



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
January 16, 2018
8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board 12/18/2017
- B. Committee of the Whole 1/08/18

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 12/30/2017
- B. Warrant Register 1/15/2018

VI. RECOGNITIONS AND PRESENTATIONS

- A. Swearing in of Nathan Hayes as Deputy Police Chief
- B. Swearing in of Russell Mandel as Police Sergeant
- C. Swearing in of Petar Milutinovic as Police Sergeant
- D. Arlington Heights Police Department Peer Support Program

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 the Committee-of-the-Whole Meeting of January 16,

2018

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to SK Entertainment Group, Inc., dba Wild Fish located at 60 S. Arlington Heights Road

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. Tree Trimming Contract Extension 2018
- B. Historical Society Masonry Repairs
- C. Furnishing Fire Line Water Meters & Equipment - Contract Extension 2018
- D. Furnishing Track Mounted Hydraulic Excavators - Contract Extension 2018
- E. Mobile Command Center

CONSENT LEGAL

- A. An Ordinance Amending Chapter 1 of the Arlington Heights Municipal Code (Article VI, Ethics)
- B. A Resolution Appointing an Authorized Agent for the Illinois Municipal Retirement Fund

CONSENT PETITIONS AND COMMUNICATIONS

- A. Request for Liquor License Fee Waiver - AH Park District
- B. Bond Waiver - St. Edna's Bingo 2018
- C. Bond Waiver - Schaumburg/Hoffman Estates Rotary Charitable Foundation

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. St. James Parish - 831 N. Arlington Heights Rd. - PC#17-012
Planned Unit Development, Amendment to Special use
Ordinances #63-078, #97-078, #07-012, Amendment to the
Comprehensive Plan, Plat of Subdivision, Variations

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: Village Board 12 18 17

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Village Board 12 18 17	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

December 18, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

Also present were: Randy Recklaus, Charles Perkins, Tom Kuehne, Diana Mikula, Cris Papierniak, Benjamin Schuester, Robin Ward and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 11/20/2017 Approved

Trustee Carol Blackwood moved to approve. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Village Board 12/04/2017 Approved

Trustee Bert Rosenberg moved to approve. Trustee Carol Blackwood
Seconded the Motion.

The Motion: Passed

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

Sidor, Tinaglia

C. Committee of the Whole 06/28/2017

Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 12/15/2017

Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated 12/15/17 in the amount of \$4,205,053.67. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

Trustee Thomas Glasgow moved to open the Public Hearing. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

A. Proposed 2018 Budget

Approved

Mr. Recklaus said the Budget was presented over multiple Committee of the Whole meetings in November and on the website. It has been online since November 2, and at the Library and at Village Hall for viewing.

Keith Moens said this Public Hearing on the proposed Budget is just

minutes before its passing. It is too close to the vote to affect any change. The Hearing tonight is only to satisfy the State Statute and not really to get meaningful public input. Almost no questions were emailed to the website even though it encouraged proposing questions. The budget was presented and discussed at Committee of the Whole meetings, which are public, in November. No formal public comments were heard during those meetings. Then the 11/15 C.O.W. report was approved in Old Business. Even if you happened to catch that, it was really too late. He asked for C.O.W. meetings to have a Public Comments section in them in the future. This would allow residents to give their opinion from the very beginning of the discussion.

President Hayes said the public process was well stated by Mr. Moens. In the Village's defense, he said he does allow citizens to speak at C.O.W. meetings. President Hayes said he would do a better job to make sure he recognizes people in the audience and that Mr. Moens makes a good point. He said he would make sure that the Board factors in public input as they always have.

Jeb Weiner said he was moved by the women's march to get involved. He appreciated the Mayor's response to Mr. Moens. He said the Board should do all it can to encourage more public discourse. He said he would like the Village to address what can be done locally to address climate change and preventing gun violence. He said he hoped an open dialogue becomes the process.

Trustee Thomas Glasgow moved to close the Public Hearing. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A.	Parking Garage Granular Deicing Chemicals 2017	Approved
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Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia

Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Northwest Highway Beautification Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia

Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

C. Police Station Bid Storage Solutions Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia

Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

D. Civic Event Sign Replacement Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia

Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT LEGAL

A. An Ordinance Amending Ordinance Numbers 98-061, 99-028 and 13-032 Approving and Amending a Planned Unit Development and Approving a Special Use Permit for a Restaurant (Hey Nonny Restaurant, 10 S. Vail Avenue, at Metropolis) Approved

Trustee Thomas Glasgow moved to approve 17-047. Trustee Jim Tinaglia
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. An Ordinance Adopting a Policy Prohibiting Sexual Harassment for the Village of Arlington Heights Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- C. A Resolution Approving a Release of Easement Rights (Public utility easement at 404 W. Thomas Ave.) Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Neighborhood Storm Sewer Improvements - Phase 3; Change Order #1 Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. Request for Extension of Ordinance #15-054, a Approved

Planned Unit Development at 13 E. Miner Street

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

- A. An Ordinance Providing for the Levy, Assessment and Collection of Taxes for the Year Beginning January 1, 2018 and Ending December 31, 2018, for the Village of Arlington Heights Approved

Trustee John Scaletta moved to approve 17-049. Trustee Thomas Glasgow
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. An Ordinance Abating Taxes Levied for the Year 2017, Heretofore Levied to Pay Principal and Interest on \$2,855,000 General Obligation Bonds, Series 2010, of the Village of Arlington Heights Approved

Trustee Jim Tinaglia moved to approved 17-050. Trustee Mike Sidor
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- C. An Ordinance Adopting a Budget and Appropriations Ordinance and Amounts Set Approved

Forth Therein for the Year Commencing January
1, 2018 and Ending December 31, 2018
(2018 Budget)

President Hayes said a great deal of time was spent getting to this point in the process. The Board did not receive many public comments but they do talk to residents throughout the year so have a good sense how the community wants to spend its tax dollars. It is a wise and prudent budget.

Trustee Scaletta said over the last three years, there had been an opportunity for people to email in their questions. This is relatively new, and he appreciates this change. It means residents don't have to come to a meeting to have their questions answered.

Trustee Robin LaBedz moved to approve 17-051. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

- A. Request for Closed Session per 5 ILCS 120/2(c) (21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(11): Litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

Trustee Thomas Glasgow moved to adjourn to Closed Session at 8:18 p.m. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia



Item: Committee of the Whole 1 8 18

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole 1 8 18	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Committee-of-the-Whole
Community Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
January 8, 2018
7:30 PM

I. CALL TO ORDER

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

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

President Hayes and the following Trustees were present: Baldino, Tinaglia, Blackwood, Rosenberg, LaBedz, Sidor, Scaletta and Glasgow.

Also present were Randy Recklaus, Steve Touloumis and Becky Hume.

IV. NEW BUSINESS

A. Building & Life Safety Presentation

Mr. Recklaus said the Board indicated in its summer Goal Setting session that improvements to the Building and Life Safety Department are their second highest priority. He said Mr. Touloumis has had time to observe and develop a plan to make the improvements the Board has called for. Until now, there has not been the opportunity or resources to reinvest in processes to make the desired improvements. Just recently, a part time position was added to free up staff time to this end.

Mr. Recklaus recounted a memo from 1999, where Bill Dixon asked for 20-year staffing projections. Roger Fox, Building Director at the time, took into account all the factors and said he thought the Department would need 25 employees by 2019. It had 18 full time employees in 1999. Currently the Department has 16.5 employees. In 2009 there were 5,300 permits processed, in 2016, there were more than 7,300. Mr. Touloumis demonstrated the number of various codes staff has to work with. The Department deals with many variables and there is no way to make these

processes simple but they can make them more efficient and user friendly.

Mr. Touloumis said that the Department had a Contractors/Design Professionals meeting in September, and some of the ideas suggested there are included in this presentation.

A. Consistency in Standards Applications

Mr. Touloumis showed examples of Code sections with conflicting language. It is not only the codes that need to be addressed, but the actual ordinance language needs to be addressed too. There is no guidance in the language on how to apply, when to apply, when penalty fees are administered and what the circumstances should be. Staff is left to make their own decisions, and different staff sometimes make different decisions.

Trustee Scaletta asked when fees would be addressed. Mr. Touloumis said in the Building Code Review Board review as part of the overall Code review.

Mr. Touloumis said each codebook has its own administration sections and there are inconsistencies between them. He plans to create one administration section for all codes, remove process language, put all fees in Chapter 7, restructure the fee schedule, eliminate value-based fees, improve existing construction code language, and reduce the number of technical amendments.

Trustee Rosenberg said a project that has electrical, plumbing and carpentry; all have different governance. He asked how these would be correlated under one administrative code. Mr. Touloumis said one set of rules needs to be established and the best of each used. It is important that there are no inconsistencies. He gave examples of the discrepancies in the codes and discussed the importance of developing one set of guidelines. Trustee Rosenberg asked if other communities have done this. Mr. Touloumis said yes, but each town has its own challenges. The Village has good staff and BCRB members who know their industry and will make good recommendations.

Trustee LaBedz asked if the municipality has the authority to make these kinds of changes and if the Codes were arbitrary. Mr. Touloumis said yes, the village is allowed decide what it wants. There are no state or federal laws that says you have to follow the international codes, with some exceptions like the energy code and the plumbing code. Most of the trades are not regulated by the State. The Village can increase or decrease the standards as it sees fit.

As an example of Code language inhibiting the process, Mr. Touloumis said the Code requires six sets of plans. This kind of language does not belong in the Code. It does not give staff leeway to change procedure as technology changes or processes improve. Fees should not be scattered in multiple chapters. The fees need to be restructured to reduce negotiable and difficult

to determine fee schedules. This will save time and eliminate interpretation. The scope of work can change during a job, so if the fees are based on the first calculation, it often means the job is re-reviewed and the fees changed. He would like to eliminate all this and collect fees at the end of the process. He also would like to build in the re-inspection fees into the fee structure as a whole in a more communal way.

Mr. Touloumis cited the construction code language and the electrical chapter, which need to be fairer and more reasonable. Many parts are outdated and arbitrary. He suggested that the BCRB absorb the Electrical Commission so the same group of people chime in on trades that overlap. However, an electrical expert would be on the BCRB. He is considering having BCRB have decision-making power, meaning the Village Board would not need to review its decisions, in an attempt to reduce red tape. Trustee Rosenberg asked how often people are waiting for Village Board review. Mr. Touloumis said there were 7-8 times this past year where projects were waiting for Board approval. Contractors assume the risk, and it becomes problematic. Everything that went to the Board was approved, but it takes weeks. By the time they receive approval, residents have already been through plan review and BCRB at a minimum.

B. Proactive Code Enforcement

Mr. Touloumis said he will implement Saturday sweeps where they will look for illegal signage. Also beginning is multi-department coordination/cross training effort. As an example, an inspector who is evaluating grass, might be able to handle some other site issues. The Village is improving coordination. The adjudication process is proving to be a very effective tool. It is not the first choice for inspectors to write tickets, but when needed, it makes enforcement easier. Adjudicators are typically more sympathetic to Village's plight. The Department is using a third party service to track the testing of fire systems. Seven hundred fire systems need to be tested. The confirmation of testing is reported to the Village so noncompliance can be ascertained. The property administrator does the testing and is charged the fee.

Mr. Touloumis said technology improvements are already impacting inspectors' workflow. Trustee Rosenberg asked about community risk assessment. Mr. Touloumis said low risk/high risk buildings are identified with the idea that low risk buildings are visited less frequently than once a year and high risk are inspected more than once a year. This way the Village can see the ones that need to be seen more often. Mr. Recklaus said that right now it is one size fits all with every building getting a once a year inspection; but some buildings are dangerous while others are not, so different schedules may be appropriate.

C. Better Coordination

Mr. Touloumis discussed the importance of having a good rapport with staff

and being a good team leader. Starting tomorrow, the Department will have monthly meetings so that staff can all get the same message and hear the same questions.

Trustee Tinaglia asked if the staff understands the importance of the changes and if they agree with them. He asked if this message will be shared with the entire department, or will it be a series of surprises. Mr. Touloumis said it is not a surprise, they will be doing this together, but there is a fear factor. He is communicating to staff that they will get the right training and be walked through so they will understand what he is trying to do. Trustee Tinaglia asked if the importance of the changes will be understood and embraced. He asked how the team feels about it. Mr. Touloumis said going from manual to automated does intimidate some people. Staff is fearful about how some of it is working.

Mr. Recklaus said that there was a whole Department retreat in August. Staff was apprehensive and they discussed the issues the Board raised and what the expectations were. It was explained to them that the Village was committing to giving staff the training and support they need. Staff has milestones and deadlines but this is a work in progress. Mr. Recklaus said he was confident that Mr. Touloumis will lead this team to substantial progress in the next 12 months. One third of the staff has turned over in eight months. Cognos training started last week. IT is working with them and its importance is clear.

Mr. Touloumis said the Cognos training is for Engineering and Planning too. Building may be the face of projects, but other departments are part of the process and perform reviews as well. Trustee Tinaglia noted that the Building Department handles all of the permitting even when other departments handle the process. The Building Department is the face of permitting.

Trustee Blackwood said the technology empowers employees to be more confident in answering the public's questions. She asked if they are they afraid of losing their roles. Mr. Touloumis said maybe, as they see the work they used to do being done on the computer. However, there is so much more that staff can be doing than shuffling paper. The vision is to use people for more valuable things, but this is sometimes hard for them to understand. Trustee Blackwood said they would have expanded roles. Mr. Recklaus said he wants to stress the empowerment of the employees. During the recession, Building was in hold-down-the-fort-mold and they are trapped in this system. These are smart qualified people, so we are asking them how it ought to be. They would rather have better interface with the customer too. As Mr. Touloumis said in his interview, the person who issues the permit is the permit tech at the counter. They are the ones who are responsible to make sure everything has been done. That is a change in mindset.

Mr. Touloumis said his goal is for better coordination, work flows, technology and process change. He wants to reduce lag time. There is a lot of time wasted tracking down project folders and duplicating inputs.

D. Better Overall Communication

Mr. Touloumis said all improvements are contingent on having a strong base of ordinance language. Then the structure definition can improve. Staff needs to be able to answer questions as to what are the necessary inspections, permits, and fees. Then, good information will be dispensed and all levels of communication can improve. A good cycle can be repeated and the best value of the Department will be achieved. This will establish a good long lasting foundation.

Trustee Tinaglia restated the staff projections from 1999 when the Department had 18 full time and 3 part time employees to process 5,300 permits. The projection for 2019 was 25 employees. Now, there are 16.5 employees processing 7,300 permits. Technology is a huge part of dealing with future. The most important thing for the Board to do is to help him fix this Department. He told Mr. Touloumis that if there is anything the Board can do, he would like to do it. It is so important to help the community grow in a smart and safe way. If it means adding an employee or two, he would be in favor of it. He said Mr. Touloumis knows what he needs. He said to start building.

Trustee Sidor asked when the information would be on the website. He asked how the information would be better navigated. Mr. Touloumis said the new website is a great framework, but the content from the Building Department needs work. That stems from the core form itself. There is no reason to put a piece of junk up on the website. He is rebuilding everything from the ground up. The website is high on the priority list with updating the Code and automating technology. Mr. Recklaus said the website is a framework to convey information we have. The issue is we want to change the process. It is not a good use of Mr. Touloumis' time to pretty-up a bad process. The decision was to develop a new process with a lighter website presence.

Trustee Scaletta asked if the BCRB decisions will be final, or if a project is denied, would it come to the Board. He said he liked the direction of the Department. He said moving forward, that a firm direction of what Mr. Touloumis is going to need be presented so money is not spent piecemeal. Trustee Scaletta said wants the overall impact to be felt. The scope is complex, and he appreciates that there is a lot of work and thought happening. He would like more detail of a long term plan sketched out, even if it is not firm.

