%	0%	2%	1%	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)	162	1022	0	38	1202	0	321	709	0	247	554	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	22.4	63.0		12.6	53.2		28.0	42.0		22.4	36.4	
Total Split (%)	16.0%	45.0%		9.0%	38.0%		20.0%	30.0%		16.0%	26.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	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	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	75.6	64.5		65.9	56.5		57.4	33.7		49.3	29.1	
Actuated g/C Ratio	0.54	0.46		0.47	0.40		0.41	0.24		0.35	0.21	

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.65		0.16	0.87		0.86	0.84		0.85	0.78	
Control Delay	47.8	32.9		18.8	47.5		52.4	60.0		60.1	60.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.8	32.9		18.8	47.5		52.4	60.0		60.1	60.8	
LOS	D	C		B	D		D	E		E	E	
Approach Delay		35.0			46.6			57.7			60.6	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	92	395		17	542		200	319		150	248	
Queue Length 95th (ft)	169	489		36	#761		#325	394		#287	318	
Internal Link Dist (ft)		325			484			136			56	
Turn Bay Length (ft)	90			200			100					
Base Capacity (vph)	292	1580		265	1379		398	905		304	743	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.55	0.65		0.14	0.87		0.81	0.78		0.81	0.75	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 22.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 48.7

Intersection LOS: D

Intersection Capacity Utilization 89.4%

ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: New Wilke Road & Il 62

											
Ø1	Ø2 (R)		Ø3		Ø4	Ø5	Ø6 (R)	Ø7	Ø8		
12.6 s	63 s		28 s		36.4 s	22.4 s	53.2 s	22.4 s	42 s		

HCM 6th TWSC
1: New Wilke Road & North Mobil Drive

12/05/2018

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	0	999	740	21
Future Vol, veh/h	5	5	0	999	740	21
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	5	5	0	1063	787	22

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1333	408	812	0	-	0
Stage 1	801	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.25	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	178	511	488	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	510	487	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	487	-	177	510	-	-
HCM Lane V/C Ratio	-	-	0.03	0.01	-	-
HCM Control Delay (s)	0	-	26	12.1	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

HCM 6th TWSC
2: New Wilke Road & South Mobil Drive

12/05/2018

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑↑	
Traffic Vol, veh/h	0	8	0	999	745	0
Future Vol, veh/h	0	8	0	999	745	0
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	9	0	1063	793	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	400	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	517	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	516	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 516		-	-		
HCM Lane V/C Ratio	- 0.016		-	-		
HCM Control Delay (s)	- 12.1		-	-		
HCM Lane LOS	- B		-	-		
HCM 95th %tile Q(veh)	- 0.1		-	-		

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	1065	242	38	778	113	120	280	16	357	483	129
Future Volume (vph)	247	1065	242	38	778	113	120	280	16	357	483	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	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)	90		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			230			230			245		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.972			0.981			0.992			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3440	0	1752	3306	0	1719	3492	0	1752	3405	0
Flt Permitted	0.128			0.069			0.169			0.354		
Satd. Flow (perm)	238	3440	0	127	3306	0	306	3492	0	653	3405	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		405			209			216			136	
Travel Time (s)		6.9			3.6			3.7			2.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	7%	8%	5%	2%	12%	3%	2%	5%
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)	287	1519	0	44	1036	0	140	345	0	415	712	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	23.8	71.4		12.6	60.2		15.4	33.6		22.4	40.6	
Total Split (%)	17.0%	51.0%		9.0%	43.0%		11.0%	24.0%		16.0%	29.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	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	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	82.2	71.0		67.5	58.0		39.7	25.9		50.8	33.5	
Actuated g/C Ratio	0.59	0.51		0.48	0.41		0.28	0.18		0.36	0.24	

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.85	0.87		0.31	0.76		0.70	0.53		1.08	0.87	
Control Delay	46.9	38.3		20.6	40.3		50.6	54.6		105.6	63.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	38.3		20.6	40.3		50.6	54.6		105.6	63.8	
LOS	D	D		C	D		D	D		F	E	
Approach Delay		39.6			39.5			53.4			79.2	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	152	661		17	440		86	148		~334	326	
Queue Length 95th (ft)	#257	732		33	495		133	190		#539	382	
Internal Link Dist (ft)		325			129			136			56	
Turn Bay Length (ft)	90			200			100					
Base Capacity (vph)	361	1745		168	1370		207	688		385	841	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.80	0.87		0.26	0.76		0.68	0.50		1.08	0.85	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 22.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 51.0

Intersection LOS: D

Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

~ 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.

Splits and Phases: 3: New Wilke Road & Il 62

 Ø1	 Ø2 (R)	 Ø3	 Ø4
12.6 s	71.4 s	15.4 s	40.6 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
23.8 s	60.2 s	22.4 s	33.6 s

HCM 6th TWSC

1: New Wilke Road & North Mobil Drive

12/06/2018

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	13	0	634	938	14
Future Vol, veh/h	4	13	0	634	938	14
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	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	25	0	0	2	2	7
Mvmt Flow	5	15	0	737	1091	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1468	554	1107	0	-	0
Stage 1	1099	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.75	7.1	5.3	-	-	-
Critical Hdwy Stg 1	7.1	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	3.9	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	118	412	353	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	118	412	353	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	353	-	118	412	-	-
HCM Lane V/C Ratio	-	-	0.039	0.037	-	-
HCM Control Delay (s)	0	-	36.8	14.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	3	45	0	33	0	601	39	30	921	0
Future Vol, veh/h	0	0	3	45	0	33	0	601	39	30	921	0
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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	3	52	0	38	0	699	45	35	1071	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	536	1220	-	372	-	0	0	744	0	0
Stage 1	-	-	-	722	-	-	-	-	-	-	-	-
Stage 2	-	-	-	498	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.95	-	6.9	-	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.65	-	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	423	163	0	631	0	-	-	873	-	-
Stage 1	0	0	-	378	0	-	0	-	-	-	-	-
Stage 2	0	0	-	497	0	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	423	149	-	631	-	-	-	873	-	-
Mov Cap-2 Maneuver	-	-	-	149	-	-	-	-	-	-	-	-
Stage 1	-	-	-	378	-	-	-	-	-	-	-	-
Stage 2	-	-	-	444	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.6		28.8		0		0.6					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1WBLn2		SBL	SBT	SBR			
Capacity (veh/h)	-		-		423 149 631		873	-	-			
HCM Lane V/C Ratio	-		-		0.008 0.351 0.061		0.04	-	-			
HCM Control Delay (s)	-		-		13.6 41.7 11.1		9.3	0.3	-			
HCM Lane LOS	-		-		B E B		A	A	-			
HCM 95th %tile Q(veh)	-		-		0 1.4 0.2		0.1	-	-			

HCM 6th TWSC
4: II 62 & RI/RO Access

12/06/2018

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1438	882	55	0	47
Future Vol, veh/h	0	1438	882	55	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	7	0	0	0
Mvmt Flow	0	1672	1026	64	0	55

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 513
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 0 512
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- - 512
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	512
HCM Lane V/C Ratio	-	-	0.107
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	885	84	42	937	240	298	632	62	255	400	133
Future Volume (vph)	162	885	84	42	937	240	298	632	62	255	400	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	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)	90		0	200		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	160			230			230			245		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00		1.00	1.00		1.00	0.99	
Frt		0.987			0.969			0.987			0.963	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3432	0	1805	3423	0	1805	3527	0	1770	3416	0
Flt Permitted	0.069			0.176			0.196			0.134		
Satd. Flow (perm)	130	3432	0	334	3423	0	372	3527	0	250	3416	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		405			200			216			136	
Travel Time (s)		6.9			3.4			3.7			2.3	
Confl. Peds. (#/hr)			8			8	6		1	1		6
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%	4%	0%	0%	2%	1%	0%	1%	0%	2%	1%	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)	172	1030	0	45	1252	0	317	738	0	271	567	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0	
Minimum Split (s)	6.5	21.0		6.5	21.0		6.5	14.0		6.5	14.0	
Total Split (s)	22.4	63.0		12.6	53.2		28.0	42.0		22.4	36.4	
Total Split (%)	16.0%	45.0%		9.0%	38.0%		20.0%	30.0%		16.0%	26.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	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	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effect Green (s)	74.2	62.8		64.2	54.5		57.7	34.3		52.0	30.9	
Actuated g/C Ratio	0.53	0.45		0.46	0.39		0.41	0.24		0.37	0.22	

Lanes, Volumes, Timings

3: New Wilke Road & Il 62

12/05/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.75	0.67		0.20	0.94		0.84	0.86		0.92	0.75	
Control Delay	49.9	34.4		19.5	55.7		49.2	61.2		73.3	58.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.9	34.4		19.5	55.7		49.2	61.2		73.3	58.2	
LOS	D	C		B	E		D	E		E	E	
Approach Delay		36.6			54.4			57.6			63.1	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	101	403		20	588		195	334		185	253	
Queue Length 95th (ft)	180	497		41	#810		#301	413		#357	326	
Internal Link Dist (ft)		325			120			136			56	
Turn Bay Length (ft)	90			200			100					
Base Capacity (vph)	292	1538		253	1332		407	906		298	759	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.67		0.18	0.94		0.78	0.81		0.91	0.75	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 22.5 (16%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 52.0

Intersection LOS: D

Intersection Capacity Utilization 93.0%

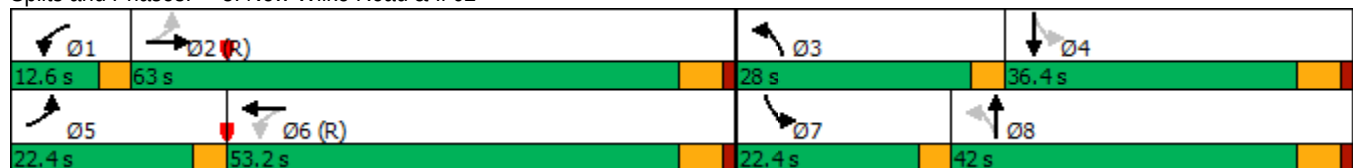
ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 3: New Wilke Road & Il 62



HCM 6th TWSC

1: New Wilke Road & North Mobil Drive

12/06/2018

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	0	1025	763	21
Future Vol, veh/h	5	5	0	1025	763	21
Conflicting Peds, #/hr	0	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	5	5	0	1090	812	22
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1371	420	837	0	-	0
Stage 1	826	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.25	7.1	5.3	-	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	3.1	-	-	-
Pot Cap-1 Maneuver	169	502	475	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	501	474	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	19.7	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	474	-	168	501	-	-
HCM Lane V/C Ratio	-	-	0.032	0.011	-	-
HCM Control Delay (s)	0	-	27.1	12.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↖		↗		↕			↕↕↕	
Traffic Vol, veh/h	0	0	8	34	0	33	0	992	42	22	746	0
Future Vol, veh/h	0	0	8	34	0	33	0	992	42	22	746	0
Conflicting Peds, #/hr	0	0	0	0	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	0	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	9	36	0	35	0	1055	45	23	794	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	400	1442	-	550	-	0	0	1100	0	0
Stage 1	-	-	-	1078	-	-	-	-	-	-	-	-
Stage 2	-	-	-	364	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.95	-	6.9	-	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.65	-	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	517	116	0	484	0	-	-	642	-	-
Stage 1	0	0	-	232	0	-	0	-	-	-	-	-
Stage 2	0	0	-	599	0	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	516	108	-	484	-	-	-	642	-	-
Mov Cap-2 Maneuver	-	-	-	108	-	-	-	-	-	-	-	-
Stage 1	-	-	-	232	-	-	-	-	-	-	-	-
Stage 2	-	-	-	551	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.1		34		0		0.5					
HCM LOS	B		D									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1WBLn2		SBL	SBT	SBR			
Capacity (veh/h)	-		-		516 108 484		642	-	-			
HCM Lane V/C Ratio	-		-		0.016 0.335 0.073		0.036	-	-			
HCM Control Delay (s)	-		-		12.1 54.3 13		10.8	0.2	-			
HCM Lane LOS	-		-		B F B		B	A	-			
HCM 95th %tile Q(veh)	-		-		0.1 1.3 0.2		0.1	-	-			

HCM 6th TWSC
4: II 62 & RI/RO Access Drive

12/06/2018

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1202	1182	40	0	37
Future Vol, veh/h	0	1202	1182	40	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	1279	1257	43	0	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 629
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 0 430
Stage 1	0	-	- 0 0 -
Stage 2	0	-	- 0 0 -
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	- - 430
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	430
HCM Lane V/C Ratio	-	-	0.092
HCM Control Delay (s)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3



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: 1650 W Algonquin Rd – 7-11 Gas Station & Convenience Store – SUP for Gas Station
PC#: 18-026 – Round 1
Date: Dec. 28, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam –

A permit from the Office of the State Fire Marshal is required for the project.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 12/11/2018

P.C. Number: 18-026

Project Name: SUP for Gas Station

Project Location: 1650 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.
2. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
3. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
4. Fire protection equipment and service rooms shall be identified in an approved manner.
5. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
7. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
8. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.
9. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.
10. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
11. Exit signs shall be illuminated at all times and have emergency power backup.
12. Buildings shall have approved address numbers.

Date 12-11-18

Reviewed By:


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 13, 2018
Subject: 1650 W Algonquin Rd P.C. #18-026 Round 1



With regard to the proposed SUP for Gas Station, I have the following comment:

- 1) The proposed 4" water line must be metered as it enters the building. It cannot enter on the west side of the building and connect to a meter on the east side.
- 2) An RPZ will be required if an irrigation system is installed. It will need to be installed on the irrigation supply line.
- 3) Water meter(s) and RPZ(s) will be sized once the plumbing plans have been submitted.
- 4) The proposed pressure connection to the existing 12" water main must be encompassed within a 60" vault.
- 5) The storm drain as designed shows collecting storm water from the pump area. You need to provide protection assurances (triple trap with automatic shut offs) that will prevent petroleum products from entering the Village storm system.
- 6) What are the plans for storm detention?
- 7) The southeast corner shows a shared access to adjacent site and leading to grass. How will this be designed with new property use?
- 8) You need to remove and replace any sidewalk serving the property that does not drain properly or is damaged due to construction.

If you have any questions, please feel free to contact me.

C. file

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
 Petitioner: Vequity LLC 8115 XLVII
 Owner: Michael Graham
 Contact Person: Kim Ward
 Address: 400 N. State Suite 400
Chicago, IL 60654
 Phone #: 312.925.0987
 Fax #: _____
 E-Mail: K.WARD@vequity.com

08
 P.I.N.# 08-08-401-028
 Location: USD W. Algonquin
 Rezoning: _____ Current: B-2 Proposed: B-2
 Subdivision: Lot 35 Section 8
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: GIAS
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: GIAS
 Proposed: GIAS
 Site Gross Area: 29,313 SF
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ NO

Sanitary Sewer _____ NO

Storm Sewer _____ NO

b. Surface Improvement

Pavement _____ NO

Curb & Gutter _____ NO

Sidewalks _____ NO

Street Lighting _____ NO

c. Easements

Utility & Drainage _____ YES*

Access _____ YES

SEE COMMENTS

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____ X

b. IDOT _____ X

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

4. SITE PLAN ACCEPTABLE? _____

5. PRELIMINARY PLAT ACCEPTABLE? _____

6. TRAFFIC STUDY ACCEPTABLE? _____

7. STORM WATER DETENTION REQUIRED? _____

8. CONTRIBUTION ORDINANCE EXISTING? _____

9. FLOOD PLAIN OR FLOODWAY EXISTING? ...

10. WETLAND EXISTING? _____

YES NO COMMENTS

NO

NO

N/A

NO

YES

NO

NO

NO

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: WATERMARK ENB.DATE OF PLANS: 12/7/18

Michael L. Page
 Director
 Village Engineer

12/20/18
 Date

PLAN COMMISSION PC #18-026
7-11 Gas Station and Convenience Store
1650 W Algonquin Rd
SUP for Gas Station
Round 1

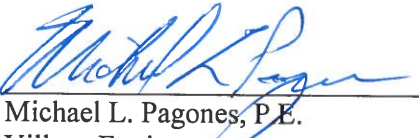
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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. Detention is required for the site, and an MWRD permit will be required. The proposed detention/retention facility 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 for an editable version of the OUMA.
14. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.

15. The preliminary plans show the storm sewer connecting to New Wilke Rd and do not provide details of the sanitary sewer connection for the new building. Since the submittal Watermark Engineering has been made aware that the existing sewer along New Wilke Rd is a sanitary sewer, not a storm sewer. The plans must be revised. Provide all rims and inverts for the proposed sanitary and storm sewer. The Public Works Department Superintendent of Utilities will provide additional information as to the ownership of the sanitary sewer on New Wilke Rd. In the event the petitioner will be constructing a storm sewer and/or sanitary sewer across the adjacent vacant parcel to connect to the Village utilities, provide the necessary easements.
16. 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.
17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. 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.
18. All right-of-way improvements along Algonquin Rd shall be reviewed and approved by the Illinois Department of Transportation (IDOT).
19. The sidewalk through the entrances shall be 8" thick. In the event a traffic control device (stop sign) will be installed at the entrance / exit locations, ADA detectable warning panels shall be installed at the crossing. All ADA related items shall meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).
20. The existing sidewalk along the east side of New Wilke Rd is 8 ft wide and is currently designated as a bike path. The Village of Arlington Heights Bicycle and Pedestrian Plan calls for this path to be widened to 10 ft. The sidewalk through the New Wilke Rd entrance / exit should be constructed at 10 ft.
21. Provide a pavement patch detail for the New Wilke Rd entrance / exit. The pavement patch detail for the Algonquin Rd entrance / exit must meet IDOT specifications.
22. Coordinate the cross access with Taco Bell and provide the necessary easement documents.
23. Per Chapter 20, Section 20-106 of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost for the site development (not the building) and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.

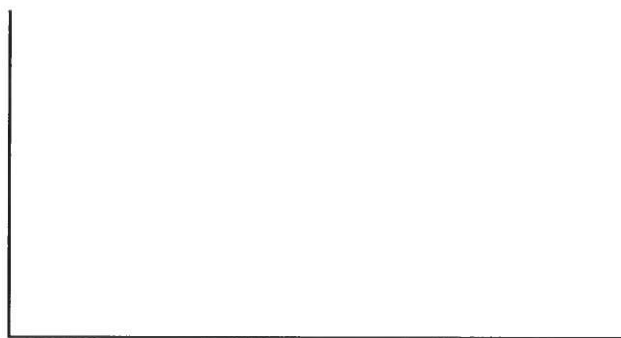
TRAFFIC

24. The petitioner is made aware that there is the possibility of intersection improvements at Algonquin Rd and New Wilke Rd that would involve a new right turn lane for westbound traffic on Algonquin Rd. To construct this right turn lane, right-of-way acquisition and modifications to existing curb, sidewalk, etc. may be needed along the north side of Algonquin Rd that could impact the frontage for 1650 W Algonquin Rd. For the site plan, the petitioner should anticipate the worst case scenario for a new 12' wide lane, 5' wide parkway, 5' wide sidewalk and 1' for the property line to be set form the sidewalk.
 - a. The petitioner should verify with IDOT the minimum setback design criteria for the gas tank.
 - b. The orientation and placement of the canopy and overhand over the gas pumps should account for the potential roadway setback constraints.
25. The traffic report provides the accident history however there is no breakdown about how many collisions might be related to vehicles entering or exiting this site. Has the analysis for the crash reports identified site related accidents?
26. With the current access control along Route 62, the driveway configuration should be constructed to the I.D.O.T. standard for right turn in/out only. Additionally, based upon the turning vehicle volumes in Wilke Road, full access from the Wilke Road driveway may not be assured.
27. The traffic report site generated volumes makes a gross reduction of 60% pass-by trips, but what is this based upon, which study?
28. What is the purpose of the cross access with Taco Bell? The proposed shared access connection to the Taco Bell site immediately adjacent to the Algonquin Road entrance driveway should be evaluated for conflicts.
29. Copies of catalog cuts for all exterior site lighting fixtures must be provided. All pole or building mounted, or under canopy fixtures must be glareless, sharp cut-off, optically controlled fixtures. Diffusing or prismatic lenses may not project below the surface of the fixture to project light laterally, especially on fixtures under the canopy. Based upon the mounting heights of the SA-4, SK3_F5, and EWLS, may also need to be evaluated for glare that may affect homes towards the north.


Michael L. Pagones, P.E. 12/20/18
Village Engineer Date

Attachments:

- Sample OUMA (4 pages)
- Fire Apparatus Tower 131 Specifications (1 page)



ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (address) _____, Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** Insert legal description, or attach as Exhibit A ***

PIN Numbers:

WHEREAS, _____ (print name) _____, ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with **sanitary sewers, storm sewers and stormwater management facilities, domestic water mains**; and

WHEREAS, the **sanitary sewers, storm sewers and stormwater management facilities, and domestic water mains** servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) _____ dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain the water service line and appurtenances from the valve at the water main to the building.
- c. Maintain all storm sewers and appurtenances, including detention vault, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that, barring a need for immediate action, should the RESPONSIBLE ENTITY not begin corrective action within four (4) hours of notification of an emergency situation where property damage is occurring or is in imminent danger of occurring as a result of dysfunction of the **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains**, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State
aforesaid, CERTIFY that _____ personally known to me to be
the same person whose name is subscribed on the foregoing instrument appeared before me this
day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their
free and voluntary act, and as the voluntary act of

_____, an (LLC? Corporation?), for the uses and
purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be
the same person whose name is subscribed on the foregoing instrument appeared before me this
day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their
free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois
municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

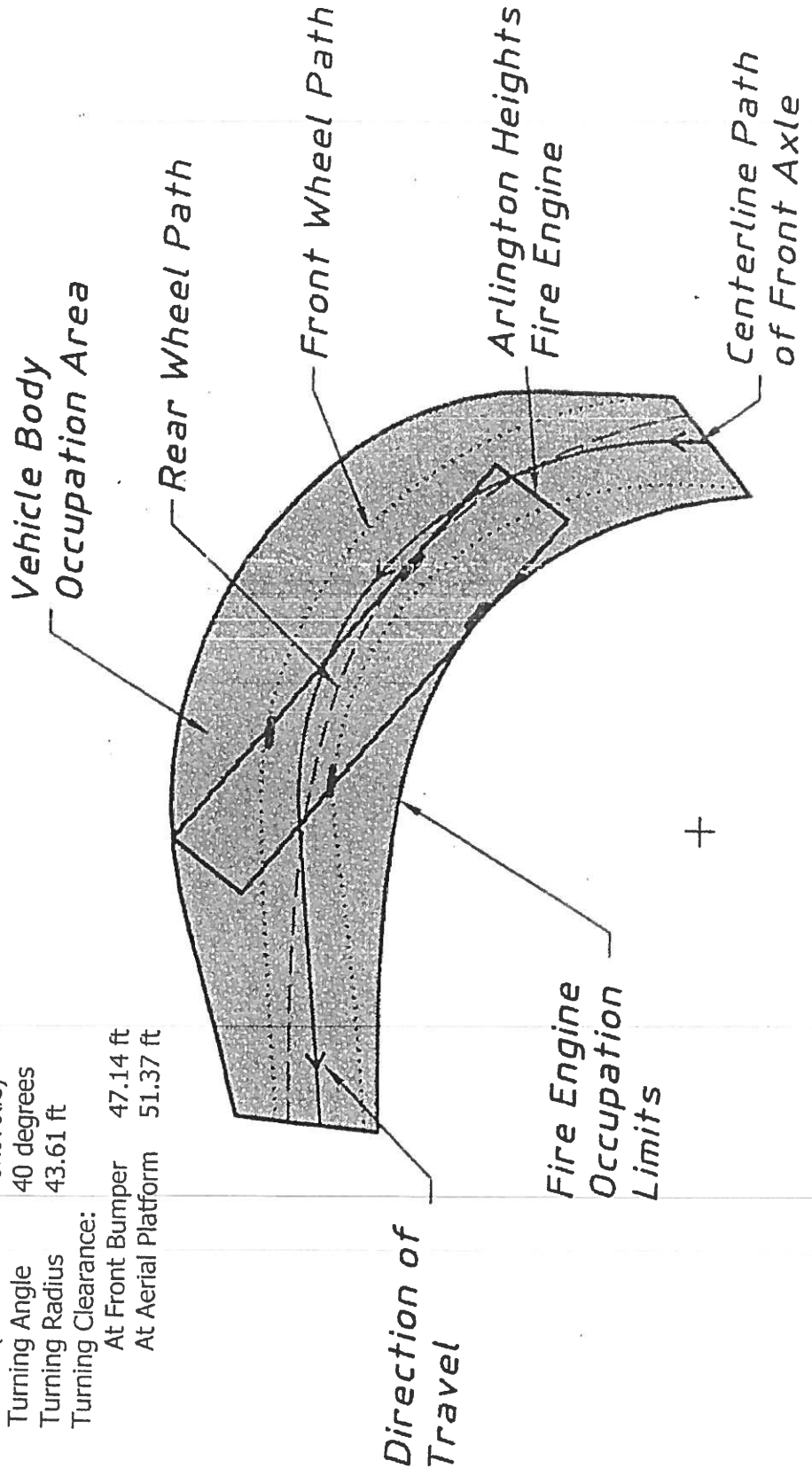
Notary Public

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-026

Project Name

7-11 Gas Station

Project Location

1650 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

1) Building is to be sprinkled per code.

2) The Fire Department Connection shall be located at the main front entrance of the building, be fully visible and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest fire hydrant capable of delivering the required fire flows.

3) A Knox Box containing keys to access necessary parts of the building shall be mounted on the main front door of the building.

4) Install a fully operational annunciator panel or alarm panel at the main front entrance door.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date December 13, 2018

Reviewed By:

LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

7-11 Gas Station/ Convenience Store
1650 W. Algonquin
PC# 18-026
Round 1

Review Comments

12/19/2018

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.

3. Present traffic problems?

There are no apparent 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.

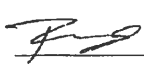
- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

- 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.

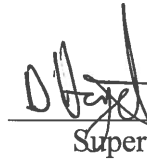
-Recommended to have an alarm system along with signage indicating there is an alarm on premise. Make sure all exterior doors have alarm company security signage clearly displayed.

- Recommended to install cameras (with recording capabilities) on the exterior and interior of store, to include a monitor at the checkout counter so employees have ability to monitor store interior and exterior, specifically by the restrooms. The design around the restroom creates a blind corner. Exterior surveillance should be able to monitor license plates at pumps for drive offs, patrons entering and exiting building, etc.

- Ensure employees have unobstructed views of the aisles- utilizing open floor plan, convex mirrors. Install mirrors in ceiling corners of store to improve visibility within store and down aisles.
- High value merchandise should be kept in secured/locked area behind counter
- Store front windows should be free of large posters and obstructions to increase visibility from outside in and vice versa.
- Recommended to have rear access door (northeast side) relocated so employees can have better view of door to deter theft; or install door buzzer/chimes to alert employee when door is open(ed)
- The exit door adjacent to the restrooms can provide an opportunity for theft. Consider

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

 #557
Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
Petitioner: Vequity LLC 8115 XLVII
Owner: Michael Graham
Contact Person: Kim Ward
Address: 400 N. State St. Suite 410
Chicago, IL 60654
Phone #: 312.985.0987
Fax #:
E-Mail: K.WARD@vequity.com

P.I.N.# 08-08-401-028
Location: 1650 W. Algonquin
Rezoning: Current: B-2 Proposed: B-2
Subdivision: 35
of Lots: Current: Proposed:
PUD: For:
Special Use: For: gas
Land Use Variation: For:
Land Use: Current: gas
Proposed: gas
Site Gross Area: 29,313 sf
of Units Total: 1
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

An exterior grease trap may be required by the Plumbing Inspector. Contact the Building Department for any questions.

Teresa Biline 12-18-18
Environmental Health Officer Date

[Signature] 12/14/18 Direc
tor Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
 Petitioner: Vequity US 8115 XLVII
 Owner: Michael Graham
 Contact Person: Kim Ward
 Address: 400 N. State St. Suite 400
Chicago, IL 60654
 Phone #: 312.935.0907
 Fax #: _____
 E-Mail: K.WARD@vequity.com

P.I.N.# 08-03-401-028
 Location: 1650 W. Algonquin
 Rezoning: _____ Current: B-2 Proposed: B-2
 Subdivision: 35
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: gas
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: gas
 Proposed: gas
 Site Gross Area: 29,313 sq ft
 # of Units Total: 1
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

- | | YES | NO | |
|----|----------|----------|---|
| 1. | <u>X</u> | _____ | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | _____ | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | _____ | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | _____ | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | _____ | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | _____ | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

PLEASE SEE ATTACHED COMMENTS

Sam A. [Signature]

12-21-18

Date

Planning & Community Development Dept. Review

December 21, 2018



REVIEW ROUND 1

Project: 7-11 Gas Station
1650 W. Algonquin Rd.