Trustee Baldino said he was excited about the changes and technology. When you have this many changes, there can be inconsistent information passed to the public. One priority needs to be consistent information going out to the public.

Trustee Blackwood said that as the consistencies are established, they should be conveyed to the website. Clear expectations can be shared quickly.

Public Comment:

Melissa Cayer suggested that the Building Department use Facebook to communicate. It could be a community resource for information.

V. OTHER BUSINESS**VI. ADJOURNMENT**

Trustee Tinaglia moved to adjourn at 8:59 p.m. Trustee Scaletta seconded the motion. The motion carried.



Item: Warrant Register 12/30/2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Warrant Register 12/30/17

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS
WARRANT REGISTER FOR
CHECK DATE: 12-30-2017**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$327,577.49
215	CDBG Fund	\$353.70
227	Foreign Fire Ins Tax Fund	\$694.16
231	Criminal Investigation Fd	\$6,690.33
235	Municipal Parkg Opr Fund	\$9,428.65
263	TIF IV	\$14,895.00
264	TIF V	\$2,179.16
401	Capital Projects Fund	\$88,463.79
426	Storm Water Control Fund	\$5,646.64
431	Public Building Fund	\$1,701,869.02
435	EAB Fund	\$21,440.60
505	Water and Sewer Fund	\$44,674.47
511	Solid Waste Fund SWANCC	\$144,571.51
515	Arts,Entert & Events Fund	\$500.00
605	Health Insurance Fund	\$310,605.10
611	General Liability Ins Fnd	\$7,945.77
615	Workers Compensation Ins	\$33,694.36
621	Fleet Operations Fund	\$8,205.48
625	Technology Fund	\$35,383.14
715	Guaranty Deposits Fund	\$12,850.00
TOTAL ALL FUNDS		\$2,777,668.37

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2134	505-0000-452.43-00	JUSTIN BORAWSKI	REFUND OVERPAYMENT	\$141.80	\$141.80
210011	101-0000-433.14-00	ADVOCATE HEALTH SPRING	REFUND AMBULANCE CLAIM	\$294.00	\$294.00
210012	101-0000-433.14-00	ADVOCATE PHYSICIAN PARTNERS	REFUND AMBULANCE CLAIM	\$143.98	\$143.98
210022	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE REIMBURSEMENT	\$1,886.98	\$1,886.98
210025	715-0000-220.93-00	ANTONINO BONDI 15 957	BOND REFUND	\$200.00	\$200.00
210026	715-0000-220.93-00	APPLE LANDSCAPING 17 4387	BOND REFUND	\$200.00	\$200.00
210028	101-0000-489.85-00	ARMOR SYSTEMS	PROPERTY COLLECTION FEES	\$372.40	\$419.65
			WEED/GRASS COLLECTION FEE	\$47.25	
210029	715-0000-220.93-00	ARROYO LANDSCAPING SERVICE INC	BOND REFUND	\$200.00	\$200.00
210030	715-0000-220.93-00	ARRP TRUCK & HAULING 15 2545	BOND REFUND	\$200.00	\$200.00
210038	505-0000-452.43-00	MARC CALLERO	REFUND OVERPAYMENT	\$105.30	\$105.30
210040	101-0000-140.51-00	CANON SOLUTIONS AMERICA	COPIER MAINTENANCE	\$27.36	\$27.36
210041	715-0000-220.93-00	CARMEN & SONS CONCRETE	BOND REFUND	\$200.00	\$200.00
210042	715-0000-220.93-00	CAROLE S SUTTER 17 2776	BOND REFUND	\$200.00	\$200.00
210043	715-0000-220.93-00	CATHLEEN HUGHES 17 3550	BOND REFUND	\$200.00	\$200.00
210055	715-0000-220.93-00	PHIL COPHER	BOND REFUND	\$100.00	\$100.00
210057	101-0000-140.05-00	CORNETT PUBLISHING INC	BUSINESS RECRUITMENT ADS	\$2,285.00	\$2,285.00
210058	101-0000-433.14-00	KATHRYN CORONA	REFUND AMBULANCE CLAIM	\$149.10	\$149.10
210061	101-0000-421.05-00	JOHN CRAFT	REFUND VEHICLE STICKER	\$35.00	\$35.00
210063	715-0000-220.93-00	DANLEY'S GARAGE WORLD 16 3863	BOND REFUND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210064	715-0000-220.93-00	DE HOYOS CONCRETE 17 1988	BOND REFUND	\$100.00	\$100.00
210065	715-0000-220.93-00	DUBOIS PAVING CO 16 1516	BOND REFUND	\$200.00	\$200.00
210066	715-0000-220.93-00	DUBOIS PAVING CO 17 17 1628	BOND REFUND	\$200.00	\$200.00
210067	715-0000-220.93-00	DUBOIS PAVING CO 17 2954	BOND REFUND	\$200.00	\$200.00
210068	715-0000-220.93-00	DUBOIS PAVING COMPANY	BOND REFUND	\$200.00	\$200.00
210069	715-0000-220.93-00	DUBOIS PAVING COMPANY	BOND REFUND	\$200.00	\$200.00
210070	715-0000-220.93-00	DUBOIS PAVING COMPANY 17 599	BOND REFUND	\$200.00	\$200.00
210074	101-0000-433.14-00	EFFIO, LORE	REFUND AMBULANCE CLAIM	\$74.38	\$74.38
210076	715-0000-220.93-00	ELAINE FRANZ 17 2851	BOND REFUND	\$150.00	\$150.00
210085	715-0000-220.93-00	FIRECON CONSTRUCTION	BOND REFUND	\$200.00	\$200.00
210088	715-0000-220.93-00	FORTIS CONCRETE	BOND REFUND	\$200.00	\$200.00
210089	715-0000-220.93-00	FORTIS CONCRETE	BOND REFUND	\$200.00	\$200.00
210090	715-0000-220.93-00	FORTIS CONCRETE 17 3554	BOND REFUND	\$200.00	\$200.00
210091	715-0000-220.93-00	FORTIS CONCRETE 17 2173	BOND REFUND	\$200.00	\$200.00
210092	715-0000-220.93-00	FORTIS CONCRETE 17 1125	BOND REFUND	\$150.00	\$150.00
210093	715-0000-220.93-00	FORTIS CONCRETE 17 1877	BOND REFUND	\$200.00	\$200.00
210094	715-0000-220.93-00	FORTIS CONCRETE 17 2055	BOND REFUND	\$150.00	\$150.00
210095	715-0000-220.93-00	FORTIS CONCRETE 17 2384	BOND REFUND	\$200.00	\$200.00
210096	715-0000-220.93-00	FORTIS CONCRETE 17 2664	BOND REFUND	\$200.00	\$200.00
210097	715-0000-220.93-00	FORTIS CONCRETE 17 2714	BOND REFUND	\$200.00	\$200.00
210098	715-0000-220.93-00	FORTIS CONCRETE 17 2819	BOND REFUND	\$100.00	\$100.00
210099	715-0000-220.93-00	FORTIS CONCRETE 17 3371	BOND REFUND	\$150.00	\$150.00
210100	715-0000-220.93-00	FORTIS CONCRETE 17 3796	BOND REFUND	\$200.00	\$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210101	715-0000-220.93-00	FORTIS CONCRTE 17 3267	BOND REFUND	\$150.00	\$150.00
210102	715-0000-220.93-00	FORTIS 17 2901	BOND REFUND	\$100.00	\$100.00
210103	715-0000-220.93-00	FOUR POINTS CONSTRUCTION	BOND REFUND	\$200.00	\$200.00
210104	715-0000-220.93-00	GABRIEL'S LANDSCAPE & TREE SVC	BOND REFUND	\$200.00	\$200.00
210106	505-0000-452.42-00	GIUSEPPE GAMBINO	REFUND OVERPAYMENT	\$149.10	\$149.10
210107	715-0000-220.93-00	GARY WRONKIEWICZ 17 595	BOND REFUND	\$200.00	\$200.00
210108	715-0000-220.93-00	GEORGE & SANDRA RUPPERT 171897	BOND REFUND	\$200.00	\$200.00
210109	715-0000-220.93-00	GILDA PICICCO 15 2424	BOND REFUND	\$200.00	\$200.00
210141	715-0000-220.93-00	J & J PAVEMENT REPAIRS 17 3151	BOND REFUND	\$200.00	\$200.00
210142	715-0000-220.93-00	J & J PAVEMENT REPAIRS 17 3152	BOND REFUND	\$200.00	\$200.00
210143	715-0000-220.93-00	J & J PAVEMENT REPAIRS 17 3153	BOND REFUND	\$200.00	\$200.00
210144	715-0000-220.93-00	J & J PAVEMENT REPAIRS 17 3154	BOND REFUND	\$200.00	\$200.00
210145	715-0000-220.93-00	JANICE SHARP	BOND REFUND	\$200.00	\$200.00
210147	715-0000-220.93-00	JENNY STERRETT 17 2987	BOND REFUND	\$200.00	\$200.00
210148	715-0000-220.93-00	JENNY STERRETT 17 4286	BOND REFUND	\$200.00	\$200.00
210150	715-0000-220.93-00	JOHN SIMONAITIS 17 4075	BOND REFUND	\$200.00	\$200.00
210152	715-0000-220.93-00	JON KOMEROFSKY 17 3901	BOND REFUND	\$200.00	\$200.00
210155	715-0000-220.93-00	JRC 16 4073	BOND REFUND	\$50.00	\$50.00
210156	715-0000-220.93-00	K HOVNANIAN HOMES 15 4018	BOND REFUND	\$200.00	\$200.00
210157	715-0000-220.93-00	KATE LYONS 17 3802	BOND REFUND	\$200.00	\$200.00
210160	505-0000-452.42-00	KOROLL, KEN	REFUND FINAL WATERBILL	\$39.60	\$39.60
210163	101-0000-421.05-00	FRANSCESCA LAJOM	REFUND VEHICLE STICKER	\$30.00	\$30.00
210164	715-0000-220.93-00	LAKESIDE PLUMBING INC 17 2522	BOND REFUND	\$200.00	\$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210165	715-0000-220.93-00	LAMPIGNANO & SON 17 3711	BOND REFUND	\$200.00	\$200.00
210172	715-0000-220.93-00	MARK LIVESAY 17 178	BOND REFUND	\$200.00	\$200.00
210173	715-0000-220.93-00	MARKUS DWOLOWY 17 2098	BOND REFUND	\$200.00	\$200.00
210174	101-0000-433.14-00	PATRICIA MC INERNEY	REFUND AMBULANCE CLAIM	\$80.00	\$80.00
210178	715-0000-220.93-00	MIDWEST ARBOR 15 2259	BOND REFUND	\$200.00	\$200.00
210180	505-0000-120.80-00	MIDWEST INVESTMENT GROUP LLC	WATER BILL REFUND	\$73.00	\$73.00
210191	101-0000-140.05-00	NORTHEASTERN IL PUBLIC SAFETY	FIRE DUES	\$17,596.00	\$17,596.00
210192	101-0000-140.05-00	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$25,392.23	\$101,568.92
			MEMBER ASSESSMENT	\$76,176.69	
210195	715-0000-220.93-00	NRS 16 1078	BOND REFUND	\$200.00	\$200.00
210203	715-0000-220.93-00	PHIL STEINERT 15 1504	BOND REFUND	\$200.00	\$200.00
210204	101-0000-140.05-00	PORTER LEE CORP	ANNUAL MAINTENANCE FEE	\$1,250.00	\$1,250.00
210206	715-0000-220.93-00	PRESTIGIOUS HOME 16 236 3	BOND REFUND	\$200.00	\$200.00
210209	715-0000-220.93-00	RAVINIA PLUMBING 15 4365	BOND REFUND	\$200.00	\$200.00
210212	101-0000-421.05-00	RICHARD REINENKING	REFUND VEHICLE STICKER	\$18.00	\$18.00
210216	715-0000-220.93-00	ROSE PAVING 15 2018	BOND REFUND	\$200.00	\$200.00
210219	715-0000-220.93-00	SCARAVALLE COMPANY	BOND REFUND	\$200.00	\$200.00
210225	715-0000-220.93-00	SHERYL LIFKA 17 3215	BOND REFUND	\$100.00	\$100.00
210226	101-0000-433.14-00	GLORIA SILVERMAN	REFUND AMBULANCE CLAIM	\$25.00	\$25.00
210235	715-0000-220.93-00	THOMAS WESTERKAMP 16 1936	BOND REFUND	\$150.00	\$150.00
210239	715-0000-220.93-00	TONY SCARAVALLE 15 3159	BOND REFUND	\$600.00	\$600.00
210241	715-0000-220.93-00	TP CARPENTRY PETER MCGOVERN	BOND REFUND	\$200.00	\$200.00
210244	101-0000-421.05-00	ROSEMARIE TRUPPA	REFUND VEHICLE STICKER	\$18.00	\$18.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210245	715-0000-220.93-00	TURF INDUSTRIES 17 3783	BOND REFUND	\$200.00	\$200.00
210246	715-0000-220.93-00	TURF INDUSTRIES 17 4207	BOND REFUND	\$200.00	\$200.00
210251	101-0000-140.05-00	VISION SERVICE PLAN	PREMIER VSP	\$2,534.07	\$3,670.69
			BASE VSP	\$1,136.62	
210253	101-0000-421.05-00	RUSS WILLIAMS	REFUND VEHICLE STICKERS	\$60.00	\$60.00
801684	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	JANUARY 2018	\$349.50	\$349.50
901301	511-0000-140.05-00	SOLID WASTE AGENCY	TIPPING FEES JAN 2018	\$90,263.99	\$90,263.99
901302	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 12/04/17	\$3,500.48	\$14,037.49
			FSA CLAIMS 12/11/17	\$10,537.01	
901303	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 12/18/17	\$7,174.97	\$7,174.97
				Division 0 Total	\$254,816.81
				Department 0 Total	\$254,816.81

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210169	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
210117	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	EB 2017 HOLIDAY LUNCH	\$30.00	\$30.00
	101-0201-502.30-01	HARRIS TRUST & SAVINGS BANK	CHICAGO TRIB SUBSCRIPT	\$390.00	\$390.00
	101-0201-502.30-05	HARRIS TRUST & SAVINGS BANK	BEST BUY 00003038	\$5.49	\$54.98
			BEST BUY 00003038	\$49.49	
210202	101-0201-502.30-05	PETTY CASH	SUPPLIES	\$54.20	\$54.20
Division 1 Total					\$529.18
Department 2 Total					\$529.18

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210008	101-0301-503.30-05	A & E RUBBER STAMP CORP	NOTARY STAMP	\$33.00	\$33.00
210105	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$8,893.07	\$8,893.07
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$14,528.00	\$14,528.00
210117	101-0301-503.40-70	HARRIS TRUST & SAVINGS BANK	CATERED BY DESIGN	\$2,694.25	\$2,694.25
	615-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	DICKS CLOTHING&SPORTI	\$130.00	\$130.00
210137	615-0301-552.42-80	INTERGOVERNMENTAL RISK MGMT AGENCY	WORKERS COMP	\$10,123.29	\$10,123.29
210194	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$1,303.00	\$4,641.00
			SERVICE HEALTH TESTING	\$3,143.00	
			SERVICE HEALTH TESTING	\$180.00	
			SERVICE HEALTH TESTING	\$15.00	
210202	615-0301-552.20-50	PETTY CASH	SAFETY RECOG PROGRAM	\$20.00	\$20.00
901299	605-0301-552.20-65	PRUDENTIAL INSURANCE CO OF AMERICA	DEC 2017 LIFE INS PREM	\$5,568.47	\$5,568.47
	605-0301-552.20-66	PRUDENTIAL INSURANCE CO OF AMERICA	DEC 2017 OPTL LIFE INS	\$2,688.49	\$2,688.49
901300	605-0301-552.20-60	HMO ILLINOIS	DECEMBER 2017 INS PREM	\$297,707.14	\$297,707.14
901303	101-0301-503.21-65	EMPLOYEE BENEFITS CORP	FSA ADMIN FEES	\$706.00	\$706.00
Division 1 Total					\$347,732.71
Department 3 Total					\$347,732.71

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210040	101-0401-503.30-05	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	\$323.00	\$323.00
210079	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$9,262.50	\$9,262.50
210120	101-0401-503.20-10	HOLLAND & KNIGHT LLP	RETAINER	\$3,000.00	\$3,000.00
210215	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$617.50	\$617.50
210237	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	\$298.06	\$298.06
				Division 1 Total	\$13,501.06
				Department 4 Total	\$13,501.06

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210024	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$6,643.54	\$6,643.54
210033	101-0501-503.22-03	KEVIN BAUMGARTNER	TUITION REIMBURSEMENT	\$1,500.00	\$1,500.00
210105	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$4,623.00	\$4,623.00
210117	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS GOVERNMENT FI	\$45.00	\$45.00
			AMAZON MKTPLACE PMTS	\$24.95	\$24.95
			DISPUTE: NEOBITS INC	(\$47.55)	
			NEOBITS INC	\$47.55	
210119	101-0501-503.21-65	HELPSYSTEMS	SOFTWARE	\$900.00	\$900.00
210137	611-0501-552.42-53	INTERGOVERNMENTAL RISK MGMT AGENCY	AUTOMOTIVE	\$2,103.42	\$2,103.42
	611-0501-552.42-55	INTERGOVERNMENTAL RISK MGMT AGENCY	PROPERTY DAMAGE	\$837.04	\$837.04
	611-0501-552.42-60	INTERGOVERNMENTAL RISK MGMT AGENCY	GENERAL LIABILITY	\$382.31	\$382.31
210162	101-0501-503.22-03	THOMAS KUEHNE	MILEAGE REIMBURSEMENT	\$248.45	\$248.45
210198	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$72.90	\$72.90
210202	101-0501-503.22-03	PETTY CASH	RECORD BUDGET	\$13.00	\$13.00
210205	505-0501-503.22-05	POSTMASTER ARLINGTON HEIGHTS	POSTAGE REIMBURSEMENT	\$56.90	\$56.90
210232	101-0501-503.22-10	SUMMIT PRINT SOLUTIONS	PRINTING SERVICES	\$675.00	\$675.00
Division 1 Total					\$18,125.51
Department 5 Total					\$18,125.51

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210117	625-0601-553.21-02	HARRIS TRUST & SAVINGS BANK	IDU*INSIGHT PUBLIC SEC	\$183.66	\$183.66
	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$74.30	\$74.30
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	ZOHO CORPORATION	\$690.00	\$690.00
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$35.97	\$1,086.89
			AMAZON MKTPLACE PMTS	\$189.00	
			AMAZON MKTPLACE PMTS	\$472.50	
			AMAZON.COM	\$54.20	
			AMAZON MKTPLACE PMTS W	\$269.24	
			AMAZON.COM	\$65.98	
210183	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	GIS SERVICES	\$16,200.50	\$16,200.50
210228	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	COMPUTERS,DP & WORD PROC.	\$1,016.64	\$1,016.64
210233	625-0601-553.20-39	SUPERION LLC	SERVICE MISCELLANEOUS	\$16,019.18	\$16,019.18
210252	401-0601-572.50-15	VSA CHICAGO	COMPUTERS,DP & WORD PROC.	\$1,183.00	\$18,006.00
			COMPUTERS,DP & WORD PROC.	\$10,479.00	
			COMPUTERS,DP & WORD PROC.	\$1,676.00	
			COMPUTERS,DP & WORD PROC.	\$4,078.00	
			COMPUTERS,DP & WORD PROC.	\$590.00	
210255	625-0601-553.21-65	WOW BUSINESS	ACCT 014753641	\$111.97	\$111.97

Check Date: 12-30-2017

Wednesday, December 27, 2017

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	\$53,389.14
				Department 6 Total	\$53,389.14

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 22**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210184	515-1022-525.40-55	JACK MUSICH	SERVICE MISCELLANEOUS	\$500.00	\$500.00
				Division 22 Total	\$500.00
				Department 10 Total	\$500.00

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210034	101-3001-511.22-10	BELMONTE PRINTING CO	SERVICE PRINTING	\$981.00	\$981.00
210039	101-3001-511.21-65	CAMIC JOHNSON LTD	PROFESSIONAL SERVICES	\$525.00	\$525.00
210044	101-3001-511.33-25	CDS OFFICE TECHNOLOGIES	POLICE EQUIPMENT & SUPPLY	\$939.00	\$939.00
210059	101-3001-511.33-30	CORPORATE IDENTITY INC	SUPPLIES	\$1,092.47	\$1,092.47
210062	101-3001-511.21-65	CRITICAL REACH	SERVICE FEE	\$685.00	\$685.00
210083	101-3001-511.30-35	FELSER MARK	REIMBURSEMENT	\$229.06	\$229.06
210117	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$102.99	\$651.55
			AMAZON.COM	\$199.95	
			AMAZON.COM	\$205.98	
			AMAZON MKTPLACE PMTS	\$22.64	
			AMAZON.COM	\$119.99	
	101-3001-511.30-35	HARRIS TRUST & SAVINGS BANK	LA POLICE GEAR	\$264.97	\$1,755.61
			WPSG, INC	\$97.49	
			ED ROEHR SAFETY PRODUC	\$1,393.15	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	(\$22.39)	\$281.47
			AMAZON MKTPLACE PMTS	\$162.26	
			AMAZON.COM	\$90.49	
			AMAZON MKTPLACE PMTS	\$51.11	
	101-3001-511.33-30	HARRIS TRUST & SAVINGS BANK	HOOTSUITE MEDIA INC.	\$228.00	\$228.00
210131	101-3001-511.22-02	IL ASSOC OF CHIEFS OF POLICE	DUES	\$105.00	\$105.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210132	101-3001-511.22-02	IL CITY/COUNTY MGMT ASSOC	DUES	\$115.00	\$115.00
210149	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$283.00	\$1,803.55
			CLOTHING	\$185.00	
			CLOTHING	\$119.15	
			CLOTHING	\$10.00	
			CLOTHING	\$232.90	
			CLOTHING	\$973.50	
210154	101-3001-511.21-65	JP MORGAN CHASE	PROCESSING FEE	\$47.54	\$47.54
210159	101-3001-511.33-25	KIESLER POLICE SUPPLY & AMMUNITION	POLICE EQUIPMENT & SUPPLY	\$3,703.00	\$3,703.00
210176	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	SERVICE MISCELLANEOUS	\$36.00	\$36.00
210187	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$50.00	\$300.00
			REGISTRATION	\$250.00	
210190	101-3001-511.22-02	NORTH SUBURBAN ASSOC CHF POLICE	DUES	\$300.00	\$300.00
210196	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$38.63	\$117.56
			OFFICE SUPPLIES	\$57.75	
			OFFICE SUPPLIES	\$21.18	
	101-3001-511.30-20	OFFICE DEPOT	PHOTO SUPPLIES	\$123.20	\$324.58
			PHOTO SUPPLIES	\$201.38	
210199	101-3001-511.30-35	PECORA JR, NICHOLAS	REIMBURSEMENT	\$102.39	\$102.39
210210	101-3001-511.30-35	RAY O'HERRON	CLOTHING	(\$99.98)	\$1,706.07
			CLOTHING	\$234.00	
			CLOTHING	\$165.25	
			CLOTHING	(\$13.95)	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210210	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$44.99	\$1,706.07
			CLOTHING	\$39.00	
			CLOTHING	\$82.00	
			CLOTHING	\$145.99	
			CLOTHING	\$80.99	
			CLOTHING	\$67.90	
			CLOTHING	\$74.99	
			CLOTHING	\$5.99	
			CLOTHING	\$74.99	
			CLOTHING	\$149.97	
			CLOTHING	\$39.00	
			CLOTHING	\$74.99	
			CLOTHING	\$17.99	
			CLOTHING	\$42.00	
			CLOTHING	(\$41.99)	
			CLOTHING	(\$138.00)	
			CLOTHING	\$26.95	
			CLOTHING	\$633.00	
210224	101-3001-511.33-25	SHERWIN ACE HARDWARE	POLICE EQUIPMENT & SUPPLY	\$9.99	\$9.99
210228	101-3001-511.30-05	SOUTHERN COMPUTER WAREHOUSE	OFFICE SUPPLIES	\$361.86	\$361.86
210230	101-3001-511.33-25	SUBURBAN ACCENTS INC	SUPPLIES	\$60.00	\$60.00
210232	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	\$45.00	\$45.00
210240	101-3001-511.22-10	TOTAL PRINT SOLUTIONS	SERVICE PRINTING	\$692.00	\$1,208.50

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210240	101-3001-511.22-10	TOTAL PRINT SOLUTIONS	SERVICE PRINTING	\$205.00	\$1,208.50
			SERVICE PRINTING	\$311.50	
210248	101-3001-511.33-25	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT	\$2,175.00	\$2,175.00
				Division 1 Total	\$19,889.20

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210032	231-3003-511.40-11	AXON ENTERPRISE INC	TASER SUPPLIES	\$4,253.22	\$4,253.22
210048	231-3003-511.40-11	CMS ACCOUNTING	POLICE EQUIPMENT & SUPPLY	\$132.81	\$132.81
210059	231-3003-511.40-01	CORPORATE IDENTITY INC	SUPPLIES	\$761.38	\$761.38
210117	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	BESTBUYCOM805514636987	(\$122.25)	\$1,479.93
			BESTBUYCOM805514636987	\$182.07	
			BESTBUYCOM805514636987	\$351.99	
			BESTBUYCOM805514636987	\$364.14	
			BESTBUYCOM805514636987	\$703.98	
210221	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$62.99	\$62.99
				Division 3 Total	\$6,690.33
				Department 30 Total	\$26,579.53

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210015	101-3501-512.31-65	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$60.05	\$60.05
	101-3501-512.31-85	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$602.45	\$1,310.45
			FIRE PROTECTION EQUIP/SUP	\$708.00	
210037	101-3501-512.31-85	BOUND TREE MEDICAL LLC	CYLINDERS	\$852.40	\$852.40
210044	101-3501-512.21-02	CDS OFFICE TECHNOLOGIES	MODEM UPGRADE	\$150.00	\$150.00
210084	101-3501-512.30-01	FIRE ENGINEERING	RENEWAL STA 1	\$39.00	\$156.00
			RENEWAL STA 4	\$39.00	
			RENEWAL STA 2	\$39.00	
			RENEWAL STA 3	\$39.00	
210116	101-3501-512.22-03	HARPER COLLEGE CORP SERVICES	PARAMEDIC TUITION:H006162	\$2,679.00	\$2,679.00
210117	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	ITOAORG	\$75.00	\$75.00
	101-3501-512.30-35	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$50.04	\$50.04
	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$10.89	\$54.75
			WEBER STEPHEN PRODUCTS	\$43.86	
	101-3501-512.31-85	HARRIS TRUST & SAVINGS BANK	NORTHERN STAR FIRE	\$792.93	\$792.93
	101-3501-512.33-05	HARRIS TRUST & SAVINGS BANK	JAROSCH BAKERY	\$105.80	\$290.05
			JAROSCH BAKERY	\$115.30	
			GFS STORE #0204	\$68.95	
210133	101-3501-512.32-80	IL FIRE INSPECTORS ASSOC	LT EXAM BOOKS	\$359.95	\$359.95
210149	101-3501-512.30-35	JG UNIFORMS	CLOTHING	\$50.00	\$4,721.75
			CLOTHING	\$134.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210149	101-3501-512.30-35	JG UNIFORMS	CLOTHING	\$70.00	\$4,721.75
			CLOTHING	\$35.95	
			CLOTHING	\$3,456.00	
			CLOTHING	\$263.25	
			CLOTHING	\$39.95	
			CLOTHING	\$672.60	
210181	101-3501-512.33-50	MOORE MEDICAL LLC	MEDICAL SUPPLIES & EQUIP.	\$960.71	\$960.71
210182	101-3501-512.31-65	MOTOROLA SOLUTIONS INC	RADIO & TELECOMMUNICATION	\$2,073.20	\$2,576.70
			RADIO & TELECOMMUNICATION	\$503.50	
210186	101-3501-512.22-02	NATL FIRE PROTECTION ASSOC	DUES - WOOD	\$175.00	\$175.00
210193	101-3501-512.22-02	NORTHWEST COMMUNITY	SYSTEM ENTRY FEE	\$75.00	\$75.00
210200	101-3501-512.32-80	PENNWELL CORP	LT EXAM BOOKS	\$670.00	\$670.00
210207	101-3501-512.33-05	PROMOS 911 INC	PUBLIC EDUCATION SUPPLIES	\$973.79	\$973.79
210223	101-3501-512.33-05	SHAPIRO, LARRY	PHOTOGRAPHY	\$100.00	\$100.00
210224	101-3501-512.31-45	SHERWIN ACE HARDWARE	JANITORIAL SUPPLIES	\$30.88	\$30.88
210247	101-3501-512.33-50	ULINE INC	FIRST AID KITS	\$273.52	\$273.52
210249	101-3501-512.22-05	UPS STORE #1051	SHIPPING/DELIVERY SERVICE	\$10.74	\$10.74
210254	101-3501-512.31-65	WITMER PUBLIC SAFETY GROUP	BATTERIES	\$300.72	\$300.72
210256	401-3501-572.50-15	WS DARLEY & CO	TOOLS-FIRE RESCUE	\$953.96	\$953.96
210257	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	
			OFFICE MACHINES & ACCESS	\$26.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210257	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$26.00	\$189.00
			OFFICE MACHINES & ACCESS	\$26.00	
				Division 1 Total	\$18,842.39
				Department 35 Total	\$18,842.39

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210189	227-3701-512.22-03	PETER NEWMAN	TUITION REIMBURSEMENT	\$489.20	\$489.20
210218	227-3701-512.22-03	CHRISTOPHER RYMUT	TUITION REIMBURSEMENT	\$204.96	\$204.96
				Division 1 Total	\$694.16
				Department 37 Total	\$694.16

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210045	101-4001-521.40-41	TRONC	ADVERTISING	\$952.52	\$952.52
210047	101-4001-521.30-05	CLIFFORD WALD	SUPPLIES	\$413.88	\$413.88
210060	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SERVICE PROFESSIONAL	\$790.02	\$790.02
210075	263-4001-571.20-05	EHLERS & ASSOCIATES INC	SERVICE CONSULTING	\$14,895.00	\$14,895.00
210115	264-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$2,179.16	\$2,179.16
	401-4001-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$992.84	\$992.84
210117	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$2.97
	101-4001-521.22-02	HARRIS TRUST & SAVINGS BANK	AIA PRODUCTS / DUES	\$665.00	\$665.00
	101-4001-521.30-05	HARRIS TRUST & SAVINGS BANK	FILTERS FAST	\$91.78	\$91.78
210167	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPT FOR ZBA	\$121.95	\$121.95
210196	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$37.19	\$230.18
			OFFICE SUPPLIES	\$78.73	
			OFFICE SUPPLIES	\$17.52	
			OFFICE SUPPLIE	\$96.74	
210198	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$98.55	\$1,282.50
			ADVERTISING	\$87.75	
			ADVERTISING	\$89.10	
			ADVERTISING	\$74.25	
			ADVERTISING	\$334.80	
			ADVERTISING	\$89.10	
			ADVERTISING	\$87.75	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210198	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$78.30	\$1,282.50
			ADVERTISING	\$342.90	
	101-4001-521.40-41	PADDOCK PUBLICATIONS INC	ADVERTISING	\$765.00	\$5,315.60
			ADVERTISING	\$1,327.38	
			ADVERTISING	\$327.62	
			ADVERTISING	\$269.70	
			ADVERTISING	\$41.70	
			ADVERTISING	\$41.70	
			ADVERTISING	\$269.70	
			ADVERTISING	\$269.70	
			ADVERTISING	\$41.70	
			ADVERTISING	\$41.70	
			ADVERTISING	\$269.70	
			ADVERTISING	\$670.00	
			ADVERTISING	\$670.00	
			ADVERTISING	\$310.00	
			Division 1 Total		\$27,933.40
			Department 40 Total		\$27,933.40