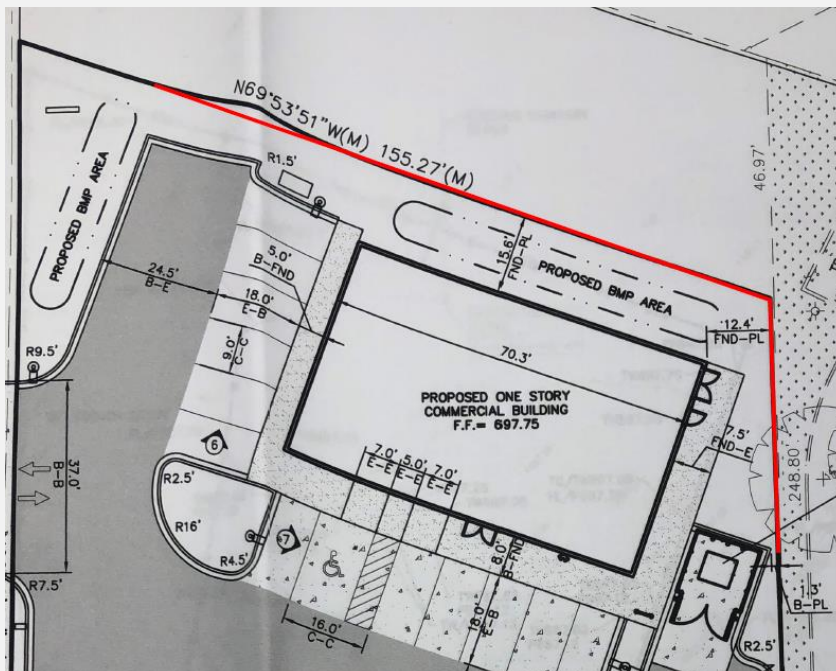
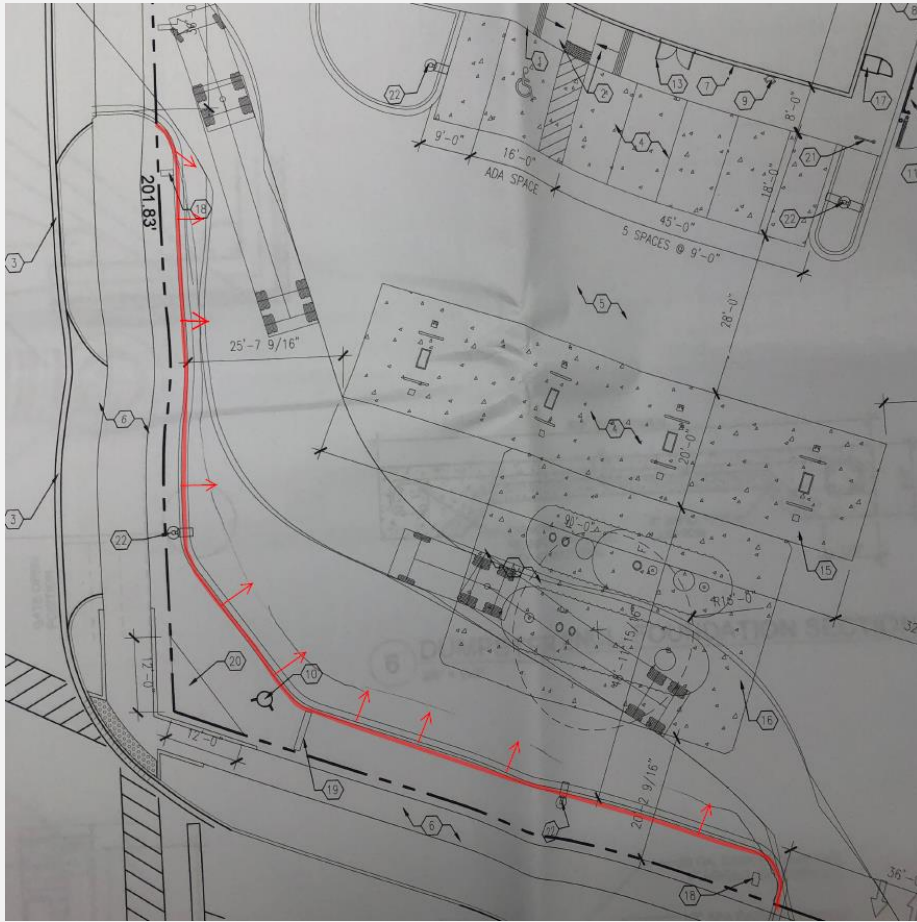
Case Number: PC 18-026

General:

7. The Plan Commission must review and approve the following actions:
 - a. Special Use Permit to allow an "Automobile Service Station".
8. Please note that a meeting with neighboring property owners must take place well in advance of the Plan Commission hearing. Please contact me for details about said meeting.
9. Please revise the project narrative to include information on any proposed green features/sustainable design elements that will be included. If none are proposed, please state such.
10. Are any items proposed for outdoor display/sale (windshield fluid, firewood, ice, propane, salt, etc.)?
11. Please provide additional details on expected deliveries and loading times. While it is understood that, on average, there will be two main deliveries per week, what time do these deliveries typically occur? Please note that deliveries between the hours of 10:00pm and 7:00am shall be prohibited.
12. Please ensure that all plans resubmitted for a second round of review incorporate any changes as required by the Design Commission.
13. On all future revisions, please ensure that all plans and studies include a revision date.

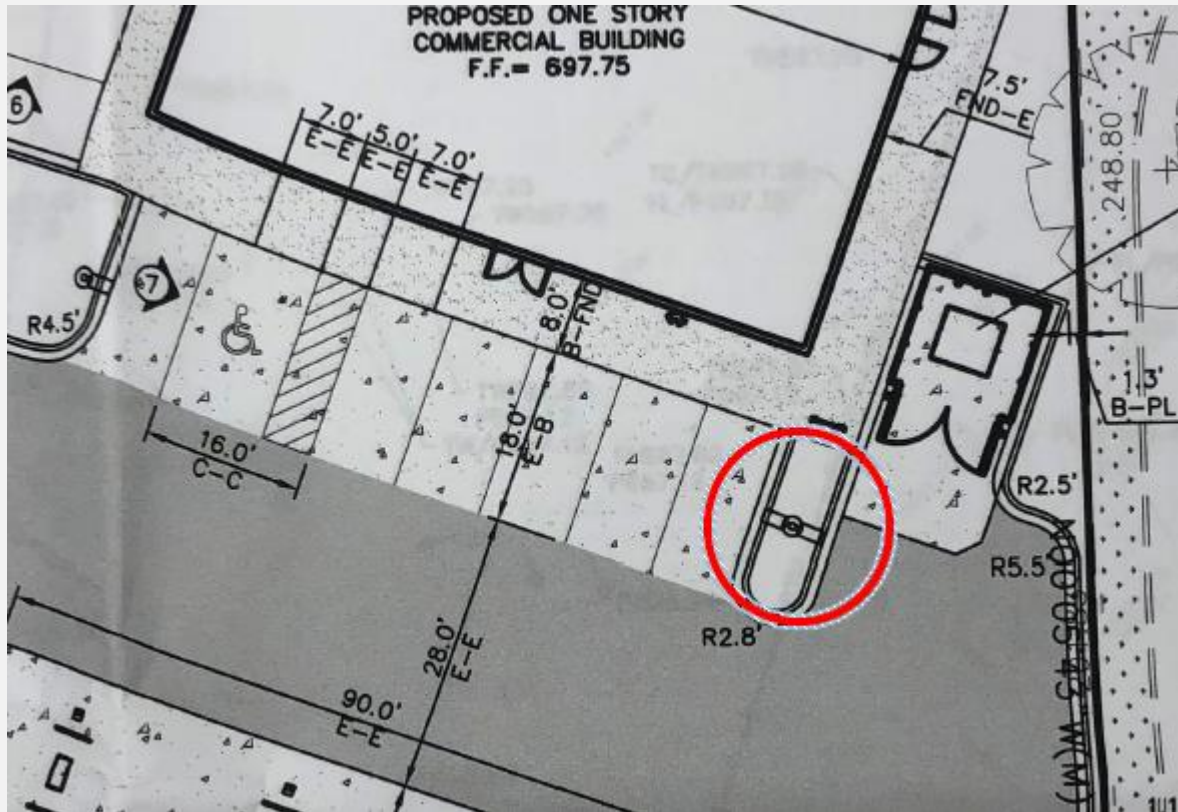
Site/Building Related:

14. Please note that a condition of approval will be required that mandates the property owner enter into and record a shared access agreement with the Taco Bell property owner next door for reciprocal access between the two sites. The recording of this document will be required prior to occupancy on the subject property.
15. Please complete the site analysis table with the proposed building setbacks on sheet AS1.01 as well as the proposed impervious surface coverage and FAR info on the "Site Data" table on sheet C-2.
16. Please confirm the number of bicycle parking spaces within the proposed bicycle parking rack and add a note to the site plan outlining such.
17. The proposed wall pack style lights, as shown on sheet A1.01, are not allowed. Additionally, four such fixtures are proposed on the rear of the building and it is unclear why lighting is necessary along the back of the building. Please note that the elevations do not show these proposed lights. It is recommended that building lights are not provided on this elevation.
18. The dumpster elevation on sheet AS1.02 does not match the elevations as shown on sheet A3.01 and A3.02 relative to the proposed material of the enclosure. Please revise so that both plans are consistent.
19. In anticipation of the future right-turn lane along Algonquin Road, please revise the site plan to push the curb line



Landscaping:

21. A shade tree is required in the landscape island indicated below. Please clarify if a variation is requested, and if so, the necessary justification for a variation must be provided.



22. Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals, switchgear, etc.) on the site plans and landscape plans and screen all units appropriately.

Parking/Traffic:

23. The KLOA traffic study states that the Algonquin Road access drive will be a right-in/right-out access drive, however, the site plans show full access to Algonquin Rd. Please clarify and revise the plans accordingly.

Prepared by: *Sam J. [Signature]*

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
 Petitioner: Vequity Series XLVII
1650 W. Algonquin

Owner: Michael Graham

Contact Person: Kim Ward
 Address: 400 N. State St. - Suite 400
Chicago, IL 60654
 Phone #: 312-985-0987
 Fax #: N/A
 E-Mail: k.ward@vequity.com

P.I.N.# 08-08-401-028
 Location: 1650 W. Algonquin Rd.
 Rezoning: — Current: B-2 Proposed: B-2
 Subdivision: —
 # of Lots: — Current: — Proposed: —
 PUD: — For: —
 Special Use: X For: Gas Station
 Land Use Variation: — For: —
 Land Use: — Current: Gas Station
 Proposed: Gas Station
 Site Gross Area: 29,313 sq. ft.
 # of Units Total: —
 1BR: — 2BR: — 3BR: — 4BR: —

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

1. Complies with Tree Preservation Ordinance
2. Complies with Landscape Plan Ordinance
3. Parkway Tree Fee Required
(See below.)

YES	NO
<u>—</u>	<u>X</u>
<u>—</u>	<u>X</u>
<u>X</u>	<u>—</u>

Comments:

- 1) In order to screen the parking from the residential to the north, provide 6-foot tall upright Junipers along the north property line adjacent to the parking area.
- 2) As part of the landscape plan, please identify the location and quantity for the proposed plant material.
- 3) For the two trees that are proposed for removal, please indicate the size, species and condition.
- 4) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 5) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.

[Signature] 12/19/18
 Coordinator Date

ILEKIS ASSOCIATES

Architects + Planners

223 West Jackson Blvd.

Suite 1000

Chicago, Illinois 60606

T 312.419.009

F312.899.0965

www.ilekis.com

January, 15 2019

Village of Arlington Heights

P. C. Number 18-026

RECEIVED
JAN 17 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

FIRE SAFETY DIVISION

1. All currently adopted codes shall apply.

Response: Noted.

2. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.

Response: A fire hydrant has been added near the trash enclosure.

3. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.

Response: Noted. Fire suppression drawings will be submitted by fire contractor for permit review.

4. Fire protection equipment and service rooms shall be identified in an approved manner.

Response: Noted.

5. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Response: Noted.

6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

Response: Noted. Fire alarm permit drawings will be submitted for permit review at later time.



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www.ilekis.com

7. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.

Response: Noted. Will be provided by fire alarm contractor.

8. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.

Response: Noted.

9. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

Response: Noted.

10. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

Response: Noted. Will be provided during permit review process.

11. Exit signs shall be illuminated at all times and have emergency power backup.

Response: Noted. Will be provided during permit review process.

12. Buildings shall have approved address numbers.

Response: Noted.

PUBLIC WORKS DEPARTMENT

- 1) The proposed 4" water line must be metered as it enters the building. It cannot enter on the west side of the building and connect to a meter on the east side.

Response: The water line connection has been moved to the east side of the building as requested.

- 2) An RPZ will be required if an irrigation system is installed. It will need to be installed on the irrigation supply line.

Response: Noted.

ILEKIS ASSOCIATES

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F312.899.0965

www.ilekis.com

- 3) Water meter(s) and RPZ(s) will be sized once the plumbing plans have been submitted.

Response: Noted

- 4) The proposed pressure connection to the existing 12" water main must be encompassed within a 60" vault.

Response: Noted and included

- 5) The storm drain as designed shows collecting storm water from the pump area. You need to provide protection assurances (triple trap with automatic shut offs) that will prevent petroleum products from entering the Village storm system.

Response: A proposed snout with skirt cleaning device has been added to the plan set.

- 6) What are the plans for storm detention?

Response: It will be provided underground

- 7) The southeast corner shows a shared access to adjacent site and leading to grass. How will this be designed with new property use?

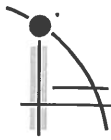
Response: Curb and pavement have been added

- 8) You need to remove and replace any sidewalk serving the property that does not drain properly or is damaged due to construction.