WARRANT REGISTER - GM0002**Department: 41 Community Devl Block Grnt****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210198	215-4101-522.41-02	PADDOCK PUBLICATIONS INC	ADVERTISING	\$210.60	\$353.70
			ADVERTISING	\$68.85	
			ADVERTISING	\$74.25	
Division 1 Total				\$353.70	
Department 41 Total				\$353.70	

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210111	101-4501-523.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$1,110.90	\$1,110.90
210117	101-4501-523.22-02	HARRIS TRUST & SAVINGS BANK	IAEI	\$60.00	\$275.00
			IAEI	\$120.00	
			INT L CODE COUNCIL INC	\$95.00	
	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$13.70	\$83.63
			AMAZON.COM AMZN.COM/BI	\$69.93	
210138	101-4501-523.30-01	INTL CODE COUNCIL INC	SUBSCRIPTION/PUBLICATIONS	\$6,789.93	\$6,789.93
210186	101-4501-523.22-02	NATL FIRE PROTECTION ASSOC	MEMBERSHIP RENEWAL	\$175.00	\$175.00
210196	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$1,311.93	\$1,311.93
210202	101-4501-523.21-65	PETTY CASH	TRAINING	\$17.95	\$17.95
	101-4501-523.22-03	PETTY CASH	TRAINING	\$15.00	\$35.00
			TRAINING	\$20.00	
	101-4501-523.22-05	PETTY CASH	STAMPS	\$9.80	\$9.80
	101-4501-523.30-05	PETTY CASH	SUPPLIES	\$14.49	\$55.15
			SUPPLIES	\$40.66	
210236	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$38.00	\$152.00
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$38.00	
Division 1 Total				\$10,016.29	

Division: 2

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210013	101-4502-523.20-25	AFFILIATED CLINICIANS CS	COUNSELING	\$300.00	\$300.00
210018	101-4502-523.21-02	ALWAYS ON TIME REFRIGERATION	EQUIPMENT MAINTENANCE	\$258.95	\$258.95
210027	101-4502-523.20-25	ARLINGTON CENTER	COUNSELING	\$104.00	\$104.00
210056	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
210082	101-4502-523.30-05	FASTSIGNS	N.ESPINOZA NAMEPLATE	\$12.00	\$12.00
210110	101-4502-523.21-02	GORDON STOWE	EQUIPMENT MAINTENANCE	\$259.00	\$259.00
210117	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00
	101-4502-523.30-01	HARRIS TRUST & SAVINGS BANK	ROD*PREVENTION	\$36.00	\$86.00
			DISABILITY SCOOP, LLC	\$50.00	
	101-4502-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$81.50	\$81.50
	101-4502-523.33-05	HARRIS TRUST & SAVINGS BANK	THERMOWORKS INC	\$60.99	\$787.08
			TUNDRA RESTAURANT SUPP	\$138.69	
			AMAZON MKTPLACE PMTS	\$125.96	
			AMAZON MKTPLACE PMTS	\$245.56	
			AMAZON.COM	\$215.88	
	101-4502-523.33-10	HARRIS TRUST & SAVINGS BANK	WAYNE S PIZZA	\$70.00	\$70.00
	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	COMED PAYMENT	\$126.03	\$1,598.27
			COMED PAYMENT	\$165.64	
			JCPENNEY.COM	\$335.81	
			NICOR GAS BILL	\$66.14	
			NICOR GAS BILL	\$284.34	
			COMED PAYMENT	\$400.00	
			EXXONMOBIL 99339467	\$100.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210117	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	NICOR GAS BILL	\$120.31	\$1,598.27
210153	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$500.00	\$1,340.00
			COUNSELING	\$840.00	
210158	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$123.50	\$123.50
210168	101-4502-523.20-25	SHERRY LEMKE	COUNSELING	\$200.00	\$200.00
210196	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$2,252.37	\$2,534.93
			OFFICE SUPPLIES	\$2.40	
			OFFICE SUPPLIES	\$129.99	
			OFFICE SUPPLIES	\$115.99	
			OFFICE SUPPLIES	\$34.18	
210202	101-4502-523.33-10	PETTY CASH	SUPPLIES	\$17.09	\$17.09
210232	101-4502-523.22-10	SUMMIT PRINT SOLUTIONS	PRINTING SERVICE	\$135.00	\$135.00
Division 2 Total					\$8,137.32

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210020	101-4503-523.22-40	AMERICAN CHARGE SERVICE	TAXI PROGRAM	\$39.00	\$39.00
210117	101-4503-523.21-02	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$120.49	\$190.49
			CHD*DALLASMIDWEST.COM	\$70.00	
	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$415.65
			AMAZON.COM AMZN.COM/BI	\$112.70	
			AMAZON MKTPLACE PMTS	\$119.00	
			AMAZON MKTPLACE PMTS	\$122.95	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210117	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	PARTY CITY	\$153.78	\$929.01
			SAMS CLUB #8198	\$316.63	
			PADDLE PALACE TABLE TE	\$67.90	
			SAMSCLUB.COM	\$343.75	
			JEWEL #3422	\$46.95	
210171	101-4503-523.21-02	LW MECHANICAL SERVICES INC	EQUIPMENT MAINTENANCE	\$495.00	\$495.00
210179	101-4503-523.21-02	MIDWEST AUDIO VIDEO SERVICES INC	EQUIPMENT MAINTENANCE	\$242.35	\$242.35
210196	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$150.78	\$150.78
210238	101-4503-523.22-40	THREE O THREE TAXI	TAXI PROGRAM	\$6.00	\$6.00
				Division 3 Total	\$2,468.28
				Department 45 Total	\$20,621.89

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2133	426-5001-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$5,646.64	\$5,646.64
210054	401-5001-571.50-30	CONSTRUCTION & GEOTECHNICAL	SERVICE MISCELLANEOUS	\$1,759.10	\$9,144.10
			SERVICE MISCELLANEOUS	\$7,385.00	
210117	101-5001-524.33-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$9.55	\$9.55
210151	401-5001-571.50-30	JOHNSON PAVING CO	SERVICE CONSTRUCTION	\$23,759.25	\$23,759.25
210202	101-5001-524.30-35	PETTY CASH	SUPPLIES	\$41.99	\$141.99
			SUPPLIES	\$50.00	
Division 1 Total					\$38,701.53
Department 50 Total					\$38,701.53

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210009	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	LIGHTING SUPPLIES	\$919.00	\$1,790.80
			LIGHTING SUPPLIES	\$871.80	
210010	101-7101-531.31-65	ADDISON BUILDING MATERIAL CO	EQUIPMENT MAINTENANCE	\$164.56	\$164.56
210014	101-7101-531.21-11	AFTERMATH	BUILDING MAINTENANCE	\$105.00	\$105.00
210017	101-7101-531.21-11	ALL WINDOW CLEANING SERV INC	BUILDING MAINTENANCE	\$1,750.00	\$2,500.00
			BUILDING MAINTENANCE	\$750.00	
210019	101-7101-531.20-05	AMERICAN ASBESTOS SOLUTIONS	BUILDING MAINTENANCE	\$350.00	\$350.00
210021	101-7101-531.21-11	AMERICAN DOOR & DOCK	BUILDING MAINTENANCE	\$1,214.55	\$2,950.89
			BUILDING MAINTENANCE	\$402.30	
			BUILDING MAINTENANCE	\$1,334.04	
210023	101-7101-531.30-35	AMERIGAS-PALATINE	CYLINDER RENTAL	\$235.22	\$235.22
210031	101-7101-531.21-36	ATLAS FIRST ACCESS INC	RENTAL/LEASE EQUIPMENT	\$3,800.00	\$3,800.00
210035	101-7101-531.31-55	BERKHEIMER CO INC	SUPPLIES	\$56.57	\$56.57
210036	101-7101-531.31-55	G W BERKHEIMER CO INC	SUPPLIES	\$36.32	\$36.32
210046	101-7101-531.21-11	CINTAS CORP	FLOOR MATS	\$65.09	\$223.86
			FLOOR MATS	\$29.68	
			FLOOR MATS	\$30.99	
			FLOOR MATS	\$65.09	
			FLOOR MATS	\$33.01	
	101-7101-531.30-35	CINTAS CORP	CLOTHING	\$60.08	\$60.08
210052	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0297144471	\$489.69	\$489.69

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210071	101-7101-531.21-50	DYNEGY ENERGY SERVICES	ACCT 0297160055	\$422.63	\$422.63
210072	101-7101-531.21-50	DYNEGY ENERGY SERVICES	ACCT 1627055057	\$879.13	\$879.13
210073	401-7101-571.50-30	ECOLOGY AND VISION LLC	SERVICE CONSULTING	\$325.00	\$325.00
210077	101-7101-531.30-35	EMERGENT SAFETY	PW HI VIZ WEAR	\$990.00	\$1,579.00
			PW HI VIZ WEAR	\$546.00	
			PW HI VIZ WEAR	\$43.00	
210078	401-7101-571.50-20	EMG	SERVICE CONSULTING	\$9,526.90	\$12,526.90
			SERVICE CONSULTING	\$3,000.00	
210080	401-7101-572.50-15	EXCEL LTD INC	LIGHTING SUPPLIES	\$9,096.00	\$9,096.00
210081	101-7101-531.30-35	EXPRESS PRESS	CLOTHING	\$2,952.23	\$2,952.23
210087	435-7101-571.50-55	FLECKS LANDSCAPING	LANDSCAPING	\$21,440.60	\$21,440.60
210112	101-7101-531.31-85	GRAINGER W W INC	HARDWARE SUPPLIES	\$67.75	\$67.75
210113	101-7101-531.31-65	GRAYBAR ELECTRIC COMPANY	HARDWARE SUPPLIES	(\$695.95)	\$1,079.08
			FREIGHT REFUND	(\$29.29)	
			HARDWARE SUPPLIES	\$299.74	
			HARDWARE SUPPLIES	\$1,504.58	
210114	101-7101-531.31-80	HALL SIGNS INC	SIGNS	\$6,633.00	\$6,633.00
210117	101-7101-531.21-65	HARRIS TRUST & SAVINGS BANK	AZTECA SYSTEMS INC	\$200.00	\$200.00
	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	GROUPON INC	\$30.00	\$1,065.00
			ARBOR DAY FOUNDATION N	\$15.00	
			INTL SOC ARBORICULTURE	\$120.00	
			INTL SOC ARBORICULTURE	\$180.00	
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	U OF IL ONLINE PAYMENT	\$61.50	\$61.50

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210117	101-7101-531.30-35	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$34.99	\$34.99
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$17.90	\$780.30
			AMAZON MKTPLACE PMTS	\$23.95	
			AMAZON.COM AMZN.COM/BI	\$14.99	
			APL* ITUNES.COM/BILL	\$0.99	
			ACCESSORY GEEKS	\$32.38	
			AMAZON MKTPLACE PMTS	\$90.00	
			AMAZON MKTPLACE PMTS	\$117.05	
			AMAZON MKTPLACE PMTS	\$117.97	
			BIG ROCK SUPPLY	\$242.62	
			SAMSClub #8198	\$122.45	
	101-7101-531.31-85	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$54.15	\$54.15
	401-7101-571.50-20	HARRIS TRUST & SAVINGS BANK	ABT.COM	\$269.00	\$2,147.40
			CREATIVE BUILDING SUPP	\$1,878.40	
	401-7101-572.50-15	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$14.49	\$609.41
			SAMSClub.COM	\$164.98	
			SAMSClub.COM	\$209.97	
			SAMSClub.COM	\$219.97	
210118	101-7101-531.21-02	HAYES MECHANICAL	SERVICE BLDG MAINTENANCE	\$279.00	\$279.00
210121	101-7101-531.31-85	HOME DEPOT CREDIT SERVICES	HARDWARE SUPPLIES	\$45.88	\$45.88
210130	101-7101-531.31-45	HP PRODUCTS CORP	HARDWARE SUPPLIES	\$58.98	\$58.98
210135	101-7101-531.22-15	IMPACT NETWORKING LLC	COPIER CONTRACT	\$828.77	\$1,672.27
			COPIER CONTRACT	\$19.50	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210135	101-7101-531.22-15	IMPACT NETWORKING LLC	COPIER CONTRACT	\$824.00	\$1,672.27
210136	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	\$3,006.00	\$9,018.00
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
210139	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$59.00	\$491.00
			PEST CONTROL	\$432.00	
210140	401-7101-572.50-15	IT SAVVY LLC	COMPUTER SUPPLIES	\$1,980.85	\$3,844.84
			COMPUTER SUPPLIES	\$1,863.99	
210146	101-7101-531.31-40	JCK CONTRACTORS	LANDSCAPING	\$660.00	\$660.00
210161	101-7101-531.31-45	KRANZ INC	OFFICE SUPPLIES	\$338.84	\$338.84
210170	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	\$15.43	\$15.43
	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$66.14	\$293.83
			HARDWARE SUPPLIES	\$76.75	
			HARDWARE SUPPLIES	\$65.91	
			HARDWARE SUPPLIES	\$85.03	
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$13.24	\$13.24
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$94.99	\$117.54
			STREET/SIDEWALK SUPPLIES	\$22.55	
	101-7101-531.33-05	LOWES COMMERCIAL SERVICES	STREET/SIDEWALK SUPPLIES	\$255.34	\$255.34
210175	101-7101-531.31-55	MECOR INC	SERVICE BLDG MAINTENANCE	\$941.65	\$941.65
210177	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	ELEVATOR MAINTENANCE	\$1,298.00	\$1,298.00
210188	401-7101-571.50-30	NEENAH FOUNDRY COMPANY	LANDSCAPING	\$2,483.09	\$2,483.09
210196	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$158.50	\$229.03

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210196	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$14.19	\$229.03
			OFFICE SUPPLIES	\$56.34	
210197	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	TELECOMMUNICATIONS	\$153.00	\$153.00
210201	101-7101-531.31-40	PESCHES FLOWER SHOP	FLOWERS	\$266.17	\$266.17
	101-7101-531.31-90	PESCHES FLOWER SHOP	FLOWERS	\$119.92	\$119.92
210202	101-7101-531.31-65	PETTY CASH	SUPPLIES	\$19.98	\$39.96
210208	101-7101-531.21-02	RADICOM	REPAIR SERVICE EQUIPMENT	\$10,182.00	\$10,182.00
210211	101-7101-531.31-65	RED ARROW SALES	EMERGENCY LIGHTS	\$342.67	\$342.67
210213	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	VEH MAINTENANCE SUPPLY	\$15,543.90	\$15,543.90
210214	101-7101-531.21-36	RNOW INC	RENTAL/LEASE EQUIPMENT	\$1,740.90	\$1,740.90
210220	101-7101-531.22-10	SCHNEIDER GRAPHICS INC	PRINT SUPPLIES	\$1,108.00	\$2,418.00
			PRINT SUPPLIES	\$915.00	
			PRINT SUPPLIES	\$395.00	
210227	101-7101-531.22-70	SOUND INCORPORATED	TELECOMMUNICATIONS	\$72.73	\$72.73
210229	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	HARDWARE SUPPLIES	\$15.24	\$266.31
			HARDWARE SUPPLIES	\$251.07	
210234	101-7101-531.33-05	TEMPLE DISPLAY LTD	DECORATIONS	\$769.23	\$769.23
210242	401-7101-572.50-15	TRAFFIC CONTROL CORP	HARDWARE SUPPLIES	\$1,455.00	\$4,575.00
			LIGHTING SUPPLIES	\$1,220.00	
			LIGHTING SUPPLIES	\$1,900.00	
210250	101-7101-531.21-02	VALLEY FIRE PROTECTION	SERVICE BLDG MAINTENANCE	\$495.00	\$495.00
210258	101-7101-531.30-05	ZORO TOOLS INC	OFFICE SUPPLIES	\$5.05	\$109.40
			OFFICE SUPPLIES	\$104.35	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210258	101-7101-531.31-65	ZORO TOOLS INC	KITCHEN SUPPLIES	\$97.08	\$126.19
			KITCHEN SUPPLIES	\$29.11	
801687	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0282382003	\$21.53	\$821.50
			ACCT 2278061084	\$258.42	
			ACCT 2985063029	\$133.00	
			ACCT 4103039009	\$209.02	
			ACCT 5492508009	\$144.89	
			ACCT 8572043011	\$54.64	
				Division 1 Total	\$134,814.90
				Department 71 Total	\$134,814.90

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210016	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	CHLORINE GAS	\$1,165.00	\$785.00
			REFUND DEPOSIT	(\$500.00)	
			REFUND DEPOSIT	(\$500.00)	
			REFUND DEPOSIT	(\$500.00)	
			REFUND DEPOSIT	(\$500.00)	
			REFUND DEPOSIT	(\$500.00)	
			CYLINDER DEPOSIT REFUND	(\$500.00)	
			CHLORINE GAS	\$1,335.00	
			CHLORINE GAS	\$1,285.00	
210049	505-7201-561.22-70	COMCAST CABLE	CABLE INTERNET	\$2,636.91	
210051	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0159027139	\$2,478.73	\$2,478.73
210053	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0081080033	\$1,836.13	\$1,836.13
210077	505-7201-561.50-15	EMERGENT SAFETY	EQUIPMENT, NON OFFICE	\$6,928.05	\$6,928.05
210081	505-7201-561.30-35	EXPRESS PRESS	CLOTHING	\$2,725.13	\$2,725.13
210113	505-7201-561.31-65	GRAYBAR ELECTRIC COMPANY	HARDWARE SUPPLIES	\$204.45	\$204.45
210117	505-7201-561.21-65	HARRIS TRUST & SAVINGS BANK	AZTECA SYSTEMS INC	\$200.00	\$200.00
	505-7201-561.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$159.67	\$159.67
	505-7201-561.30-35	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	(\$101.77)	(\$7.46)
			AMAZON.COM AMZN.COM/BI	\$94.31	
	505-7201-561.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$8.00	\$435.81

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210117	505-7201-561.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$128.82	\$435.81
			AMAZON.COM AMZN.COM/BI	\$298.99	
	505-7201-561.50-10	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$224.31	\$1,006.03
			AMAZON.COM	\$672.93	
			AMAZON.COM	\$108.79	
210124	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0159027139	\$750.47	\$750.47
210125	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0405097038	\$3,543.66	\$3,543.66
210126	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0789016039	\$624.56	\$624.56
210128	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0300013030	\$4,179.24	\$4,179.24
210129	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0522082015	\$536.47	\$536.47
210170	505-7201-561.31-05	LOWES COMMERCIAL SERVICES	OFFICE SUPPLIES	\$26.42	\$54.81
			OFFICE SUPPLIES	\$26.55	
			HARDWARE SUPPLIES	\$1.84	
210196	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$130.18	\$450.36
			OFFICE SUPPLIES	\$126.16	
			OFFICE SUPPLIES	\$35.58	
			OFFICE SUPPLIES	\$158.44	
210202	505-7201-561.22-03	PETTY CASH	TRAINING	\$20.00	\$105.00
			TRAINING	\$25.00	
			TRAINING	\$30.00	
210214	505-7201-561.21-36	RNOW INC	RENTAL/LEASE EQUIPMENT	\$8,759.10	\$8,759.10
210220	505-7201-561.22-10	SCHNEIDER GRAPHICS INC	OFFICE SUPPLIES	\$395.00	\$395.00
210229	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	METERS SUPPLY	\$18.69	\$76.50

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210229	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	METERS SUPPLY	\$57.81	\$76.50
210231	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER SAMPLES	\$1,905.50	\$1,905.50
210258	505-7201-561.30-05	ZORO TOOLS INC	OFFICE EQUIPMENT	\$290.13	\$290.13
801685	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1-109311	\$99.61	\$99.61
801686	505-7201-561.21-50	NICOR	ACCT 05850400002	\$44.07	\$129.99
			ACCT 16797600000	\$85.92	
801687	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	\$88.32	\$932.94
			ACCT 0645171017	\$70.36	
			ACCT 0831076049	\$130.03	
			ACCT 1257044037	\$644.23	
				Division 1 Total	\$42,221.79
				Department 72 Total	\$42,221.79

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801687	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643715006	\$21.54	\$96.27
			ACCT 5231622008	\$74.73	
Division 1 Total					\$96.27

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210127	235-7302-532.21-50	HOMEFIELD ENERGY	ACCT 4874331007	\$3,845.82	\$3,845.82
Division 2 Total					\$3,845.82

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210050	235-7303-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643395004	\$702.81	\$702.81
210122	235-7303-532.21-50	HOMEFIELD ENERGY	ACCT 4643395004	\$2,500.16	\$2,500.16
Division 3 Total					\$3,202.97

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210123	235-7304-532.21-50	HOMEFIELD ENERGY	ACCT 0983023007	\$2,283.59	\$2,283.59
Division 4 Total					\$2,283.59
Department 73 Total					\$9,428.65

WARRANT REGISTER - GM0002**Department: 74 Solid Waste Dispsl SWANCC****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901301	511-7401-562.21-54	SOLID WASTE AGENCY	FY 2017 O&M TRUE UP	\$54,307.52	\$54,307.52
				Division 1 Total	\$54,307.52
				Department 74 Total	\$54,307.52

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210046	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$60.07	\$60.07
210117	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$94.68	\$94.68
210134	621-7501-551.21-07	IL SECRETARY OF STATE	LICENCE RENEWAL	\$202.00	\$202.00
210185	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$57.98	\$57.98
210217	621-7501-551.21-07	RUNNION EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$7,321.75	\$7,321.75
210222	621-7501-551.21-07	SECRETARY OF STATE	TITLE AND PLATES	\$103.00	\$103.00
210243	621-7501-551.21-07	TRANS CHICAGO TRUCK GROUP	VEH MAINTENANCE SUPPLY	\$183.00	\$366.00
			VEH MAINTENANCE SUPPLY	\$183.00	
Division 1 Total					\$8,205.48
Department 75 Total					\$8,205.48

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2133	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$1,675,828.02	\$1,675,828.02
210086	431-9013-571.50-25	FIRST COMMUNICATIONS	TEMP POLICE PHONES	\$525.00	\$525.00
210166	431-9013-571.20-05	LEGAT ARCHITECTS	SERVICE CONSULTING	\$25,516.00	\$25,516.00
				Division 13 Total	\$1,701,869.02
				Department 90 Total	\$1,701,869.02
TOTAL ALL FUNDS:					\$2,777,668.37



Item: Warrant Register 1/15/2018

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

warrant register 01/15/2018

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**

WARRANT REGISTER FOR

CHECK DATE: 1-15-2018

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$284,474.02
227	Foreign Fire Ins Tax Fund	\$33,867.18
231	Criminal Investigation Fd	\$8,400.00
235	Municipal Parkg Opr Fund	\$43,870.16
401	Capital Projects Fund	\$94,765.14
426	Storm Water Control Fund	\$164,024.91
431	Public Building Fund	\$987,413.81
435	EAB Fund	\$992.37
505	Water and Sewer Fund	\$518,550.65
515	Arts,Entert & Events Fund	\$9,715.80
605	Health Insurance Fund	\$3,177.73
611	General Liability Ins Fnd	\$301,637.60
615	Workers Compensation Ins	\$912,766.49
621	Fleet Operations Fund	\$18,220.46
625	Technology Fund	\$40,872.63
715	Guaranty Deposits Fund	\$7,000.00
721	Escrow Deposits Fund	\$2,000.00
TOTAL ALL FUNDS		\$3,431,748.95

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210261	721-0000-221.10-08	ALOHA WATER	DEPOSIT RETURN	\$2,000.00	\$2,000.00
210264	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	WATER BILL POSTAGE	\$2,045.53	\$2,045.53
210295	101-0000-421.05-00	DAVID BECK	REFUND VEHICLE STICKER	\$30.00	\$30.00
210296	101-0000-421.05-00	DANIEL BOLEWSKI	REFUND VEHICLE STICKER	\$30.00	\$30.00
210306	715-0000-220.93-00	CECILY ROOD 17 2490	BOND REFUND	\$200.00	\$200.00
210308	101-0000-421.05-00	LINDA CHIRASH	REFUND VEHICLE STICKER	\$30.00	\$30.00
210309	715-0000-220.93-00	CHRIS MOSKAITES	BOND REFUND	\$100.00	\$100.00
210314	715-0000-220.93-00	COLIN HILBERT 17 1072	BOND REFUND	\$200.00	\$200.00
210332	715-0000-220.93-00	DANLEYS GARAGE WORLD 17 3139	BOND REFUND	\$200.00	\$200.00
210333	715-0000-220.93-00	DANLEYS GARAGE 17 3138	BOND REFUND	\$150.00	\$150.00
210335	715-0000-220.93-00	DONALD BOETTLEHER 17 3205	BOND REFUND	\$200.00	\$200.00
210337	715-0000-220.93-00	DUBOIS PAVING CO 17 1334	BOND REFUND	\$200.00	\$200.00
210346	715-0000-220.93-00	FREIMAN, ALLAN	BOND REFUND	\$200.00	\$200.00
210347	101-0000-421.05-00	LEONID FRIDLYAND	REFUND VEHICLE STICKER	\$30.00	\$30.00
210349	715-0000-220.93-00	G CAT CONSTRUCTION	BOND REFUND	\$100.00	\$100.00
210351	715-0000-220.93-00	GEORGIA JEAN RUNGE 17 2578	BOND REFUND	\$200.00	\$200.00
210352	715-0000-220.93-00	GERALD SKUTA 17 3404	BOND REFUND	\$200.00	\$200.00
210362	715-0000-220.93-00	HANSEN'S LANDSCAPING	BOND REFUND	\$200.00	\$200.00
210364	715-0000-220.93-00	HARESH & NATALIE VASWANI 173374	BOND REFUND	\$200.00	\$200.00
210368	101-0000-421.05-00	ANDREA HAYMAN	REFUND VEHICLE STICKER	\$18.00	\$18.00
210383	715-0000-220.93-00	JADURGA TKAQYK 17 2335	BOND REFUND	\$100.00	\$100.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210384	715-0000-220.93-00	JAMES MARTINI ASSOCIATE	BOND REFUND	\$200.00	\$200.00
210388	715-0000-220.93-00	JOHN BORYSENKO	BOND REFUND	\$200.00	\$200.00
210389	715-0000-220.93-00	JOSE KOLENCHERY	BOND REFUND	\$200.00	\$200.00
210390	715-0000-220.93-00	JOSEPH A WEBER 17 1616	BOND REFUND	\$200.00	\$200.00
210392	715-0000-220.93-00	JRC 17 412	BOND REFUND	\$600.00	\$600.00
210393	715-0000-220.93-00	K & L CONTRACTORS	BOND REFUND	\$200.00	\$200.00
210394	715-0000-220.93-00	CYNTHIS KEMP	BOND REFUND	\$50.00	\$50.00
210396	715-0000-220.93-00	KEVIN KELLEY 17 2474	BOND REFUND	\$200.00	\$200.00
210400	101-0000-421.05-00	ROSEANN KUFFEL	REFUND VEHICLE STICKER	\$18.00	\$18.00
210401	715-0000-220.93-00	LANCO BUILDERS INC 17 4176	BOND REFUND	\$200.00	\$200.00
210402	715-0000-220.93-00	LAURA BERTRAM	BOND REFUND	\$200.00	\$200.00
210404	101-0000-421.05-00	RAY LEWIS	REFUND VEHICLE STICKER	\$12.00	\$12.00
210408	715-0000-220.93-00	MARCIA V PERKINS 17 3324	BOND REFUND	\$100.00	\$100.00
210409	715-0000-220.93-00	MARK WOLOCH 17 3372	BOND REFUND	\$100.00	\$100.00
210411	715-0000-220.93-00	MARTHA AND JOHN DAVIS 17 2865	BOND REFUND	\$200.00	\$200.00
210412	715-0000-220.93-00	MARY ELLEN CAMPION 17 1276	BOND REFUND	\$200.00	\$200.00
210422	101-0000-421.05-00	RUTH MUELLER	REFUND VEHICLE STICKER	\$30.00	\$30.00
210435	715-0000-220.93-00	PATRICK DOYLE 17 3093	BOND REFUND	\$200.00	\$200.00
210437	715-0000-220.93-00	PAULINE H HUEBLEK 17 3226	BOND REFUND	\$200.00	\$200.00
210439	715-0000-220.93-00	PERFORMANCE PAVING 15 3439	BOND REFUND	\$200.00	\$200.00
210450	715-0000-220.93-00	RABINE PAVING 16 4136	BOND REFUND	\$200.00	\$200.00
210455	715-0000-220.93-00	RELY MAINTENANCE INC	BOND REFUND	\$200.00	\$200.00
210461	715-0000-220.93-00	SAFEGUARD WATERPROOFING 174428	BOND REFUND	\$200.00	\$200.00
210478	715-0000-220.93-00	SYRJA XHANGOLLI	BOND REFUND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210483	715-0000-220.93-00	THOMAS M SEPUTIS 17 654	BOND REFUND	\$100.00	\$100.00
210487	715-0000-220.93-00	TP CARPENTRY PETER MCGOVERN	BOND REFUND	\$200.00	\$200.00
901306	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	PREFUND 2018 FSA CLAIMS	\$40,000.00	\$40,000.00
				Division 0 Total	\$51,243.53
				Department 0 Total	\$51,243.53

WARRANT REGISTER - GM0002

Department: 1 Board of Trustees

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210301	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING NOV 2017	\$450.00	\$450.00
901304	101-0101-501.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$33.25	\$33.25
				Division 1 Total	\$483.25
				Department 1 Total	\$483.25

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210365	101-0201-502.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$20.98	\$20.98
210398	101-0201-502.30-05	KLUZ NANCY A	REIMBURSEMENT	\$120.98	\$120.98
210432	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$274.21	\$281.35
			OFFICE SUPPLIES	\$7.14	
210447	401-0201-572.50-15	QT SIGNS	PRINT SERVICES	\$12,230.15	\$12,230.15
210466	515-0201-525.40-55	SIGNS BY TOMORROW	PRINT SERVICES	\$128.25	\$128.25
210471	101-0201-502.21-65	SPRINT	ACCT 456761884	\$100.00	\$100.00
210499	101-0201-502.21-65	VERIZON WIRELESS	ACCT 88534852600001	\$127.28	\$127.28
210520	101-0201-502.22-15	XEROX CORPORATION	COPIER MAINTENANCE	\$85.00	\$85.00
901304	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$5.12	\$5.12
				Division 1 Total	\$13,099.11
				Department 2 Total	\$13,099.11