Response: This has been noted and adjusted on the plan set

ENGINEERING DEPARTMENT

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.



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Suite 1000

Chicago, Illinois 60606

T 312.419.009

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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:

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

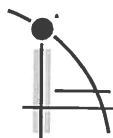
Angular Unit: Degree

Response: Noted

13. Detention is required for the site, and an MWRD permit will be required. The proposed detention/retention facility 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 for an editable version of the OUMA.

Response: Noted

14. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use $C=0.50$ for pervious areas, $C=0.95$ for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet



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the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.

Response: This information has been added to the preliminary plan set

15. The preliminary plans show the storm sewer connecting to New Wilke Rd and do not provide details of the sanitary sewer connection for the new building. Since the submittal Watermark Engineering has been made aware that the existing sewer along New Wilke Rd is a sanitary sewer, not a storm sewer. The plans must be revised. Provide all rims and inverts for the proposed sanitary and storm sewer. The Public Works Department Superintendent of Utilities will provide additional information as to the ownership of the sanitary sewer on New Wilke Rd. In the event the petitioner will be constructing a storm sewer and/or sanitary sewer across the adjacent vacant parcel to connect to the Village utilities, provide the necessary easements.

Response: Additional information has been received and rim and invert elevations have been provided

16. 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.

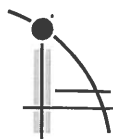
Response: Please refer to sheet AS1.01a for fire truck route.

17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. 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: The pavement detail has been updated as requested

18. All right-of-way improvements along Algonquin Rd shall be reviewed and approved by the Illinois Department of Transportation (IDOT).

Response: Noted



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19. The sidewalk through the entrances shall be 8" thick. In the event a traffic control device (stop sign) will be installed at the entrance/ exit locations, ADA detectable warning panels shall be installed at the crossing. All ADA related items shall meet the requirements of the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Response: Noted

20. The existing sidewalk along the east side of New Wilke Rd is 8 ft wide and is currently designated as a bike path. The Village of Arlington Heights Bicycle and Pedestrian Plan calls for this path to be widened to 10 ft. The sidewalk through the New Wilke Rd entrance/ exit should be constructed at 10 ft.

Response: Noted and updated

21. Provide a pavement patch detail for the New Wilke Rd entrance / exit. The pavement patch detail for the Algonquin Rd entrance / exit must meet IDOT specifications.

Response: Noted

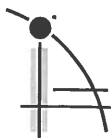
22. Coordinate the cross access with Taco Bell and provide the necessary easement documents.

Response: Noted

23. Per Chapter 20, Section 20-106 of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost for the site development (not the building) and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.

Response: Included

24. The petitioner is made aware that there is the possibility of intersection improvements at Algonquin Rd and New Wilke Rd that would involve a new right turn lane for westbound traffic on Algonquin Rd. To construct this right turn lane, right-of-way acquisition and modifications to existing curb, sidewalk, etc. may be needed along the north side of Algonquin Rd



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that could impact the frontage for 1650 W Algonquin Rd. For the site plan, the petitioner should anticipate the worst case scenario for a new 12' wide lane, 5' wide parkway, 5' wide sidewalk and 1' for the property line to be set form the sidewalk.

- a. The petitioner should verify with IDOT the minimum setback design criteria for the gas tank.
- b. The orientation and placement of the canopy and overhand over the gas pumps should account for the potential roadway setback constraints.

Response: Noted

25. The traffic report provides the accident history however there is no breakdown about how many collisions might be related to vehicles entering or exiting this site. Has the analysis for the crash reports identified site related accidents?

Response: Due to the close proximity of the access drives to the intersection of Algonquin Road with New Wilke Road, it is difficult to sperate the accidents associated with the intersection from the access drive. It should be noted that the provided accident data numbers include any accident that would have occurred at the access drives in addition to elsewhere at the intersection.

26. With the current access control along Route 62, the driveway configuration should be constructed to the I.D.O.T. standard for right turn in/out only. Additionally, based upon the turning vehicle volumes in Wilke Road, full access from the Wilke Road driveway may not be assured.

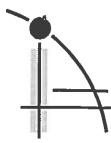
Response: Noted

27. The traffic report site generated volumes makes a gross reduction of 60% pass-by trips, but what is this based upon, which study?

Response: The pass by reduction percent is based on studies performed by ITE as published in the 10th Edition Manual.

28. What is the purpose of the cross access with Taco Bell? The proposed shared access connection to the Taco Bell site immediately adjacent to the Algonquin Road entrance driveway should be evaluated for conflicts.

Response: The City of Arlington Heights had requested the Cross Access with Taco Bell in our preliminary meetings



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29. Copies of catalog cuts for all exterior site lighting fixtures must be provided. All pole or building mounted, or under canopy fixtures must be glareless, sharp cut-off, optically controlled fixtures. Diffusing or prismatic lenses may not project below the surface of the fixture to project light laterally, especially on fixtures under the canopy. Based upon the mounting heights of the SA-4, SK3_FS, and EWLS, may also need to be evaluated for glare that may affect homes towards the north.

Response: Please see attached cut sheets for all exterior lighting.

FIRE DEPARTMENT:

- 1) Building is to be sprinkled per code.

Response: Building will be sprinklered.

- 2) The Fire Department Connection shall be located at the main front entrance of the building, be fully visible and accessible. It shall located within a maximum travel distance of 100 feet to the nearest fire hydrant capable of delivering the required fire flows.

Response: A fire hydrant has been added near the trash enclosure.

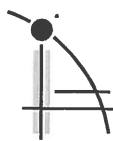
- 3) A Knox Box containing keys to access necessary parts of the building shall be mounted on the main front door of the building.

Response: Noted. Knox box will be provided near main door or as required by fire marshal.

- 4) Install a fully operational annunciator panel or alarm panel at the main front entrance door.

Response: Noted. To be provided by fire alarm contractor for review.

POLICE DEPARTMENT:



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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.

3. Present traffic problems?

There are no apparent 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.

Response: Noted.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.

Response: Landscaping in rear of building has been revised to allow sightlines to possible ambush locations.

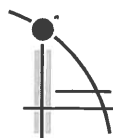
- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Response: Noted.

- -Recommended to have an alarm system along with signage indicating there is an alarm on premise. Make sure all exterior doors have alarm company security signage clearly displayed.

Response: Noted.

- Recommended to install cameras (with recording capabilities) on the exterior and interior of store, to include a monitor at the checkout counter so employees have ability to monitor store interior and exterior, specifically by the restrooms. The design around the restroom



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creates a blind corner. Exterior surveillance should be able to monitor license plates at pumps for drive offs, patrons entering and exiting building, etc.

Response: Noted.

- Ensure employees have unobstructed views of the aisles- utilizing open floor plan, convex mirrors. Install mirrors in ceiling corners of store to improve visibility within store and down aisles.

Response: Noted.

- High value merchandise should be kept in secured/locked area behind counter

Response: Noted.

- Store front windows should be free of large posters and obstructions to increase visibility from outside in and vice versa.

Response: Noted.

- Recommended to have rear access door (northeast side) relocated so employees can have better view of door to deter theft; or install door buzzer/chimes to alert employee when door is open(ed)

Response: Noted.

- The exit door adjacent to the restrooms can provide an opportunity for theft. Consider

Response: This exit door will be equipped with alarm.

HEALTH SERVICES DEPARTMENT:

1. An exterior grease trap may be required by the Plumbing Inspector. Contact the Building Department for any questions.

Response: Please see attached cut sheet for grease trap typically used by 7-11.

PLANING & COMMUNITY DEVELOPMENT DEPARTMENT:

General:

7. The Plan Commission must review and approve the following actions:
 - a. Special Use Permit to allow an "Automobile Service Station".

Response: Noted.

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8. Please note that a meeting with neighboring property owners must take place well in advance of the Plan Commission hearing. Please contact me for details about said meeting.

Response: Noted.

9. Please revise the project narrative to include information on any proposed green features/sustainable design elements that will be included. If none are proposed, please state such.

Response: Noted & Revised

10. Are any items proposed for outdoor display/sale (windshield fluid, firewood, ice, propane, salt, etc.)?

Response: To be determined by tenant.

11. Please provide additional details on expected deliveries and loading times. While it is understood that, on average, there will be two main deliveries per week, what time do these deliveries typically occur? Please note that deliveries between the hours of 10:00pm and 7:00am shall be prohibited.

Response: Noted.

12. Please ensure that all plans resubmitted for a second round of review incorporate any changes as required by the Design Commission.

Response: All Design Commission comments have been included.

13. On all future revisions, please ensure that all plans and studies include a revision date.

Response: Noted.

Site/Building Related:

14. Please note that a condition of approval will be required that mandates the property owner enter into and record a shared access agreement with the Taco Bell property owner next door for reciprocal access between the two sites. The recording of this document will be required prior to occupancy on the subject property.

Response: Noted.

15. Please complete the site analysis table with the proposed building setbacks on sheet AS1.01 as well as the proposed impervious surface coverage and FAR info on the "Site Data" table on sheet C-2.

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Response: Please refer to sheet AS1.01 for updated table.

16. Please confirm the number of bicycle parking spaces within the proposed bicycle parking rack and add a note to the site plan outlining such.

Response: Please refer to AS1.01 for updated table.

17. The proposed wall pack style lights, as shown on sheet A1.01, are not allowed. Additionally, four such fixtures are proposed on the rear of the building and it is unclear why lighting is necessary along the back of the building. Please note that the elevations do not show these proposed lights. It is recommended that building lights are not provided on this elevation.

Response: Please see attached cut sheets for all light fixtures used on this project. Per email from Sam Hubbard the wall pack fixtures have been reviewed and are approved.

18. The dumpster elevation on sheet AS1.02 does not match the elevations as shown on sheet A3.01 and A3.02 relative to the proposed material of the enclosure. Please revise so that both plans are consistent.

Response: Please see updated sheets.

19. In anticipation of the future right-turn lane along Algonquin Road, please revise the site plan to push the curb line along the west, southwest, and south as far in as possible while still preserving adequate space for vehicular access and circulation. Please see the exhibit below for clarification.

Response: Site plan has been updated in anticipation of the future right turn lane along Algonquin Rd.

20. Due to concerns from the neighboring residential property owners to the north, combined with the fact that the proposed plan reduces the greenspace/buffer that currently exists at the north of the property, it is recommended that a 6' tall solid fence be provided as indicated below.

Response: A 6' tall opaque vinyl fence has been added along the North and part of the East property line.

Landscaping

21. A shade tree is required in the landscape island indicated below. Please clarify if a variation is requested, and if so, the necessary justification for a variation must be provided.

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Response: A shade tree has been added to the island.

22. Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals, switchgear, etc.) on the site plans and landscape plans and screen all units appropriately.

Response: Plans have been reviewed for any ground mounted equipment and they have been screened.

Parking/Traffic:

23. The KLOA traffic study states that the Algonquin Road access drive will be a right-in/right-out access drive, however, the site plans show full access to Algonquin Rd. Please clarify and revise the plans accordingly.

Response: The plans have been revised to show a right-in/right-out with a 2" high mountable curb to allow for the fuel truck to enter the site.

LANDSCAPE AND TREE PRESERVATION:

1) In order to screen the parking from the residential to the north, provide 6-foot tall upright ::-: Junipers along the north property line adjacent to the parking area.

Response: A 6' Juniper hedge has been added to the North property line. Each evergreen should reach 6' wide x 15' tall.

2) As part of the landscape plan, please identify the location and quantity for the proposed plant material.

Response: As this is a preliminary set of plans for zoning approval, quantity and tags for plant materials are not feasible or typical because of possible changes to the general layout and site plan.

3) For the two trees that are proposed for removal, please indicate the size, species and condition.

Response: Size, condition and identification of the existing trees on-site have been added.

4) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

Response: One ground mounted utility pad has been screened.

5) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree

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fee is required f ach lineal foot offfrontage.

Response: Noted.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 1/22/2019

P.C. Number: 18-026 Round 2

Project Name: SUP for Gas Station

Project Location: 1650 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. Owner should be aware that compliance is required for all requirements regarding the installation of any underground storage tank in addition to those requirements regulating the installation of fuel dispensing equipment by the Village and the State of Illinois Fire Marshal. Response is not required at this time.

Date 01-22-19

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 24, 2019
Subject: 1650 W Algonquin Rd P.C. #18-026 Round 2

With regard to the proposed SUP for Gas Station, I have the following comment:

- 1) The proposed hydrant must be metered. Either feed it from the proposed building (after the water meter) or install a master meter in the Village ROW.
- 2) An RPZ will be required if an irrigation system is installed. Please note this in the landscaping plans calling for a separate irrigation proposal.
- 3) Water meter(s) and RPZ(s) will be sized once the plumbing plans have been submitted. Submit plumbing plans.
- 4) Page C-\$ Water Main Specifications delete the following:
 - a. Comment 1C, delete C-900, PVC is not allowed
 - b. Comment 5, delete Traverse City Hydrant, this company no longer exists
- 5) Provide a detail for the proposed underground detention storage system.
- 6) Provide a maintenance plan for the proposed underground detention storage system.
- 7) The extended drive to Taco Bell must show the proposed asphalt joining their lot with pavement grad details. The plans submitted stops at their landscaping.
- 8) Continue widened bicycle path up to property line including around sanitary structure. This will assure its proper height for shared use path.

If you have any questions, please feel free to contact me.