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210350	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$8,309.39	\$8,309.39
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$17,182.05	\$17,182.05
210365	101-0301-503.30-01	HARRIS TRUST & SAVINGS BANK	CRAINS CHIC SUBSCRIP	\$79.00	\$79.00
210380	615-0301-552.20-70	INTERGOVERNMENTAL RISK MGMT AGENCY	2018 CONTRIBUTION	\$887,176.00	\$887,176.00
210432	615-0301-552.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$99.05	\$99.05
210503	101-0301-503.21-65	VERIZON WIRELESS	ACCT 28544404900001	\$124.63	\$249.26
			ACCT 28544404900001	\$124.63	
210511	605-0301-552.20-58	VISION SERVICE PLAN	VISION PREMIUM PLAN	\$2,160.23	\$3,177.73
			VISION BASE PLAN	\$1,017.50	
210520	101-0301-503.22-15	XEROX CORPORATION	COPIER MAINTENANCE	\$85.00	\$85.00
901304	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$5.50	\$5.50
901305	101-0301-503.21-65	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$7,301.26	\$13,060.76
			FSA CLAIMS	\$5,759.50	
				Division 1 Total	\$929,423.74
				Department 3 Total	\$929,423.74

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210341	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	\$4,170.00	\$4,170.00
	101-0401-503.20-20	ERNEST R BLOMQUIST PC	LEGAL SERVICES	\$6,097.50	\$6,097.50
210432	101-0401-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$75.96	\$84.78
			OFFICE SUPPLIES	\$8.82	
210458	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$617.50	\$617.50
210491	101-0401-503.21-65	VERIZON WIRELESS	ACCT 68500580500002	\$91.27	\$91.27
210502	101-0401-503.22-15	VERIZON WIRELESS	ACCT 68500580500002	\$91.27	\$91.27
	101-0401-503.30-05	VERIZON WIRELESS	ACCT 68500580500002	\$199.99	\$199.99
901304	101-0401-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$2.76	\$2.76
Division 1 Total					\$11,355.07
Department 4 Total					\$11,355.07

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210264	505-0501-503.21-65	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$795.35	\$795.35
210298	101-0501-503.21-02	BRADFORD SYSTEMS CORP	ANNUAL MAINTENANCE	\$900.00	\$900.00
210350	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$5,912.60	\$5,912.60
210365	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS GOVERNMENT FI	\$35.00	\$35.00
	101-0501-503.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$299.00	\$299.00
210380	611-0501-552.20-70	INTERGOVERNMENTAL RISK MGMT AGENCY	2018 CONTRIBUTION	\$295,725.00	\$295,725.00
210425	101-0501-503.22-02	NIGP ACCOUNTING DEPT	ANNUAL DUES 2018	\$190.00	\$190.00
210431	101-0501-503.22-03	OBOG JIM	TUITION REIMBURSEMENT	\$1,500.00	\$1,500.00
210432	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$79.38	\$79.38
210434	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISEMENTS	\$48.60	\$101.25
			ADVERTISEMENTS	\$52.65	
210470	101-0501-503.22-10	SPIRAL BINDING COMPANY INC	PRINT SERVICES	\$105.30	\$105.30
210509	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	\$55.26	\$55.26
210520	101-0501-503.22-15	XEROX CORPORATION	COPIER MAINTENANCE	\$85.00	\$111.00
			COPIER MAINTENANCE	\$26.00	
901304	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$2,142.29	\$2,142.29
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1,622.42	\$1,622.42
Division 1 Total					\$309,573.85
Department 5 Total					\$309,573.85

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210316	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	\$4,682.33	\$4,682.33
210334	625-0601-572.50-10	DELL MARKETING LP	COMPUTERS,DP & WORD PROC.	\$13,833.71	\$13,833.71
210344	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$26.45	\$26.45
210356	625-0601-553.33-05	GOVCONNECTION INC	VEEAM SUBSCRIPTION	\$1,152.81	\$1,152.81
210365	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$44.97	\$142.81
			CDW GOVT #LGJ8145	\$97.84	
210423	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	GIS SERVICES	\$16,200.50	\$16,200.50
210469	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	COMPUTERS,DP & WORD PROC.	\$1,016.64	\$1,534.90
			COMPUTERS,DP & WORD PROC.	\$518.26	
210494	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$387.47	\$387.47
210497	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	\$1,368.46	\$1,368.46
210504	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	\$464.95	\$464.95
210506	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$387.47	\$387.47
210518	625-0601-553.21-65	WOW BUSINESS	ACCT 014748718	\$111.97	\$111.97
801692	625-0601-553.21-65	AT & T	ACCT 8310002604723	\$578.80	\$578.80
				Division 1 Total	\$40,872.63
				Department 6 Total	\$40,872.63

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210324	101-1008-502.20-75	CONRAD POLYGRAPH INC	POLYGRAPH EXAMS	\$640.00	\$640.00
				Division 8 Total	\$640.00

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210271	515-1018-525.40-55	ARLINGTON RENTAL INC	STANCHIONS	\$144.00	\$144.00
210348	515-1018-525.40-55	STEVEN FROMM	2018 HEARTS OF GOLD	\$999.75	\$999.75
210522	515-1018-525.40-55	TRACIE ZANK	AUTUMN HARVEST	\$25.00	\$25.00
				Division 18 Total	\$1,168.75
				Department 10 Total	\$1,808.75

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210331	515-2005-525.50-55	CUSTOM DESIGN STAGES & FABRICATION	EQUIPMENT, NON OFFICE	\$475.00	\$475.00
210476	515-2005-525.50-55	SWEETWATER	THEATRE SUPPLIES & EQUIP	\$7,329.80	\$7,943.80
			THEATRE SUPPLIES & EQUIP	\$614.00	
Division 5 Total					\$8,418.80
Department 20 Total					\$8,418.80

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2135	101-3001-511.21-65	BUREAU OF MOTOR VEHICLES	BACKGROUND CHECK	\$8.00	\$8.00
210344	101-3001-511.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$120.16	\$120.16
210355	101-3001-511.21-65	GOLF ROSE PET LODGE	ANIMAL IMPOUNDING FEE	\$150.45	\$150.45
210365	101-3001-511.21-65	HARRIS TRUST & SAVINGS BANK	VERIFYFAST	\$22.95	\$22.95
	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	NIU OUTREACH	\$75.00	\$75.00
	101-3001-511.30-35	HARRIS TRUST & SAVINGS BANK	ED ROEHR SAFETY PRODUC	\$580.55	\$580.55
	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	GRAND FRAME INC.	\$550.00	\$597.98
			JEWEL #3478	\$47.98	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$349.75	\$556.98
			DOLLAMUR SPORTS SURFAC	\$119.97	
			GAIL S CARRIAGE PLACE	\$22.25	
			JEWEL #3478	\$31.87	
			PANERA BREAD #203287	\$33.14	
210387	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$350.00	\$2,419.25
			CLOTHING	\$204.30	
			CLOTHING	\$982.45	
			CLOTHING	\$25.00	
			CLOTHING	\$100.95	
			CLOTHING	\$80.55	
			CLOTHING	\$242.50	
			CLOTHING	\$242.50	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210387	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$191.00	\$2,419.25
210399	101-3001-511.22-15	KONICA MINOLTA BUSINESS USA	OFFICE MACHINES & ACCESS	\$63.00	\$483.52
			OFFICE MACHINES & ACCESS	\$118.52	
			COPIER MAINTENANCE	\$63.00	
			COPIER MAINTENANCE	\$239.00	
210416	101-3001-511.21-65	METRO-WESTERN COOK CREDIT	BACKGROUND CHECK	\$36.00	\$36.00
210424	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	\$70.00	\$70.00
210426	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	\$425.00	\$905.00
			SERVICE MISCELLANEOUS	\$480.00	
210432	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$1,279.46	\$1,889.74
			OFFICE SUPPLIES	\$620.44	
			OFFICE SUPPLIES	\$7.83	
			OFFICE SUPPLIES	(\$17.99)	
210440	101-3001-511.21-02	PETTY CASH/POLICE	AED REPAIRS	\$10.00	\$10.00
	101-3001-511.30-05	PETTY CASH/POLICE	BATTERIES	\$8.79	\$8.79
	101-3001-511.33-05	PETTY CASH/POLICE	SUPPLIES	\$100.00	\$100.00
	101-3001-511.33-25	PETTY CASH/POLICE	SUPPLIES	\$95.60	\$95.60
210443	101-3001-511.22-02	POLICE EXECUTIVE RESEARCH FORU	2018 DUES	\$105.00	\$580.00
			2018 DUES	\$475.00	
210452	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$33.95	\$1,165.08
			CLOTHING	\$25.99	
			CLOTHING	\$132.95	
			CLOTHING	\$97.50	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210452	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$19.50	\$1,165.08
			CLOTHING	\$19.50	
			CLOTHING	\$19.50	
			CLOTHING	\$79.00	
			CLOTHING	\$117.00	
			CLOTHING	\$236.00	
			CLOTHING	(\$94.98)	
			CLOTHING	\$68.45	
			CLOTHING	\$44.99	
			CLOTHING	\$92.95	
			CLOTHING	\$47.94	
			CLOTHING	\$39.95	
			CLOTHING	\$46.99	
			CLOTHING	\$68.95	
			CLOTHING	\$68.95	
	101-3001-511.33-25	RAY O'HERRON	CLOTHING	\$61.00	\$61.00
	235-3001-532.30-35	RAY O'HERRON	CLOTHING	\$47.80	\$47.80
210475	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	PRINT SERVICES	\$90.00	\$180.00
			PRINT SERVICES	\$90.00	
210479	101-3001-511.22-03	CHRISTOPHER TATMAN	TUITION REIMBURSEMENT	\$301.50	\$1,146.00
			TUITION REIMBURSEMENT	\$844.50	
210486	101-3001-511.22-10	TOTAL PRINT SOLUTIONS	PRINT SERIVCES	\$119.55	\$914.15
			PRINT SERVICES	\$296.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210486	101-3001-511.22-10	TOTAL PRINT SOLUTIONS	PRINT SERVICES	\$96.00	\$914.15
			PRINT SERVICES	\$402.60	
210495	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	\$2,669.36	\$2,669.36
210508	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	\$2,501.11	\$2,501.11
210512	101-3001-511.21-65	WALGREEN COMPANY	AHPD CASE 17-29255	\$55.28	\$55.28
901304	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$521.61	\$521.61
				Division 1 Total	\$17,971.36

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210343	231-3003-511.40-11	ESTWING MANUFACTURING CO	POLICE EQUIPMENT & SUPPLY	\$8,400.00	\$8,400.00
				Division 3 Total	\$8,400.00
				Department 30 Total	\$26,371.36

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210260	101-3501-512.31-85	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$1,331.00	\$1,331.00
	401-3501-572.50-15	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$150.00	\$3,837.85
			FIRE PROTECTION EQUIP/SUP	\$59.90	
			HARDWARE SUPPLIES	\$239.95	
			FIRE PROTECTION EQUIP/SUP	\$3,388.00	
210287	101-3501-512.33-50	ATLANTIC SAFETY PRODUCTS	HARDWARE SUPPLIES	\$769.35	\$769.35
210292	401-3501-572.50-15	SIGNAL PERFECTION LTD	VISUAL EQUIPMENT/SUPPLIES	\$40,596.90	\$47,698.43
			VISUAL EQUIPMENT/SUPPLIES	\$7,101.53	
210305	101-3501-512.21-02	CDS OFFICE TECHNOLOGIES	COMPUTER SOFTWARE	\$150.00	\$150.00
210376	101-3501-512.33-05	IL FIRE CHIEFS ASSOC FOUNDATION	ADVERTISING	\$255.67	\$255.67
210387	101-3501-512.30-35	JG UNIFORMS	CLOTHING	\$230.00	\$1,072.10
			CLOTHING	\$89.95	
			CLOTHING	\$19.95	
			CLOTHING	\$19.95	
			CLOTHING	\$187.50	
			CLOTHING	\$230.00	
			CLOTHING	\$66.00	
			CLOTHING	\$70.00	
			CLOTHING	\$158.75	
210406	101-3501-512.31-65	LOWES COMMERCIAL SERVICES	VEH MAINTENANCE SUPPLY	\$24.65	\$24.65
210421	101-3501-512.31-65	MOTOROLA SOLUTIONS INC	RADIO & TELECOMMUNICATION	\$1,036.60	\$1,036.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210428	101-3501-512.22-02	NORTHWEST COMMUNITY	SYSTEM ENTRY WOLLERT	\$75.00	\$75.00
210432	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$52.43	\$352.66
			OFFICE SUPPLIES	\$102.23	
			OFFICE SUPPLIES	\$7.48	
			OFFICE SUPPLIES	\$76.93	
			OFFICE SUPPLIES	\$25.02	
			OFFICE SUPPLIES	\$88.57	
210436	401-3501-572.50-15	PAUL CONWAY SHIELDS	OFFICE MACHINES & ACCESS	\$32.50	\$32.50
210449	101-3501-512.31-60	R H MEDICAL	MEDICAL OXYGEN	\$170.00	\$170.00
210459	101-3501-512.31-60	ROUTE 12 RENTAL CO INC	HARDWARE SUPPLIES	\$32.50	\$32.50
210464	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$6.99	\$6.99
210477	101-3501-512.33-05	SYLVIA'S FLOWERS INC	FUNERAL FLOWERS	\$77.95	\$77.95
210496	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	\$708.44	\$708.44
210514	101-3501-512.31-85	WEDDLE TOOL CO	FIRE PROTECTION EQUIP/SUP	\$3,090.24	\$3,090.24
210519	401-3501-572.50-15	WS DARLEY & CO	TOOLS-FIRE RESCUE	\$190.54	\$1,179.25
			TOOLS-FIRE RESCUE	\$162.23	
			TOOLS-FIRE RESCUE	\$674.14	
			TOOLS-FIRE RESCUE	\$152.34	
901304	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$36.05	\$36.05
Division 1 Total					\$61,937.23
Department 35 Total					\$61,937.23

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210342	227-3701-512.22-03	BENJAMIN ESCHNER	ADVERTISING	\$426.55	\$426.55
210417	227-3701-512.50-15	MF ATHLETIC-PERFORM BETTER	FITNESS EQUIPMENT	\$2,529.00	\$2,529.00
210420	227-3701-512.22-03	MARTIN MORAN	ADVERTISING	\$524.50	\$524.50
210442	227-3701-512.50-15	PHYSIO CONTROL INC	EMERGENCY MEDICAL SUPPLY	\$30,049.00	\$30,234.00
			SHIPPING/DELIVERY SERVICE	\$185.00	
210490	227-3701-512.22-03	SCOTT VASICEK	ADVERTISING	\$153.13	\$153.13
Division 1 Total					\$33,867.18
Department 37 Total					\$33,867.18

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210510	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	\$120.17	\$120.17
901304	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$62.03	\$62.03
				Division 1 Total	\$182.20
				Department 40 Total	\$182.20

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210339	101-4501-523.30-01	EDM PUBLISHERS INC	ANNUAL RENEWAL	\$158.48	\$158.48
210357	101-4501-523.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$2,447.20	\$2,447.20
210360	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	PLAN REVIEW	\$1,150.00	\$1,450.00
			PLAN REVIEW REVIEW	\$300.00	
210377	101-4501-523.22-02	IL PLUMBING INSPECTORS ASSOC	2018 DUES	\$70.00	\$70.00
210418	101-4501-523.21-65	MICROSYSTEMS	SERVICE MISCELLANEOUS	\$5,088.76	\$5,088.76
210432	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$9.99	\$9.99
210477	101-4501-523.30-05	SYLVIA'S FLOWERS INC	FLOWERS	\$77.95	\$77.95
210484	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	INSPECTIONS	\$114.00	\$342.00
			INSPECTIONS	\$76.00	
			INSPECTIONS	\$38.00	
			INSPECTIONS	\$114.00	
210493	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	\$144.04	\$144.04
210500	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	\$572.77	\$572.77
210501	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	\$144.04	\$144.04
210520	101-4501-523.22-15	XEROX CORPORATION	COPIER MAINTENANCE	\$85.00	\$85.00
901304	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$119.85	\$119.85
Division 1 Total					\$10,710.08

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210365	101-4502-523.21-65	HARRIS TRUST & SAVINGS BANK	J2 *MYFAX SERVICES	\$10.00	\$10.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210365	101-4502-523.30-01	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$101.88	\$101.88
	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	1048 - MOTEL 6	\$53.75	\$433.97
			COMED PAYMENT	\$380.22	
210391	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$755.00	\$755.00
210403	101-4502-523.20-25	SHERRY LEMKE	COUNSELING	\$370.00	\$370.00
210415	101-4502-523.33-10	MC KESSON MEDICAL SURGICAL	CLINIC SUPPLIES	\$1,820.63	\$1,820.63
210456	101-4502-523.40-60	RESIDENCES AT ARLINGTON HEIGHTS	RHAP HOUSING ASSISTANCE	\$1,200.00	\$1,200.00
210469	401-4502-572.50-10	SOUTHERN COMPUTER WAREHOUSE	OFFICE MACHINES & ACCESS	\$585.00	\$146.25
			COMPUTER HARDWARE	(\$438.75)	
210498	101-4502-523.21-65	VERIZON WIRELESS	ACCT 88556712200001	\$177.76	\$177.76
210520	101-4502-523.22-15	XEROX CORPORATION	COPIER MAINTENANCE	\$85.00	\$85.00
901304	101-4502-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$29.21	\$29.21
Division 2 Total					\$5,129.70

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210299	101-4503-523.21-65	BREAKING GROUNDS IN DRUMMING	INSTRUCTIONAL FEE	\$600.00	\$600.00
210328	101-4503-523.21-65	BRUCE CRUZ	EMPLOYMENT ASSISTANCE	\$50.00	\$50.00
210338	101-4503-523.21-02	ECOSTEAM NOW	CLEANING SERVICES	\$512.00	\$512.00
210365	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	BLOCK AND COMPANY	\$52.33	\$2.15
			SAMSCLUB.COM	(\$111.18)	
			VOLGISTICS INC	\$61.00	
	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	GFS STORE #1913	\$184.25	\$2,191.70

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210365	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	JEWEL #3422	\$70.40	\$2,191.70
			PARTY CITY	\$235.74	
			SAMS CLUB #8198	\$386.03	
			SAMSClub.COM	\$1,223.02	
			PARTY CITY	\$92.26	
210395	101-4503-523.21-65	JOHN KENT	INSTRUCTIONAL FEE	\$200.00	\$200.00
210410	101-4503-523.21-65	MARQUEE MOVIE PRESENTATIONS LLC	INSTRUCTIONAL FEE	\$175.00	\$175.00
210433	101-4503-523.21-65	OLD TOWN SCHOOL OF FOLK MUSIC	INSTRUCTIONAL FEE	\$300.00	\$300.00
210441	101-4503-523.30-05	PETTY CASH/SENIOR CENTER	OFFICE SUPPLIES	\$35.55	\$35.55
	101-4503-523.31-65	PETTY CASH/SENIOR CENTER	PROGRAM SUPPLIES	\$223.38	\$223.38
901304	101-4503-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$29.00	\$29.00
				Division 3 Total	\$4,318.78
				Department 45 Total	\$20,158.56

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210291	401-5001-571.50-30	BARB AVERY	SIDEWALK REIMBURSEMENT	\$143.75	\$143.75
210325	426-5001-571.50-25	CONSTRUCTION & GEOTECHNICAL	SERVICE CONSTRUCTION	\$552.20	\$552.20
210361	401-5001-571.50-45	HAEGER ENGINEERING LLC	SERVICE CONSULTING	\$2,500.00	\$2,500.00
210365	101-5001-524.22-03	HARRIS TRUST & SAVINGS BANK	HOMEWOOD SUITES-CHAMPA	\$108.51	\$108.51
	101-5001-524.30-20	HARRIS TRUST & SAVINGS BANK	BESTBUYCOM805521911414	\$285.98	\$285.98
	101-5001-524.31-85	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$575.15	\$575.15
210413	101-5001-524.22-03	MASSARELLI JAMES	2017 CONFERENCE	\$89.77	\$89.77
210457	426-5001-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$135,659.81	\$135,659.81
210492	101-5001-524.21-65	VERIZON WIRELESS	ACCT 98547850100002	\$615.70	\$615.70
210507	101-5001-524.21-65	VERIZON WIRELESS	ACCT 98547850100002	\$535.35	\$535.35
210516	401-5001-571.50-30	WEST CENTRAL MUNICIPAL CONF	LANDSCAPE SERVICES	\$2,282.00	\$2,282.00
901304	101-5001-524.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$4.60	\$4.60
Division 1 Total					\$143,352.82
Department 50 Total					\$143,352.82

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210259	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	LIGHTING SUPPLY	\$55.50	\$55.50
210262	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINTENANCE	\$3,562.50	\$3,562.50
210263	101-7101-531.21-11	AMERICAN DOOR & DOCK	SERVICE BLDG MAINTENANCE	\$2,750.00	\$2,750.00
210265	101-7101-531.31-80	AMERICAN TRAFFIC SAFETY MATERIALS	SUPPLIES, NON OFFICE	\$480.00	\$480.00
210267	101-7101-531.31-55	ANDERSON LOCK	SERVICE BLDG MAINTENANCE	\$97.20	\$97.20
210270	435-7101-531.31-85	ARLINGTON POWER EQUIPMENT	FORRESTRY SUPPLIES	\$992.37	\$992.37
210271	101-7101-531.21-36	ARLINGTON RENTAL INC	PW HOLIDAY LUNCH	\$571.40	\$571.40
210273	101-7101-531.22-70	AT & T	ACCT 84725535058159	\$2,103.11	\$2,103.11
210274	101-7101-531.22-70	AT & T	ACCT 84739443682112	\$42.04	\$42.04
210275	101-7101-531.22-70	AT & T	ACCT 84739420624707	\$42.04	\$42.04
210276	101-7101-531.22-70	AT & T	ACCT 84734215365273	\$42.04	\$42.04
210277	101-7101-531.22-70	AT & T	ACCT 84739893361501	\$54.09	\$54.09
210279	101-7101-531.22-70	AT & T	ACCT 847R1902892011	\$848.29	\$848.29
210281	101-7101-531.22-70	AT & T	ACCT 84725334382001	\$85.85	\$85.85
210282	101-7101-531.22-70	AT & T	ACCT 84743978686650	\$84.12	\$84.12
210284	101-7101-531.22-70	AT & T	ACCT 847R1605198974	\$2,026.89	\$2,026.89
210285	101-7101-531.22-70	AT & T	ACCT 84725961248940	\$42.04	\$42.04
210286	101-7101-531.22-70	AT & T	ACCT 847Z9727849771	\$650.23	\$650.23
210288	101-7101-531.31-65	ATTACHMENTS DIRECT	LOG SPLITTER	\$3,311.00	\$3,311.00
210291	101-7101-531.21-15	BARB AVERY	SIDEWALK REIMBURSEMENT	\$284.20	\$284.20
210294	101-7101-531.21-11	BB CONSTRUCTION ENTERPRISE INC	ASBESTOS ABATEMENT	\$3,700.00	\$3,700.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210297	101-7101-531.30-39	BP	VEH MAINTENANCE SUPPLY	\$71.34	\$71.34
210300	101-7101-531.31-90	BUSHNELL INC	STREETS SUPPLY	\$47.37	\$47.37
210310	101-7101-531.21-11	CINTAS CORP	MATS	\$102.87	\$130.46
			MATS	\$27.59	
	101-7101-531.30-35	CINTAS CORP	CLOTHING	\$60.07	\$180.21
			CLOTHING	\$60.07	
			CLOTHING	\$60.07	
210311	101-7101-531.21-55	CITY ESCAPE GARDEN CENTER & DESIGN	LANDSCAPE SERVICES	\$1,200.00	\$1,200.00
210313	235-7101-571.50-25	CODECO INDUSTRIES INC	SERVICE BLDG MAINTENANCE	\$41,666.00	\$41,666.00
	401-7101-571.50-20	CODECO INDUSTRIES INC	SERVICE BLDG MAINTENANCE	\$7,845.00	\$7,845.00
210317	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 3291084013	\$3,887.12	\$3,887.12
210318	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 3291084013	\$3,169.14	\$3,169.14
210319	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 3291084013	\$3,254.97	\$3,254.97
210323	101-7101-531.21-11	COMPLETE CLEANING CO INC	CLEANING SERVICES	\$5,103.00	\$5,103.00
210329	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINTENANCE	\$7,645.00	\$7,645.00
210353	101-7101-531.20-05	GLOBAL AERIAL VIDEO INC	SERVICE PROFESSIONAL	\$495.00	\$1,495.00
			SERVICE PROFESSIONAL	\$1,000.00	
210358	101-7101-531.31-45	GRAINGER W W INC	OFFICE SUPPLIES	\$283.68	\$283.68
210359	101-7101-531.21-02	GREAT LAKES FIRE AND SAFETY	FIRE PROTECTION EQUIP/SUP	\$761.00	\$761.00
210365	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$44.91
			JEWEL #3478	\$43.92	
	401-7101-572.50-15	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	(\$14.49)	(\$14.49)
210366	101-7101-531.31-65	HATFIELD, ANTHONY	EVENT SUPPLIES	\$76.99	\$76.99

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210367	101-7101-531.21-02	HAYES MECHANICAL	SERVICE BLDG MAINTENANCE	\$503.00	\$1,962.82
			SERVICE BLDG MAINTENANCE	\$850.61	
			SERVICE BLDG MAINTENANCE	\$609.21	
210372	101-7101-531.21-50	HOMEFIELD ENERGY	ACCT 3291084013	\$12,505.58	\$12,505.58
210374	101-7101-531.21-50	HOMEFIELD ENERGY	ACCT 3291084013	\$10,199.86	\$10,199.86
210375	101-7101-531.21-50	HOMEFIELD ENERGY	ACCT 3291084013	\$11,630.59	\$11,630.59
210379	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	\$3,006.00	\$29,915.90
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			THERMAPOINT MIX	\$3,960.00	
			THERMAPOINT MIX	\$3,960.00	
			STREET/SIDEWALK SUPPLIES	\$3,959.90	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
			STREET/SIDEWALK SUPPLIES	\$3,006.00	
	401-7101-572.50-15	INDUSTRIAL SYSTEMS LTD	SERVICE CONSTRUCTION	\$8,565.00	\$8,565.00
210385	101-7101-531.31-55	JC LICHT	HARDWARE SUPPLIES	\$59.59	\$59.59
210386	101-7101-531.31-40	JCK CONTRACTORS	LANDSCAPING SERVICES	\$1,320.00	\$1,320.00
210397	401-7101-571.50-20	KINGSLEY & GINNODO ARCHITECTS	SERVICE CONSTRUCTION	\$3,000.00	\$3,000.00
210405	101-7101-531.31-45	LORCHEM TECHNOLOGIES INC	HARDWARE SUPPLIES	(\$1,861.90)	(\$601.30)
			HARDWARE SUPPLIES	\$1,260.60	
	101-7101-531.31-65	LORCHEM TECHNOLOGIES INC	HARDWARE SUPPLIES	\$630.30	\$630.30
210406	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$28.18	\$22.17

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210406	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	(\$6.01)	\$22.17
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$14.71	\$24.15
			HARDWARE SUPPLIES	\$9.44	
	101-7101-531.31-70	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$126.42	\$126.42
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$105.45	\$105.45
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$22.28	\$22.28
	101-7101-531.33-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$467.01	\$467.01
210429	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLY	\$14.18	\$14.18
	101-7101-531.31-75	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLY	\$10.99	\$10.99
	101-7101-531.31-90	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLY	\$110.19	\$7.75
			ELECTRICAL SUPPLY	(\$102.44)	
210430	426-7101-571.50-25	TIM O'GRADY	ENHANCED SEWER REBATE	\$7,725.00	\$7,725.00
210432	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$476.76	\$894.72
			OFFICE SUPPLIES	\$417.96	
	101-7101-531.33-05	OFFICE DEPOT	OFFICE SUPPLIES	\$40.68	\$40.68
210438	426-7101-571.50-25	PERFORMANCE CONSTRUCTION & ENG LLC	SERVICE CONSTRUCTION	\$2,864.15	\$2,864.15
210445	101-7101-531.22-70	PRECISE MRM LLC	DATA MONTHLY FEE	\$441.45	\$441.45
210446	101-7101-531.30-35	IPROMOTEU	CLOTHING	\$1,242.50	\$1,615.18
			CLOTHING	\$372.68	
210454	426-7101-571.50-25	ED REIER	ENHANCED SEWER REBATE	\$8,212.50	\$8,212.50
210462	426-7101-571.50-25	CAROL SCHLEKER	ENHANCED SEWER REBATE	\$9,011.25	\$9,011.25
210464	101-7101-531.31-40	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$27.99	\$27.99
	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$3.20	\$2.88

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210464	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	(\$0.32)	\$2.88
	101-7101-531.31-90	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$6.99	\$60.93
			HARDWARE SUPPLIES	\$34.56	
			HARDWARE SUPPLIES	\$1.39	
			HARDWARE SUPPLIES	\$17.99	
210465	101-7101-531.31-55	SHERWIN WILLIAMS PAINT CO #3408	HARDWARE SUPPLIES	\$722.40	\$722.40
210468	101-7101-531.22-70	SOUND INCORPORATED	SERVICE BLDG MAINTENANCE	\$941.00	\$941.00
210474	101-7101-531.21-02	SUBURBAN SERVICE INC	SERVICE BLDG MAINTENANCE	\$154.18	\$154.18
210481	101-7101-531.21-02	TEMPERATURE EQUIPMENT CORP	FURNACE MAINTENANCE	\$507.80	\$507.80
210485	101-7101-531.31-80	THREE M	SUPPLIES, NON-OFFICE	\$3,186.00	\$3,186.00
210488	101-7101-531.21-65	TYCO INTEGRATED SECURITY	MAINTENANCE	\$106.43	\$1,049.44
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$99.00	
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$99.00	
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$106.43	
			MAINTENANCE	\$106.43	
210505	101-7101-531.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$1,194.17	\$1,194.17
210513	401-7101-571.50-20	WEBMARC DOORS	SERVICE BLDG MAINTENANCE	\$5,319.45	\$5,319.45
210524	101-7101-531.33-05	ZENON CO	LIGHTING SUPPLY	\$515.70	\$515.70

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210526	101-7101-531.20-05	RYAN ZIMMERMAN	WEATHER REPORTS	\$618.75	\$618.75
801688	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	\$31.55	\$10,615.89
			ACCT 4321662000	\$1,185.52	
			ACCT 7363016029	\$9,398.82	
801689	101-7101-531.21-50	NICOR	ACCT 06802945268	\$24.75	\$15,706.33
			ACCT 25422686599	\$942.59	
			ACCT 28178600004	\$273.78	
			ACCT 38096400007	\$569.79	
			ACCT 38178600003	\$211.98	
			ACCT 40178600009	\$95.45	
			ACCT 94830700004	\$346.24	
			ACCT 95407400001	\$1,137.15	
			ACCT 96945600003	\$11,238.04	
			ACCT 97034457784	\$866.56	
801690	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643388009	\$378.47	\$378.47
801691	101-7101-531.21-50	NICOR	ACCT 15839647334	\$251.95	\$7,241.98
			ACCT 19426400008	\$93.63	
			ACCT 43278600002	\$301.99	
			ACCT 53278600001	\$1,095.18	
			ACCT 55616726109	\$3,019.09	
			ACCT 58401600000	\$421.59	
			ACCT 72489260108	\$162.59	
			ACCT 96945600003	\$1,895.96	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901304	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$14.25	\$14.25
				Division 1 Total	\$257,722.89
				Department 71 Total	\$257,722.89