C. file

Jeff Musinski, Utilities Superintendent

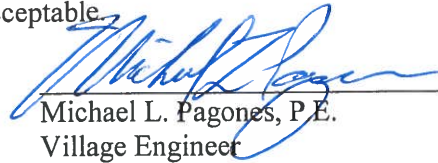
PLAN COMMISSION PC #18-026
7-11 Gas Station and Convenience Store
1650 W Algonquin Rd
SUP for Gas Station
Round 2

30. The petitioner's response to Comments #11, 12 and 13 is acceptable.
31. The petitioner's response to Comment #14 is noted. Regarding the snout oil-grit separator detail shown on sheet C-3 and the restrictor plate detail provided on sheet C-4, a removable hood should be constructed over the outlet pipe. For reference, enclosed is a removal hood detail from the Metropolitan Water Reclamation District (MWRD). If the restrictor is intended to be installed along with the snout oil grit separator, revise the detail accordingly and confirm that it meets the requirements shown in the MWRD detail. Provide the necessary details for the proposed detention storage system located under the pavement, and documentation that it is designed to meet the AASHTO HS-25 loading standard.
32. The petitioner's response to Comment #15 is noted. Since the Round 2 resubmittal, the petitioner has been provided the existing storm and sanitary sewer information along New Wilke Road. At the existing sanitary manhole for the proposed sanitary sewer service connection, show the existing west invert for the 8" clay sanitary sewer. The existing east stub is more than 2 ft above the 15" N/S sanitary sewer and should not be used. Provide a drop manhole service connection. For reference, enclosed is a drop manhole connection detail from the Metropolitan Water Reclamation District. Provide all necessary details for the proposed utilities.
33. The petitioner's response to Comment #16 is not acceptable. Exhibits must be provided showing all possible directions of travel. Provide an additional exhibit showing the vehicle entering the site off of New Wilke Road.
34. The petitioner's response to Comment #17 is acceptable.
35. The petitioner's response to Comment #18 is noted. The Village permit will not be issued until the petitioner obtains the permit from the Illinois Department of Transportation (IDOT) for all work along Algonquin Road.
36. The petitioner's response to Comment #19 is not acceptable. The sidewalk through the entrances shall be 8" thick and shall be carried straight through the driveway with no change of elevation between the driveway and sidewalk. The curb shall stop on either side of the sidewalk. The ADA detectable warning panels at the driveways are required only if there is a traffic control device such as a stop sign. Show proposed signage on the plans. Provide details for all curb ramps and detectable warning panels.
37. The petitioner's response to Comment #20 is acceptable.
38. The petitioner's response to Comment #21 is not acceptable. The pavement patch for New Wilke Road should be revised to reflect the cross section for the heavy duty fire lane cross section. The pavement patch for Algonquin Road must meet IDOT specifications.
39. The petitioner's response to Comment #22 is not acceptable. Coordinate the cross access with Taco Bell and provide the necessary easement documents.

40. The petitioner's response to Comment #23 is not acceptable. Please provide an Engineer's Estimate for the site development construction cost.
41. The proposed water service will be under the proposed storm sewer. Provide a detail of the crossing showing proposed inverts and separation. The storm sewer at the crossing of the water service shall be constructed of water main quality pipe.

TRAFFIC

42. The petitioner's response to Comment #24 noted. To avoid conflicts with the potential new right turn lane for westbound Algonquin Road, the petitioner should verify with IDOT and/or other governing agencies such as IEPA the minimum setback design criteria for the underground gas tank.
43. The petitioner's response to Comment #25 is noted. Although crash data in the Traffic Impact Study dated December 6, 2018 was obtained from the Illinois Department of Transportation for 2012 thru 2016, the petitioner should acquire and analyze the data from the Arlington Heights and Rolling Meadows Police Department to evaluate the past three years.
44. The petitioner's response to Comment #26 is noted. The Traffic Impact Study proposes that the New Wilke Road access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn and an exclusive right-turn lane under stop control. The Village reserves the right to limit full access for the New Wilke Road access drive, and recommends that there be a stipulation in the final Ordinance for this project. All proposed striping and signage must be shown on the plans.
45. The petitioner's response to Comment #27 is not acceptable. Regarding Table 2, Projected Site-Generated Traffic Volumes, please clarify how the 60% Pass-By Reduction was calculated.
46. The petitioner's response to Comment #28 is noted. Due to the Taco Bell cross access so close to Algonquin Road, the alignment should be reviewed by IDOT for input on signage, striping, etc.
47. The petitioner's response to Comment #29 is acceptable.


Michael L. Pagones, P.E.
Village Engineer

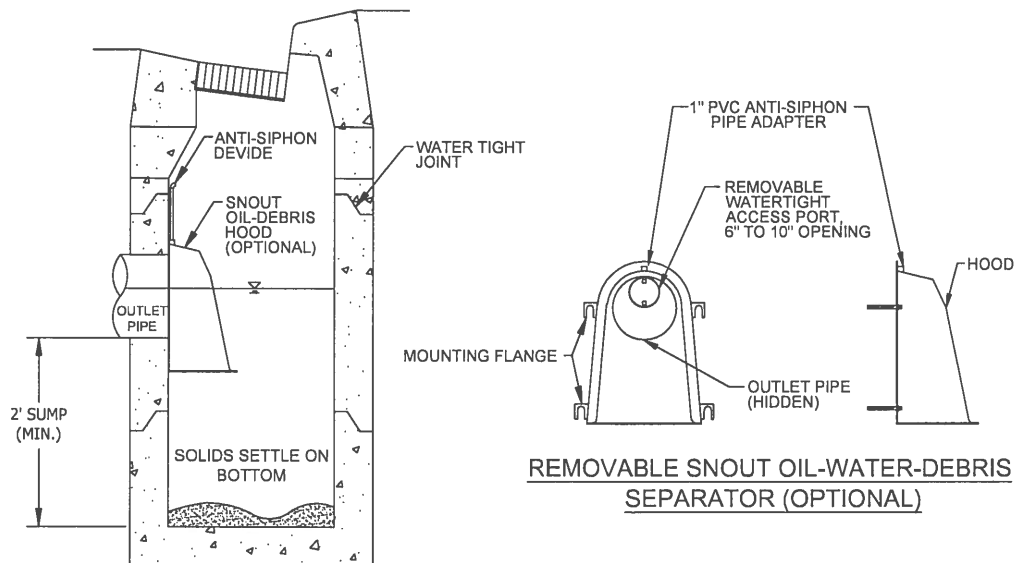
1/25/19
Date

Attachments:

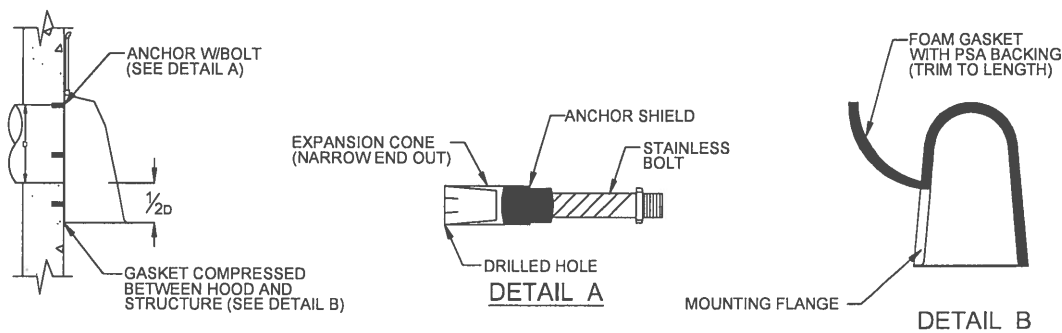
New Wilke at Algonquin Rd Sanitary Sewer atlas
Removable Hood Detail (MWRD)
Typical Drop Manhole Connection (MWRD)

Final Engineering:

\$1,372.46 Fee in Lieu (calculations dated January 15, 2019 Round 2 submittal)



CATCH BASIN WITH OPTIONAL HOOD



OUTLET PIPE

NOTES:

1. ALL HOODS SHALL BE CONSTRUCTED OF A FIBERGLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
2. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL).
3. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOOT SIZE ALWAYS LARGER THAN PIPE SIZE).
4. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO $\frac{1}{2}$ THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES < 12" I.D.
5. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
6. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
7. THE REMOVABLE HOOD SHALL BE ATTACHED TO THE STRUCTURE WITH THE SLOTTED TABS MOUNTED OVER $\frac{3}{8}$ " STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKETS.
8. POSITION HOOD SUCH THAT BOTTOM FLANGE IS AT A DISTANCE OF $\frac{1}{2}$ " OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES < 12" I.D. IS 6".
9. RESTRICTOR AND SNOOT WHEN PAIRED SHOULD BE INSTALLED IN SUCH A WAY THAT RESTRICTOR AND SNOOT REMAIN INSPECTABLE.
10. RESTRICTOR AND SNOOT HOOD SHALL BE CURVED TO INSIDE RADIUS OF STRUCTURE AND WATERTIGHT.

NOT TO SCALE



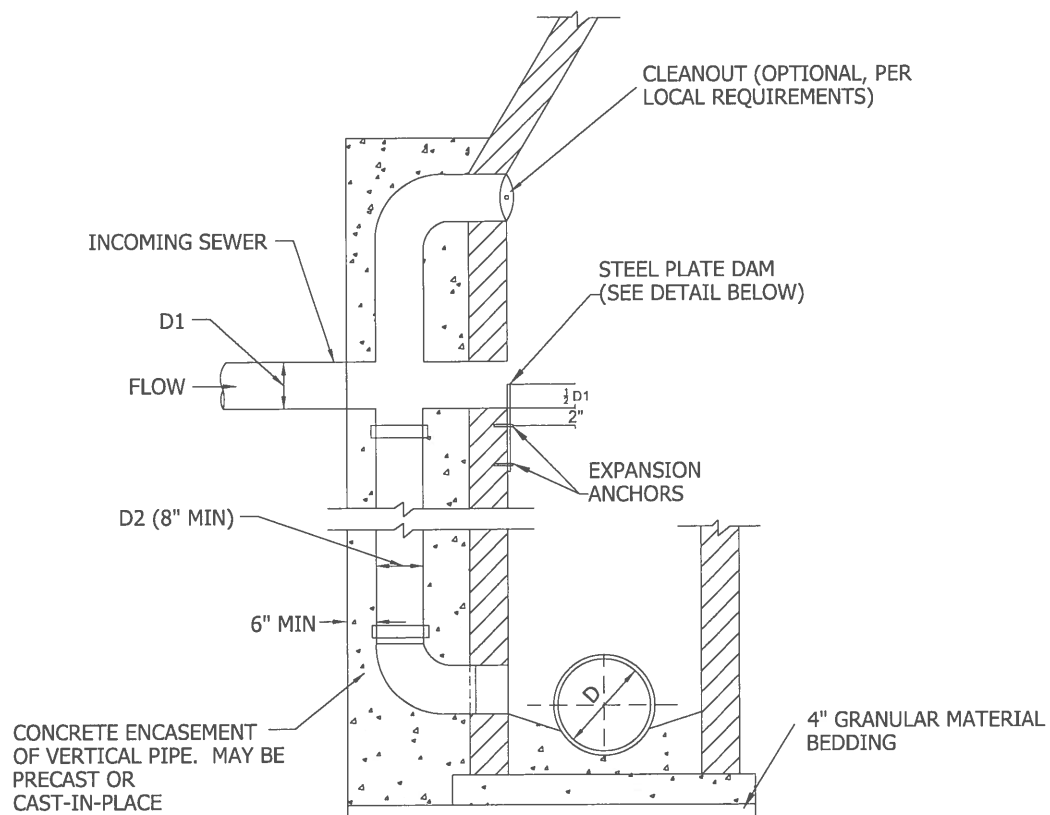
TECHNICAL GUIDANCE MANUAL

REMOVABLE HOOD basin and water
quality structure DETAIL

7/1/15

STD. DWG. NO.11

PAGE NO. 12

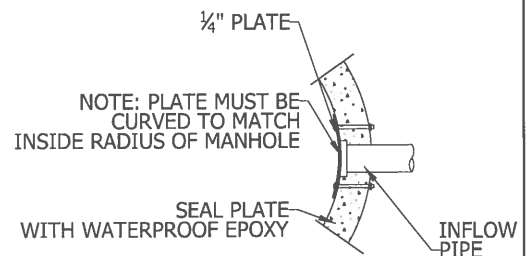
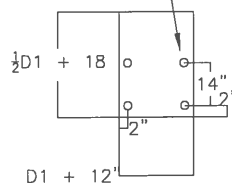


NOTES:

1. REQUIRED FOR 2FT. OR GREATER DROP TO SANITARY OR COMBINED SEWER.
2. MINIMUM WALL THICKNESS IS 6" FOR CAST IN PLACE CONCRETE STRUCTURES AND 1/12 MANHOLE DIAMETER FOR PRECAST CONCRETE STRUCTURES.
3. CONCRETE FOR ENCASEMENT SHALL BE 4,000 PSI @ 28 DAYS.
4. FORCEMAIN FLOW NOT ALLOWED AS INCOMING SEWER, SEE FORCEMAIN DISCHARGE DETAIL.

DIAMETER (INCHES)	
D1	D2
6	8
8	8
10	8
12	8
15	10
18	12
21	15
24	18

(4) $\frac{1}{2}$ " DIA.
EXPANSION
ANCHORS
WITH WASHERS &
HEX NUTS



STEEL PLATE DAM

NOTES:

1. PLATE AND FASTENERS MUST BE FABRICATED IN STAINLESS STEEL, DUCTILE IRON, OR EQUIVALENT WATERPROOF/WEATHER PROOF MATERIALS.
2. BOLTS TACK WELDED TO PLATE.
3. ANCHOR EMBEDMENT: 3" MIN.

NOT TO SCALE



ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

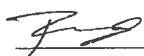
DEPARTMENT PLAN REVIEW SUMMARY

7-11 Gas Station/ Convenience Store
1650 W. Algonquin
PC# 18-026
Round 2

Review Comments

01/31/2019

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.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau



Planning & Community Development Dept. Review

January 23, 2019

REVIEW ROUND 2

Project: 7-11 Gas Station
1650 W. Algonquin Rd.

Case Number: PC 18-026

24. Your response to comment #8, #9, #12-#18, #20, #23 are acceptable.

25. Your response to comment #7 is noted. Please note that the following approvals will be required:

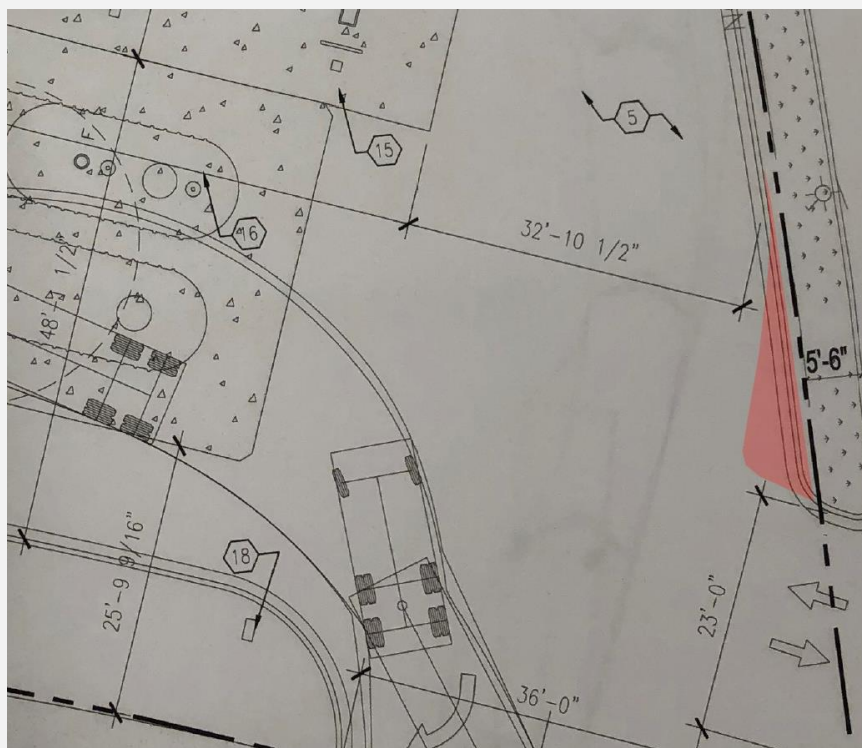
- a. Special Use Permit to allow an "Automobile Service Station with a Convenience Store".
- b. Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Please provide the required written justification for the driveway variation as per the four standards within the zoning code, summarized at the end of this review for reference.

26. The response to comment #10 is noted. Please inform your tenant that outdoor storage of merchandise for sale is not allowed per the regulations in Section 5.1-11.4f of the Zoning Code.

27. The response to comment #11 is unacceptable. Communicate with your tenant to understand the typical anticipated delivery times and provide this information.

28. Your response to comment #19 is noted. A condition of approval will be recommended that will require revisions to the site plan to provide additional greenspace and landscaping by bumping out the curb as indicated below:



29. Please provide details on the proposed vent stack shown on sheet C-2. What is this for? How tall will it be? Please provide a cut sheet or a representative example (picture) of how it will look. If this element is taller than 3' in height, it should be routed to a less prominent location on the site.
30. The floor plan includes three boxes on the eastern side of the building (exterior), and the site plan includes two boxes, one labeled CO-2 cage, the other one unlabeled. What will these items be and how many of them will there be? Why is there an exterior CO-2 cage? Will CO-2 be sold?
31. Have there been preliminary discussions with IDOT on the viability of the site design? Please outline any preliminary review comments from IDOT.

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.**

Prepared by:



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
 Petitioner: Vequity Senes XLVII
1650 W. Algonquin

Owner: Michael Graham

Contact Person: Kim Ward
 Address: 400 N. State St. - Suite 400
Chicago, IL 60654
 Phone #: 312-985-0987
 Fax #: N/A
 E-Mail: k.ward@vequity.com

P.I.N.# 08-08-401-028
 Location: 1650 W. Algonquin Rd.
 Rezoning: — Current: B-2 Proposed: B-2
 Subdivision: —
 # of Lots: — Current: — Proposed: —
 PUD: — For: —
 Special Use: X For: Gas Station
 Land Use Variation: — For: —
 Land Use: — Current: Gas Station
 Proposed: Gas Station
 Site Gross Area: 29,313 sq. ft.
 # of Units Total: —
 1BR: — 2BR: — 3BR: — 4BR: —

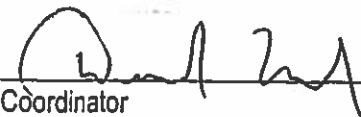
(Petitioner: Please do not write below this line.)

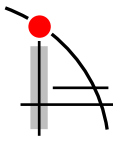
LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	<u>X</u>	<u>—</u>
2. Complies with Landscape Plan Ordinance	<u>X</u>	<u>—</u>
3. Parkway Tree Fee Required (See below.)	<u>X</u>	<u>—</u>

Comments:

- 1) As part of the landscape plan, identify the proposed plant material/species and the quantities for all plant material.

 1/25/19
 Coordinator Date



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January, 30 2019

Village of Arlington Heights

P. C. Number 18-026

FIRE SAFETY DIVISION

The information provided is conceptual only and subject to a formal plan review.

Response: Noted.

PUBLIC WORKS DEPARTMENT

- 1) The proposed hydrant must be metered. Either feed it from the proposed building (after the water meter) or install a master meter in the Village ROW.

Response: We have relocated the existing fire hydrant to the West side of the site to be behind the new pedestrian walk. This will also help with the relocation in the future Algonquin Road Expansion.

- 2) An RPZ will be required if an irrigation system is installed. Please note this in the landscaping plans calling for a separate irrigation proposal.

Response: Note has been added to L 3 sheet.

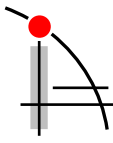
- 3) Water meter(s) and RPZ(s) will be sized once the plumbing plans have been submitted. Submit plumbing plans.

Response: Plumbing plans will be submitted as part of the building permit.

- 4) Page C-4 Water Main Specifications delete the following:

- a. Comment 1C, delete C-900, PVC is not allowed
- b. Comment 5, delete Traverse City Hydrant, this company no longer exists

Response: A. This note has been removed. B. This note has been removed



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- 5) Provide a detail for the proposed underground detention storage system.

Response: See attached StormTrap Preliminary Plans with a revision date of 1/31/19

- 6) Provide a maintenance plan for the proposed underground detention storage system.

Response: See attached StormTrap Preliminary Plans with a revision date of 1/31/19

- 7) The extended drive to Taco Bell must show the proposed asphalt joining their lot with pavement grad details. The plans submitted stops at their landscaping.

Response: The asphalt drive has been extended to meet the Taco Bell site as requested

- 8) Continue widened bicycle path up to property line including around sanitary structure. This will assure its proper height for shared use path.

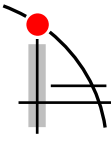
Response: The widened bike path has been continued to the property line, including around the sanitary structure.

ENGINEERING DEPARTMENT

30. The petitioner's response to Comments #11, 12 and 13 is acceptable.

Response: Noted.

31. The petitioner's response to Comment #14 is noted. Regarding the snout oil-grit separator detail shown on sheet C-3 and the restrictor plate detail provided on sheet C-4, a removable hood should be constructed over the outlet pipe. For reference, enclosed is a removal hood detail from the Metropolitan Water Reclamation District (MWRD). If the restrictor is intended to be installed along with the snout oil grit separator, revise the detail accordingly and confirm that it meets the requirements shown in the MWRD detail. Provide the necessary details for the proposed detention storage system located under the



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pavement, and documentation that it is designed to meet the AASHTO HS-25 loading standard.

Response: The detail has been added and modified on sheet C-3. The StormTrap plans have been included in this submittal.

32. The petitioner's response to Comment #15 is noted. Since the Round 2 resubmittal, the petitioner has been provided the existing storm and sanitary sewer information along New Wilke Road. At the existing sanitary manhole for the proposed sanitary sewer service connection, show the existing west invert for the 8" clay sanitary sewer. The existing east stub is more than 2 ft above the 15" N/S sanitary sewer and should not be used. Provide a drop manhole service connection. For reference, enclosed is a drop manhole connection detail from the Metropolitan Water Reclamation District. Provide all necessary details for the proposed utilities.

Response: The surveyors were not able to measure a western pipe in the existing manhole. We have shown a new drop connection to the existing manhole.

33. The petitioner's response to Comment #16 is not acceptable. Exhibits must be provided showing all possible directions of travel. Provide an additional exhibit showing the vehicle entering the site off of New Wilke Road.

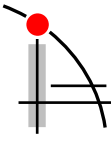
Response: Please refer to AS1.01 B for additional fire truck route off of New Wilkie Road.

34. The petitioner's response to Comment #17 is acceptable.

Response: Noted.

35. The petitioner's response to Comment #18 is noted. The Village permit will not be issued until the petitioner obtains the permit from the Illinois Department of Transportation (IDOT) for all work along Algonquin Road.

Response: Plans have previously been submitted to IDOT for review and permit.



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36. The petitioner's response to Comment #19 is not acceptable. The sidewalk through the entrances shall be 8" thick and shall be carried straight through the driveway with no change of elevation between the driveway and sidewalk. The curb shall stop on either side of the sidewalk. The ADA detectable warning panels at the driveways are required only if there is a traffic control device such as a stop sign. Show proposed signage on the plans. Provide details for all curb ramps and detectable warning panels.

Response: The plans have been updated to better designate the sidewalk areas through the driveways. Traffic control devices are shown.

37. The petitioner's response to Comment #20 is acceptable.

Response: Noted.

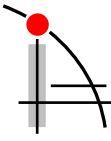
38. The petitioner's response to Comment #21 is not acceptable. The pavement patch for New Wilke Road should be revised to reflect the cross section for the heavy duty fire lane cross section. The pavement patch for Algonquin Road must meet IDOT specifications.

Response: The pavement patch has been updated to reflect the heavy duty fire lane cross section as requested.

39. The petitioner's response to Comment #22 is not acceptable. Coordinate the cross access with Taco Bell and provide the necessary easement documents.

Response: Per discussion with the Village of Arlington Heights and from our village obtained meeting notes on September 27th "The property abutting the subject site on the east (Taco Bell) is currently in the process of receiving zoning entitlements for redevelopment as a new Taco Bell building. As part of that process, the Taco Bell site is required to provide future cross access through their site into the Citgo Gas Station site, and reciprocal access may be required from the Citgo property to the Taco Bell site"

40. The petitioner's response to Comment #23 is not acceptable. Please provide an Engineer's Estimate for the site development construction cost.



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Response: An updated estimate is included.

41. The proposed water service will be under the proposed storm sewer. Provide a detail of the crossing showing proposed inverts and separation. The storm sewer at the crossing of the water service shall be constructed of water main quality pipe.

Response: The storm sewer pipe material has been changed to water quality RCP with O-ring joints to meet this requirement. The crossing information is shown on page C-3. Separation details have been added to sheet C-6 for both the horizontal and vertical directions.

TRAFFIC

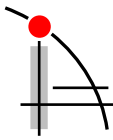
42. The petitioner's response to Comment #24 noted. To avoid conflicts with the potential new right turn lane for westbound Algonquin Road, the petitioner should verify with IDOT and/or other governing agencies such as IEPA the minimum setback design criteria for the underground gas tank.

Response: After further review with IDOT they prefer a 10' setback for all underground tanks but they do not have a set requirement

43. The petitioner's response to Comment #25 is noted. Although crash data in the Traffic Impact Study dated December 6, 2018 was obtained from the Illinois Department of Transportation for 2012 thru 2016, the petitioner should acquire and analyze the data from the Arlington Heights and Rolling Meadows Police Department to evaluate the past three years.

Response: The crash data included in the report is the most recent available data from IDOT. Requests for crash data for the past three years have been submitted to the Village of Arlington Heights and the City of Rolling Meadows, and the requested crash data will be forwarded as soon as it is received.

44. The petitioner's response to Comment #26 is noted. The Traffic Impact Study proposes that the New Wilke Road access drive will provide one inbound lane and two outbound lanes striped to



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provide an exclusive left- turn and an exclusive right-tum lane under stop control. The Village reserves the right to limit full access for the New Wilke Road access drive, and recommends that there be a stipulation in the final Ordinance for this project. All proposed striping and signage must be shown on the plans.

Response: So Noted

45. The petitioner's response to Comment #27 is not acceptable. Regarding Table 2, Projected Site-Generated Traffic Volumes, please clarify how the 60% Pass-By Reduction was calculated.

Response: The 60 percent pass-by reduction that was applied to site-generated volumes is based on studies conducted by ITE as shown in their trip generation handbook. The studies indicate that 56 to 62 percent of vehicles generated will be pass-by trips. As such, and in order to be consistent, a 60 percent reduction was applied. A copy of the handbook sheets is included.

46. The petitioner's response to Comment #28 is noted. Due to the Taco Bell cross access so close to Algonquin Road, the alignment should be reviewed by IDOT for input on signage, striping, etc.

Response: Plans have previously been submitted to IDOT for review and permit.

47. The petitioner's response to Comment # 29 is acceptable.

Response: Noted.

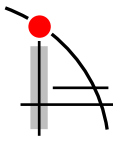
PLANING & COMMUNITY DEVELOPMENT DEPARTMENT:

24. Your response to comment #8, #9, #12-#18, #20,-#23 are acceptable.

Response: Noted.

25. Your response to comment #7 is noted. Please note that the following approvals will be required:

a. Special Use Permit to allow an "Automobile Service Station



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with a Convenience Store".

- b. Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

Please provide the required written justification for the driveway variation as per the four standards within the zoning code, summarized at the end of this review for reference.

Response: The driveway has been revised to be 24' wide on our property.

26. The response to comment #10 is noted. Please inform your tenant that outdoor storage of merchandise for sale is not allowed per the regulations in Section 5.1-11.4f of the Zoning Code.

Response: Propane cage has been removed from drawings. The only items stored outside in the cages would be CO2 for soda machines and N2 for Nitro coffee. These items are not for sale and are only to support equipment.

27. The response to comment #11 is unacceptable. Communicate with your tenant to understand the typical anticipated delivery times and provide this information.

Response:

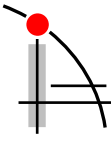
28. Your response to comment #19 is noted. A condition of approval will be recommended that will require revisions to the site plan to provide additional greenspace and landscaping by bumping out the curb as indicated below:

Response: The curbing has been bumped out as requested to allow for additional greenspace.

29. Please provide details on the proposed vent stack shown on sheet C-2. What is this for? How tall will it be? Please provide a cut sheet or a representative example (picture) of how it will look. If this element is taller than 3' in height, it should be routed to a less prominent location on the site.

Response: The vent stack has been relocated to the new greenspace provided in response to comment #28.

30. The floor plan includes three boxes on the eastern side of the building (exterior), and the site plan includes two boxes, one labeled CO-2 cage,



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the other one unlabeled. What will these items be and how many of them will there be? Why is there an exterior CO-2 cage? Will CO-2 be sold?

Response: The three boxes as shown on plan show CO2, N2 and propane tanks. CO2 is used only with soda and slurpy machines inside the store. The second cage will hold liquid Nitrogen N2 to be used with new Nitron Cold brew coffee machine used by 7-11. The third cage was a propane cage but it was removed based on comment # 26. Please refer to AS1.01 for more information.

31. Have there been preliminary discussions with IDOT on the viability of the site design? Please outline any preliminary review comments from IDOT.

Response: Plans have previously been submitted to IDOT for review. We will forward review comments as soon as we get them.

LANDSCAPE AND TREE PRESERVATION:

- 1) As part of the landscape plan, identify the proposed plant material/species and the quantities for all plant material.

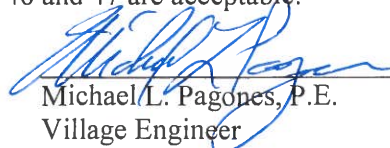
Response: We have updated the plans to include specific proposed plant materials.

PLAN COMMISSION PC #18-026
7-11 Gas Station and Convenience Store
1650 W Algonquin Rd
SUP for Gas Station
Round 3

48. The petitioner's response to Comment No. 30 is acceptable.
49. The petitioner's response to Comment No. 31 is noted. The preliminary plans provided for the StormTrap show a structural design meeting AASHTO HS-20 highway loading. The system shall meet AASHTO HS-25 loading standard. This can be addressed at final engineering. The revised detail for the restrictor is acceptable.
50. The petitioner's response to Comment Nos. 32, 33 and 34 is acceptable.
51. The petitioner's response to Comment No. 35 is noted.
52. The petitioner's response to Comment Nos. 36, 37 and 38 is acceptable.
53. The petitioner's response to Comment No. 39 is noted. The Taco Bell cross access easement documents shall be provided at final engineering.
54. The petitioner's response to Comment No. 40 is noted. The Engineering Division is reviewing the cost estimate to complete the calculation for plan review, inspection, and other fees. Upon completion of this review, the fee letter will be prepared for the petitioner to assemble the proper documents.
55. The petitioner's response to Comment No. 41 is acceptable.
56. In reference to the petitioner's response to the Public Works Department Comment No. 1, provide the necessary easement documents and Plat of Easement for the relocated fire hydrant along New Wilke Road. This can be addressed at final engineering.

TRAFFIC

57. The petitioner's response to Comment No. 42 is acceptable.
58. The petitioner's response to Comment No. 43 is noted. Evaluation at time of permit could be made regarding driveway operations, turning restrictions, and any channelization or signage requirements that may be supported by analysis of the crash data provided by Arlington Heights and Rolling Meadows.
59. The petitioner's response to Comment No. 44 is noted. The Special Use Ordinance should stipulate that "The Village reserves the right to limit full access for the New Wilke Road access driveway". All proposed striping and signage must be shown on the plans, this can be addressed at final engineering.
60. The petitioner's response to Comment Nos. 45, 46 and 47 are acceptable.

 2/8/19
Michael L. Pagones, P.E. Date
Village Engineer

Final Engineering:

\$1,372.46 Fee in Lieu (calculations dated January 15, 2019 Round 2 submittal)
IDOT Permit
Cross access easement documents with Taco Bell
Plat of Easement for relocated fire hydrant

Planning & Community Development Dept. Review

February 8, 2019



REVIEW ROUND 3

Project: 7-11 Gas Station
1650 W. Algonquin Rd.

Case Number: PC 18-026

32. Your response to comment #24 and #26-#30 are acceptable.
33. Your response to comment #25 is noted. Below is a list of the zoning approvals that will be required. Please note that your response indicates that the driveway width variation is not required since the plans have been revised to show a 24' wide driveway, however, since the driveway on the Taco Bell property at your shared property line has been designed to be 23' in width, to have your driveway be 24' would misalign the connection between the two properties. Therefore, the variation is still required. Additionally, based on a change to the site plan, the driveway entrances now require a variation.
- a. Special Use Permit to allow an "Automobile Service Station with a Convenience Store".
 - b. Variation to Chapter 28, Section 10.2-9, Access, to allow a 37' wide driveway entrance where code limits driveway entrances to 36' in width.
 - c. Variation to Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.
34. The response to comment #31 is noted. Zoning approval will be subject to IDOT review and approval of the proposed curb cuts.
35. Please note that the revised plans now show a small concrete pad at the northeast corner of the site (engineering plan sheet C-2). What is this pad for? This can be addressed at time of permit, however, please note that any mechanical/utility infrastructure in this location would not comply with code.

Prepared by: SAMUEL J. BENTZ

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-026
 Petitioner: Vequity Series XLVII
1650 W. Algonquin

Owner: Michael Graham

Contact Person: Kim Ward
 Address: 400 N. State St. - Suite 400
Chicago, IL 60654
 Phone #: 312-985-0987
 Fax #: N/A
 E-Mail: k.ward@vequity.com

P.I.N.# 08-08-401-028
 Location: 1650 W. Algonquin Rd.
 Rezoning: — Current: B-2 Proposed: B-2
 Subdivision: —
 # of Lots: — Current: — Proposed: —
 PUD: — For: —
 Special Use: X For: Gas Station
 Land Use Variation: — For: —

Land Use: — Current: Gas Station
 Proposed: Gas Station
 Site Gross Area: 29,313 sq. ft.
 # of Units Total: —
 1BR: — 2BR: — 3BR: — 4BR: —

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

1. Complies with Tree Preservation Ordinance
2. Complies with Landscape Plan Ordinance
3. Parkway Tree Fee Required
(See below.)

YES	NO
<u>X</u>	<u>—</u>
<u>X</u>	<u>—</u>
<u>X</u>	<u>—</u>

Comments:

NO COMMENTS

[Signature] 2/5/19
 Coordinator Date

PLAN COMMISSION PROJECT TIMELINE

Project Name: 7-11 Gas Station
 PC Number: 18-026
 Location: 1650 W. Algonquin Rd.

Requested Action:

1. Special Use Permit to allow an Automobile Service Station with convenience store.
2. Variation to Chapter 28, Section 10.2-9, Access, to allow a 37' wide driveway entrance where code limits driveway entrances to 36' in width.
3. Variation Chapter 28, Section 10.2-8, to reduce the required driveway width from 24' to 23'.

	Date	# of Business Days
Petitioner Provides Plans needed for CPRC	11/14/18	-
Conceptual Plan Review Meeting (CPRC)	11/28/18	8
Awaiting PC Application	12/07/18	7
PC Application Submittal Date	12/07/18	-
1 st Round Department Comments	12/21/18	10
Petitioner's Response – 1 st Round	01/17/19	16
2 nd Round Department Comments	01/25/19	5
Petitioner's Response – 2 nd Round	02/01/19	5
PC Hearing	02/13/19	44 days from application date
Village Board	03/04/19	13
Anticipated Village Board Ord. Adoption	03/18/19	10



**Village Board
3/4/2019**

Item: 608-614 N. Haddow Ave. - PC#18-016

Department: Planning & Community Development

On November 19, 2018, the Village Board approved Ordinance #18-042 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the Ordinance #18-042.

Recommendation

A public hearing was held by the Plan Commission on February 27, 2019, where Commissioner Dawson moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#18-016, the Final Plat of Subdivision for 608-614 N. Haddow Ave.

Roll Call Vote: Commissioners Cherwin, Dawson, Green, Jensen, Lorenzini, Sigalos, Warskow, and Chair Ennes voted in favor. Motion carried.

ATTACHMENTS:

Description

Staff Memo
PC Minutes 2/27/19 DRAFT
Final Plat

Type

Memorandum
Minutes
Exhibits



Memorandum

To: Chairman Ennes and Members of the Plan Commission
CC: Randy Recklaus, Village Manager
All Department Heads
From: Sam Hubbard, Development Planner
Date: 2/22/2019
Re: PC #18-016: 608-614 N. Haddow Avenue Final Plat of Subdivision

On November 19, 2018, the Village Board approved Ordinance #18-042 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the Ordinance #18-042.

Recommendation: Staff recommends that the Plan Commission recommend [approval](#) of the Final Plat of Subdivision.

PLAN

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

RE: 608-614 NORTH HADDOW AVENUE - PC# 18-016
FINAL PLAT OF SUBDIVISION

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 27th day of February, 2019 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JACOB SCHMIDT, Assistant Planner

CHAIRMAN ENNES: So, do we have anything else?
 MR. HUBBARD: Yes, we have the final plat for the Haddow Subdivision.
 CHAIRMAN ENNES: Okay, so my secretary, you and I will get that?
 COMMISSIONER WARSKOW: Yes.
 MR. HUBBARD: I do need a vote on that one.
 CHAIRMAN ENNES: We can do that after.
 MR. HUBBARD: You can sign it after but we need a vote.
 CHAIRMAN ENNES: Okay, have you guys all reviewed the final plat?
 (Yes responses.)
 CHAIRMAN ENNES: Yes, and you're all agreeable?
 (Yes responses.)
 CHAIRMAN ENNES: Okay, can we have a roll call?
 MR. HUBBARD: Sure.
 CHAIRMAN ENNES: Got to be official to go into the record.
 MR. HUBBARD: Do we have a motion?
 CHAIRMAN ENNES: Do we have a motion?
 COMMISSIONER DAWSON: I'll make a motion to approve.

A motion to recommend to the Village Board of Trustees approval of PC# 18-016, a Final Plat of Subdivision for 608-614 N. Haddow Avenue.

COMMISSIONER SIGALOS: I'll second.
 CHAIRMAN ENNES: All in favor? Wait, he's got to read roll call.
 MR. HUBBARD: All right. Commissioner Cherwin.
 COMMISSIONER CHERWIN: Yes.
 MR. HUBBARD: Commissioner Dawson.
 COMMISSIONER DAWSON: Yes.
 MR. HUBBARD: Commissioner Green.
 COMMISSIONER GREEN: Yes.
 MR. HUBBARD: Commissioner Jensen.
 COMMISSIONER JENSEN: Yes.
 MR. HUBBARD: Commissioner Lorenzini.
 COMMISSIONER LORENZINI: Yes.
 MR. HUBBARD: Commissioner Sigalos.
 COMMISSIONER SIGALOS: Yes.
 MR. HUBBARD: Commissioner Warskow.
 COMMISSIONER WARSKOW: Yes.
 MR. HUBBARD: Chairman Ennes.
 CHAIRMAN ENNES: Yes. Boy, he can go fast when he wants to.
 COMMISSIONER WARSKOW: Yes.
 COMMISSIONER DAWSON: I don't know, it could have been fun to call Bob up here and ask him a bunch of questions. He's been sitting back there for three hours, I'm just saying.
 COMMISSIONER LORENZINI: Motion to adjourn? I'll make that motion to adjourn.

CHAIRMAN ENNES: That's why we're here.

COMMISSIONER GREEN: I'll make the motion to adjourn.

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

(Whereupon, the above-mentioned petition was adjourned
at 10:20 p.m.)

DRAFT

KURZYNSKI RESUBDIVISION

of

PARCEL 1:

THE NORTH 66 FEET OF THE SOUTH 297 FEET OF THE EAST 165 FEET OF BLOCK 11 IN D. W. MILLER'S ARLINGTON HEIGHTS ACRE ADDITION IN THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

P.I.N. 03-29-123-006-0000

COMMONLY KNOWN AS: 614 NORTH HADDOW AVENUE, ARLINGTON HEIGHTS, ILLINOIS 60004

PARCEL 2:

THE NORTH 66 FEET OF THE SOUTH 231 FEET OF THE EAST 165 FEET OF BLOCK 11, MEASURED FROM THE CENTER OF THE STREETS (EXCEPT THE WEST 9 FEET OF THE SOUTH 17.7 FEET OF SAID TRACT) IN D.W. MILLER'S ARLINGTON HEIGHTS ACRE ADDITION IN THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

P.I.N. 03-29-123-017-0000

All dimensions hereon shown unless it is otherwise noted are given in feet and decimal parts thereof.
Bearings are based on an assumed local meridian.

SURVEYOR'S CERTIFICATE

State of Illinois }
County of Cook } ss.

I, David R. Bycroft, an Illinois Professional Land Surveyor in compliance with the laws of the State of Illinois and do hereby certify that this Plat correctly represents a survey completed by me on July 30, 2015 and that all monuments and markers shown hereon actually exist, and that I have accurately shown the materials they are made of.

I do further certify that iron pipes have been placed at all corners and curve control points in accordance with the Arlington Heights Subdivision and Development Code; that the property is within the corporate limits of the Village of Arlington Heights which has adopted an official comprehensive plan.

I do further certify that according to FEMA Map 17031C0203J, Map revised August 19, 2008, the subject property is situated within Zone X, which are areas determined to be outside the 0.2% annual chance floodplain.

dated at Arlington Heights, Illinois, this 19TH day of FEBRUARY, 2019

by David R. Bycroft
as Illinois Professional Land Surveyor No. 2846

Prepared by:

Norman J. Toberman and Associates

115 South Wilke Road

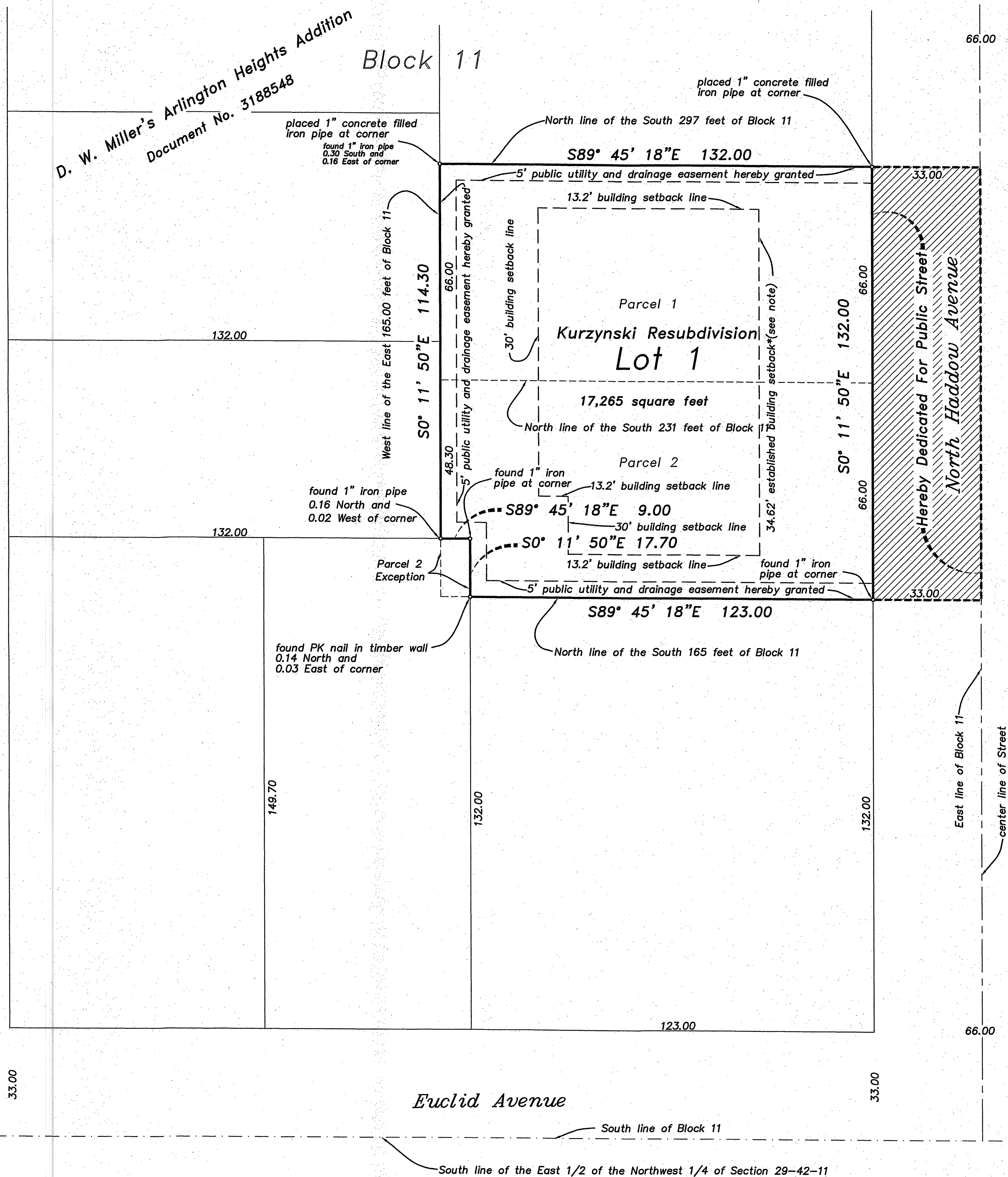
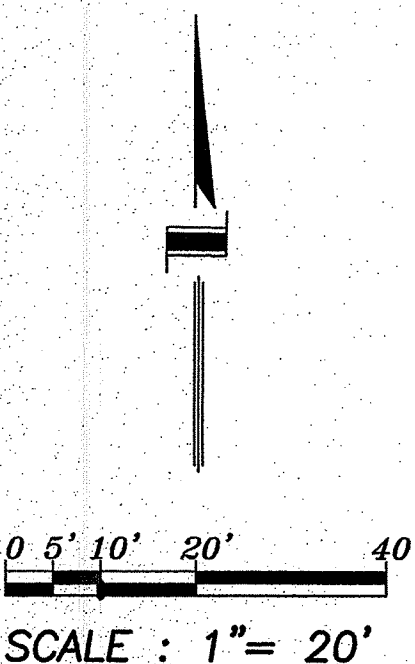
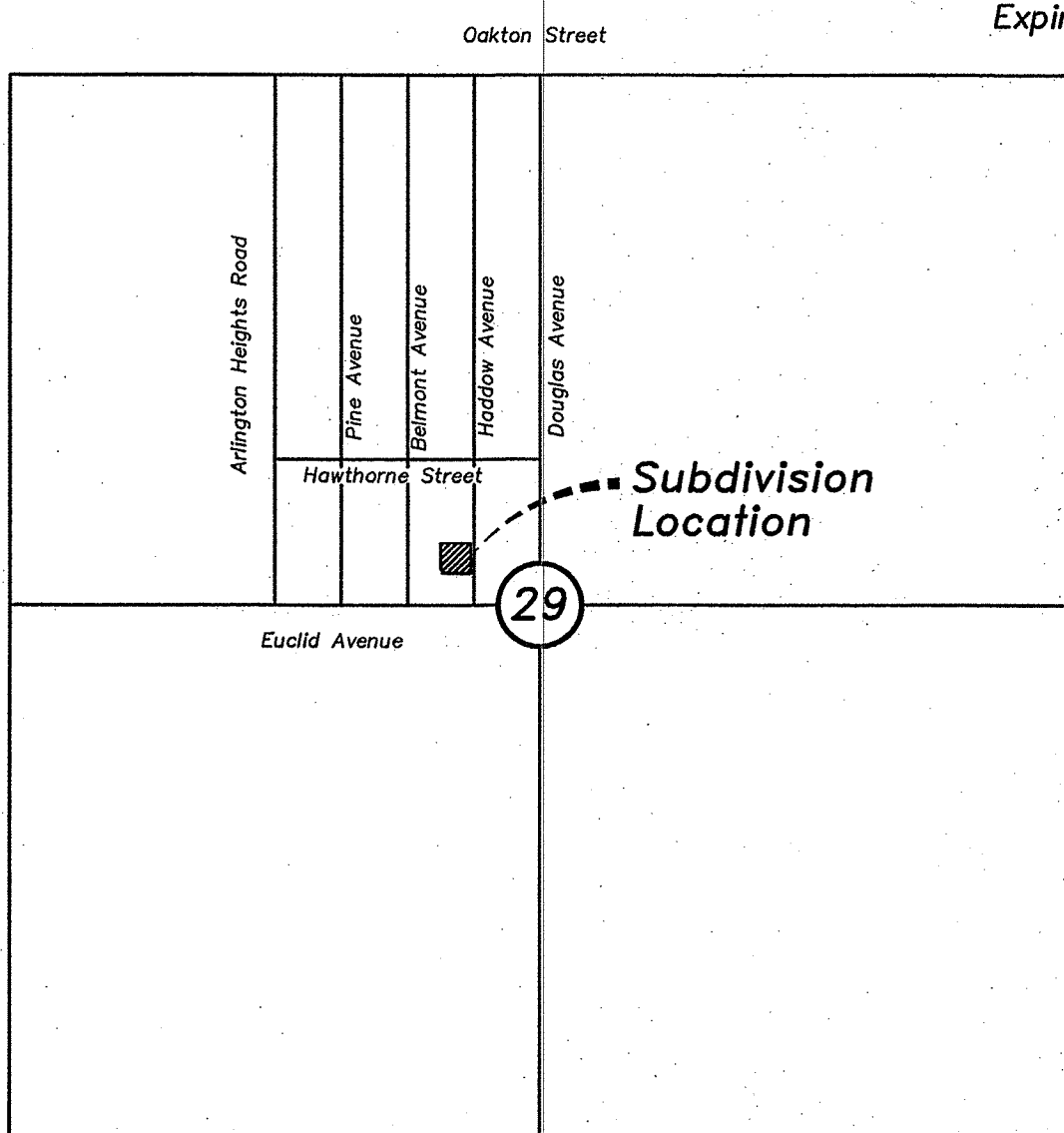
Suite 301

Arlington Heights, Illinois 60005

(847) 439-8225



Design Firm #184-005910
Expires April 30, 2019



*Note: The actual required front yard building setback line may be less than or greater than 34.62 as prescribed in the Arlington Heights Municipal Code. Specifically, Section 5.1-3.2(a) of Chapter 28 allows the front yard setback to be calculated based on the average of the existing front yard setbacks of the frontage when 40% or more of the frontage is developed with front yards of more than 15 feet in depth. If this code section is no longer applicable, the required setback shall be based on current code requirements.

KURZYNSKI RESUBDIVISION

NOTARY CERTIFICATE

State of Illinois }
County of Cook } ss.

I, _____ a notary public in and for said County in the State aforesaid, does hereby certify that Terry A. and Tanis J. Kurzynski are personally known to me to be the same persons whose names are subscribed to the foregoing instrument as the sole owners, who appeared before me this day in person & acknowledged that they signed and delivered said instrument of their own free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, A.D., 2019

Notary Public

My commission expires on _____

MORTGAGE CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } S.S.

_____ AS MORTGAGEE OF THE PROPERTY (Mortgage Loan: #_____)

COMMONLY KNOWN AS 614 NORTH HADDOW AVENUE, ARLINGTON HEIGHTS, IL. DOES HEREBY

CONSENT TO THE KURZYNSKI FINAL PLAT OF RESUBDIVISION OF THE PROPERTY DESCRIBED HERON.

Dated this _____ day of _____, A.D., 2019

(Bank Officer)

Deed of Dedication

We, the undersigned, Terry A. and Tanis J. Kurzynski, owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the plat. This subdivision shall be known and designated as Kurzynski Resubdivision,an addition to the Village of Arlington Heights, Cook County, Illinois.

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.

The right to enforce these provisions by injunction, together with the right to the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public.

WITNESS our hands and seals this _____ day of _____, 2019.

Terry A. Kurzynski

Tanis J. Kurzynski

State of Illinois)
County of Cook) S.S.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared Terry A. and Tanis J. Kurzynski each separately and severally acknowledged the execution of the foregoing instrument as their voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this _____ day of _____, 2019.

Notary Public

WIDE OPEN WEST,LLC CABLE CERTIFICATE

Easement Approved & Accepted

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

SIGNED: _____ DATED: ____ - ____ - ____

TITLE: _____

ATT/SBC COMMUNICATIONS CERTIFICATE

Easement Approved & Accepted

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

SIGNED: _____ DATED: ____ - ____ - ____

TITLE: _____

COMMONWEALTH EDISON/EXCELON CERTIFICATE

Easement Approved & Accepted

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

SIGNED: _____ DATED: ____ - ____ - ____

TITLE: _____

COMCAST CABLE CERTIFICATE

Easement Approved & Accepted

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

SIGNED: _____ DATED: ____ - ____ - ____

TITLE: _____

NORTHERN ILLINOIS GAS COMPANY CERTIFICATE

Easement Approved & Accepted

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

SIGNED: _____ DATED: ____ - ____ - ____

TITLE: _____

PUBLIC UTILITY & DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE RESERVED FOR & GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE VILLAGE OF ARLINGTON HEIGHTS, INCLUDING, BUT NOT LIMITED TO: WIDE OPEN WEST CABLE, COMCAST CABLE, ATT/SBC COMMUNICATIONS, COMMONWEALTH EDISON/EXCELON AND NORTHERN ILLINOIS GAS CO. AND THEIR SUCCESSORS AND ASSIGNS OVER ALL THE AREAS DEFINED AS PUBLIC UTILITY EASEMENTS ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RE-CONSTRUCT, REPAIR, INSPECT, MAINTAIN AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND INCLUDING STORM AND/OR SANITARY SEWERS TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE OVER, UPON, ALONG UNDER AND THROUGH SAID VINDICATED EASEMENTS, TOGETHER WITH THE RIGHT OF ACCESS ACROSS THE PROPERTY FOR THE NECESSARY MEN AND EQUIPMENT TO DO ANY OF THE ABOVE WORK AND THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM AND REMOVE ANY TREES, SHRUBS OR OTHER PLANTS ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER PURPOSES THAT DO NOT THEN, OR LATER, INTERFERE WITH THE AFORESAID USES OR RIGHTS AND SAID GRANTEE SHALL REPLACE AND RESTORE THE SURFACE TO ITS EXISTING CONDITION AT ANY TIME IN THE FUTURE THAT SAID SURFACE IS DISTURBED BY GRANTEE IN THE COURSE OF REPAIRING, MAINTAINING AND OPERATING SAID UTILITIES. WHERE A PUBLIC UTILITY EASEMENT IS USED BOTH FOR SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE APPROVAL OF THE VILLAGE AS TO DESIGN AND LOCATION AND ALL INSTALLATIONS ARE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF ARLINGTON HEIGHTS.

COUNTY CLERK CERTIFICATE

State of Illinois }
County of Cook } ss.

I, _____ County Clerk of Cook County, do hereby certify that there are no delinquent general taxes, no unpaid current general taxes, no unpaid forfeited taxes, and no redeemable tax sales 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 at _____, Illinois this ____ day of _____, 2019

By: _____

County Clerk

This plat submitted for recording by: (name) _____

(address) _____

VILLAGE COLLECTOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

THIS _____ DAY OF _____, 20____

VILLAGE COLLECTOR

VILLAGE ENGINEER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

APPROVED BY THE VILLAGE ENGINEER OF ARLINGTON HEIGHTS, ILLINOIS

THIS _____ DAY OF _____, 20____

Village Engineer

VILLAGE OF ARLINGTON HEIGHTS CERTIFICATE

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 (6) MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

PLAN COMMISSION CERTIFICATE

APPROVED BY AT PLAN COMMISSION MEETING HELD ON: _____, ____ , 20____

PLAN COMMISSION CHAIRMAN

SECRETARY

VILLAGE BOARD CERTIFICATE

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD ON: _____, ____ . 20____

VILLAGE PRESIDENT

VILLAGE CLERK

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

TO THE BEST OF OUR KNOWLEDGE & BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH RESUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS WILL BE MADE BY THE SUBDIVISION LAND OWNERS FOR COLLECTION & 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 THE GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION IN THE RESUBDIVISION.

DATED THIS _____ DAY OF _____ A.D., 20____

ILLINOIS REGISTERED PROFESSIONAL ENGINEER

OWNER OR ATTORNEY

SEND TAX BILL TO:

Name: Terry A. Kurzynski
614 North Haddow Avenue
Arlington Heights, Illinois 60004

KURZYNSKI RESUBDIVISION

MORTGAGE CERTIFICATE

State of Louisiana
Parish of Ouachita

JPMorgan Chase Bank, N.A., as mortgagee of the property commonly known as 614 N. Haddow Avenue.,
Arlington Heights, Illinois 60004, Mortgage dated May 29, 2012 and recorded June 18, 2012 as
Document No. 1217035077, Cook County, Illinois, does hereby consent to the Kurzynski Resubdivision
of the property described hereon.

Dated this _____ day of _____, A.D., 2019

JPMorgan Chase Bank, N.A.

Print Name:

Its: Vice President

NOTARY CERTIFICATE

State of Louisiana
Parish of Ouachita

On _____ before me appeared _____, to me personally known,
who did say that she/he/they is (are) the Vice President of JPMorgan Chase Bank, N.A. and that the instrument
was signed on behalf of the corporation (or association), by authority from its board of directors, and that she/he/they
acknowledged the instrument to be the free act and deed of the corporation (or association).

_____, Notary Public

LA Notary ID: _____

Lifetime Commission