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210268	505-7201-561.20-05	AQUATIC ECOSYSTEMS MGMT INC	WATER ANALYSIS	\$2,100.00	\$2,100.00
210278	505-7201-561.22-70	AT & T	ACCT 84725301748135	\$52.04	\$52.04
210293	505-7201-561.31-65	BATTERIES PLUS LLC	HARDWARE SUPPLIES	\$189.36	\$189.36
210315	505-7201-561.22-70	COMCAST CABLE	INTERNET	\$369.70	\$466.00
			INTERNET	\$13.00	
			INTERNET	\$21.09	
			INTERNET	\$15.12	
			INTERNET	\$47.09	
210320	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0528113037	\$809.58	\$809.58
210321	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0441087047	\$1,935.46	\$1,935.46
210322	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0705092066	\$237.07	\$237.07
210326	505-7201-561.21-02	CORRPRO WATERWORKS	SERVICE CONSULTING	\$5,310.00	\$5,310.00
210327	505-7201-561.50-15	COURTESY ELECTRIC INC	SERVICE EQUIPMENT	\$401,836.50	\$401,836.50
210340	505-7201-561.30-35	EMERGENT SAFETY	CLOTHING	\$3,512.16	\$3,512.16
210353	505-7201-561.20-05	GLOBAL AERIAL VIDEO INC	SERVICE PROFESSIONAL	\$1,000.00	\$1,000.00
210369	505-7201-561.21-35	HBK WATER METER SERVICE INC	METER SERVICE	\$3,130.89	\$3,130.89
210370	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0441087047	\$254.53	\$254.53
210371	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0528113037	\$2,894.68	\$2,894.68
210373	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0081080033	\$736.83	\$736.83
210381	505-7201-561.22-70	ISI TELEMAGEMENT SOLUTIONS INC	2018 SERVICE AGREEMENT	\$1,637.00	\$1,637.00
210382	505-7201-561.21-02	ITRON INC	METER SERVICE	\$10,416.82	\$10,416.82

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210406	505-7201-561.31-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	(\$21.79)	(\$21.79)
210407	505-7201-561.20-05	MANHARD CONSULTING	SERVICE CONSTRUCTION	\$1,705.00	\$1,705.00
210432	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$184.41	\$184.41
210445	505-7201-561.22-70	PRECISE MRM LLC	COMPUTER EQUIPMENT	\$441.45	\$441.45
210446	505-7201-561.30-35	IPROMOTEU	CLOTHING	\$370.67	\$370.67
210453	505-7201-561.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING	\$332.98	\$332.98
210473	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	METERS SUPPLY	\$8.31	\$8.31
	505-7201-561.31-55	STANDARD PIPE & SUPPLY INC	METERS SUPPLY	\$24.49	\$232.39
			METERS SUPPLY	\$207.90	
210480	505-7201-561.21-35	TAYLOR PLUMBING	BACKFLOW SERVICE	\$3,921.75	\$3,921.75
210505	505-7201-561.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$796.11	\$796.11
210525	505-7201-561.31-85	ZIEBELL WATER SERVICE PRODUCTS	HARDWARE SUPPLIES	\$66.00	\$66.00
801688	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	\$327.92	\$501.66
			ACCT 0684023014	\$106.75	
			ACCT 1092085063	\$66.99	
801689	505-7201-561.21-50	NICOR	ACCT 19278600002	\$164.26	\$191.35
			ACCT 42567835683	\$27.09	
801690	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0368380009	\$31.84	\$31.84
801691	505-7201-561.21-50	NICOR	ACCT 58544400003	\$39.25	\$278.31
			ACCT 76830700001	\$153.82	
			ACCT 90920700003	\$85.24	
Division 1 Total					\$445,559.36
Department 72 Total					\$445,559.36

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801688	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	\$584.24	\$584.24
Division 1 Total					\$584.24

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210280	235-7302-532.21-50	AT & T	ACCT 84725309782425	\$137.90	\$137.90
Division 2 Total					\$137.90

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210283	235-7303-532.21-50	AT & T	ACCT 84763200281737	\$1,224.26	\$1,224.26
801691	235-7303-532.21-50	NICOR	ACCT 12690400002	\$103.65	\$103.65
Division 3 Total					\$1,327.91

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801689	235-7304-532.21-50	NICOR	ACCT 92296400002	\$106.31	\$106.31
Division 4 Total					\$106.31
Department 73 Total					\$2,156.36

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

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210266	621-7501-551.21-36	AMERIGAS-PALATINE	MONTHLY PRESSURE CYLINDER	\$56.36	\$56.36
210269	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	VEH MAINTENANCE SUPPLY	\$14.95	\$14.95
210270	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	HARDWARE SUPPLIES	(\$442.61)	(\$311.43)
			VEH MAINTENANCE SUPPLY	\$70.40	
			VEH MAINTENANCE SUPPLY	\$60.78	
210272	621-7501-551.31-51	ARLINGTON SIGNS & BANNERS	VEH MAINTENANCE SUPPLY	\$700.00	\$700.00
210289	621-7501-551.31-51	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	\$803.62	\$803.62
210290	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	\$68.97	\$150.65
			VEH MAINTENANCE SUPPLY	\$43.92	
			VEH MAINTENANCE SUPPLY	\$34.02	
			VEH MAINTENANCE SUPPLY	\$18.49	
			VEH MAINTENANCE SUPPLY	(\$14.75)	
			VEH MAINTENANCE SUPPLY	\$43.92	
			VEH MAINTENANCE SUPPLY	(\$43.92)	
210302	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$209.13	\$1,107.57
			VEH MAINTENANCE SUPPLY	(\$22.00)	
			VEH MAINTENANCE SUPPLY	\$185.49	
			VEH MAINTENANCE SUPPLY	\$102.39	
			VEH MAINTENANCE SUPPLY	\$379.24	
			VEH MAINTENANCE SUPPLY	\$3.74	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210302	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$3.04	\$1,107.57
			VEH MAINTENANCE SUPPLY	\$199.36	
			VEH MAINTENANCE SUPPLY	\$35.28	
			VEH MAINTENANCE SUPPLY	\$11.90	
210303	621-7501-551.21-07	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$79.99	\$79.99
	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$267.98	\$906.95
			VEH MAINTENANCE SUPPLY	\$160.99	
			VEH MAINTENANCE SUPPLY	\$257.98	
			VEH MAINTENANCE SUPPLY	\$10.00	
			VEH MAINTENANCE SUPPLY	\$210.00	
210304	621-7501-551.31-51	CASTLE CHEVROLET NORTH	VEH MAINTENANCE SUPPLY	\$229.89	\$283.97
			VEH MAINTENANCE SUPPLY	\$54.08	
210307	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	\$29.48	\$143.22
			VEH MAINTENANCE SUPPLY	\$21.18	
			VEH MAINTENANCE SUPPLY	\$92.56	
210310	621-7501-551.30-35	CINTAS CORP	CLOTHING	\$60.08	\$180.24
			CLOTHING	\$60.08	
			CLOTHING	\$60.08	
210312	621-7501-551.21-36	CITY WELDING SALES & SERVICE	CYLINDER RENTAL	\$142.08	\$142.08
210330	621-7501-551.21-07	CUMBERLAND SERVICENTER INC	VEH MAINTENANCE SUPPLY	\$1,150.00	\$1,150.00
210336	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$24.00	\$24.00
210345	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$200.08	\$200.08
210354	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$62.18	\$62.18

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210363	621-7501-551.31-51	HARBOR FREIGHT TOOLS	VEH MAINTENANCE SUPPLY	\$74.93	\$74.93
210365	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS W	\$62.00	\$62.00
210378	621-7501-551.31-51	IL RECOVERY GROUP INC	VEH MAINTENANCE SUPPLY	\$52.00	\$52.00
210419	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$28.66	\$28.66
210427	621-7501-551.21-07	NORTHWEST AUTO WASH	VEH MAINTENANCE SUPPLY	\$550.00	\$550.00
210444	621-7501-551.31-51	POMPS TIRE	VEH MAINTENANCE SUPPLY	\$2,778.00	\$2,778.00
210448	621-7501-551.31-51	R A ADAMS ENTERPRISES INC	VEH MAINTENANCE SUPPLY	\$69.00	\$207.23
			HARDWARE SUPPLIES	\$138.23	
210451	621-7501-551.21-07	RACEWAY CARWASH	VEH MAINTENANCE SUPPLY	\$276.00	\$276.00
210460	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$3,069.58	\$3,529.78
			VEH MAINTENANCE SUPPLY	\$48.60	
			VEH MAINTENANCE SUPPLY	\$12.72	
			VEH MAINTENANCE SUPPLY	\$142.85	
			VEH MAINTENANCE SUPPLY	\$118.95	
			VEH MAINTENANCE SUPPLY	\$137.08	
210463	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$1,746.01	\$1,746.01
210464	621-7501-551.31-51	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$1.98	\$5.94
			HARDWARE SUPPLIES	\$1.98	
			HARDWARE SUPPLIES	\$1.98	
210472	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$198.79	\$823.47
			VEH MAINTENANCE SUPPLY	(\$34.22)	
			VEH MAINTENANCE SUPPLY	(\$803.42)	
			VEH MAINTENANCE SUPPLY	\$1,084.23	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210472	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$378.09	\$823.47
210482	621-7501-551.31-51	TERMINAL SUPPLY CO	VEH MAINTENANCE SUPPLY	\$158.24	\$898.72
			VEH MAINTENANCE SUPPLY	\$395.00	
			VEH MAINTENANCE SUPPLY	\$307.65	
			VEH MAINTENANCE SUPPLY	\$37.83	
210489	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	\$75.00	\$75.00
210515	621-7501-551.21-07	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$245.99	\$245.99
210517	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$324.30	\$324.30
210523	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	HARDWARE SUPPLIES	\$848.00	\$848.00
				Division 1 Total	\$18,220.46
				Department 75 Total	\$18,220.46

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210414	505-9001-571.50-25	MC CLURE ENGINEERING ASSOCIATES	WATER SUPPLY	\$1,020.00	\$1,020.00
210438	505-9001-571.50-25	PERFORMANCE CONSTRUCTION & ENG LLC	SERVICE CONSTRUCTION	\$67,507.99	\$67,507.99
				Division 1 Total	\$68,527.99

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
210316	431-9013-571.50-25	COMCAST PROCESSING CENTER	ACCT 907065060	\$900.00	\$900.00
210457	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$959,356.93	\$959,356.93
210467	431-9013-571.50-25	SOIL & MATERIAL CONSULTANTS	SOIL TESTING	\$5,260.00	\$5,260.00
210521	431-9013-571.50-25	YPI ARLINGTON LLC	FEBRUARY RENT	\$21,896.88	\$21,896.88
				Division 13 Total	\$987,413.81
				Department 90 Total	\$1,055,941.80
TOTAL ALL FUNDS:					\$3,431,748.95



Item: Police Department Promotion - Nate Hayes

Department: Village Manager's Office

Swearing in of Nathan Hayes as Deputy Police Chief

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Police Department Promotion - Russ Mandel

Department: Village Manager's Office

Swearing in of Russell Mandel as Police Sergeant

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Police Department Promotion - Petar Milutinovic

Department: Village Manager's Office

Swearing in of Petar Milutinovic as Police Sergeant

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Police Department Peer Support Program

Department: Manager's Office

Arlington Heights Police Department Peer Support Program

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of January 16, 2018 - Liquor Lic Interview

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of January 16, 2018

Consideration of recommending to the Liquor Commissioner the issuance of a Class "A" Liquor License to SK Entertainment Group, Inc., dba Wild Fish located at 60 S. Arlington Heights Road

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Tree Trimming Contract Extension 2018

Department: Public Works

The Public Works Department uses contractual services for Parkway Tree Trimming. Routine tree trimming is a vital component of a well maintained urban forest, and is especially important to the health and structure of the 9,000 newly planted ash replacement trees. This contract is for the annual trimming of an estimated 9,000 parkway trees at various unit prices.

Per purchasing policy, contracts can be extended up to the original contract length, with Board approval. The original three-year contract ended in October 2016, and was extended to December 31, 2017.

Staff has been pleased with the contractor's quality of work and customer service. Therefore, Staff is requesting approval for a second and final contract extension through December 31, 2018. The contractor has offered to extend the contract for one-year without an increase in price. The term of their extension would begin in January 2018 and conclude in December 2018.

RECOMMENDATION

It is recommended that the Village Board award a contract extension to the original awarded bidder, Robert W. Hendricksen Company, of Wheeling, Illinois, at bid unit pricing, up to budget allotment, and authorize the execution of the necessary documents.

Bid Section

Item:	Tree Trimming Contract Extension 2018
Bid Opening Date:	August 28, 2013
Account Numbers:	101-7101-531.21-55
Total Budget for Specific Item:	\$250,000
Bid Amount:	



Item: Historical Society Masonry Repairs

Department: Public Works

The Historical Society Capital Budget is established every year for the maintenance needs of the Village's historical buildings. This year, the POP Factory was scheduled to have necessary masonry repairs. The repairs include chimney and perimeter cap stone replacement and west wall tuck pointing.

On December 13, 2017, a bid opening was held and two bids were opened and read aloud. Both bids as received were over budget. The Village reduced the scope by removing alternates and negotiated a lower price on general conditions with both vendors.

After revisions, the following two proposals were received:

<u>BIDDER</u>	<u>TOTAL BID</u>
–	
Berglund Construction Company	\$74,000
Bulley & Andrews Masonry Restoration	\$74,794

– Both companies specialize in this type of work and come highly recommended by the architect. Staff recommends bid award to the lowest responsible bidder, Berglund Construction Company, in an amount not-to-exceed \$74,000.

This item was in the budget in 2017, but could not be awarded in time due to the initial bidding concerns. Staff is requesting that the Village re-budget \$75,000 in the 2018 Capital Projects Fund Budget for the Historical Society work.

RECOMMENDATION

It is recommended that the \$75,000 be re-budgeted to the 2018 Capital Projects Fund Budget and that the Village Board award the Historical Society Masonry Repairs contract to Berglund Construction Company of Chicago, Illinois, in an amount not-to-exceed \$74,000. The bidder has been determined to be responsible and the bid meets specifications.

Item:	Historical Masonry Repairs
Bid Opening Date:	December 13, 2017
Account Numbers:	401-7101-571.50-20 (BL 9604)
Total Budget for Specific Item:	\$75,000
Bid Amount:	\$74,000



Item: Furnishing Fire Line Water Meters & Equipment - Contract Extension 2018

Department: Public Works

In December 2014, after a competitive bid process, the Village Board awarded three year contracts to HBK of Palatine, Illinois and Midwest Meter of Edinburg, Illinois for Fire Line Meters and Associated Parts & Equipment. The bid was awarded to two separate contractors based upon lowest unit price. Both contracts expired in November 2017. Fire line meters and Associated Equipment will be utilized only as needed for new commercial construction and replacement of existing failed meters. The purchase of meters for new construction is reimbursed through the building permit process.

In accordance with Village purchasing guidelines, Staff can request extensions up to the original contract length. Staff has been satisfied with the performance of these two contractors and recommends extensions. Public Works is requesting Village Board approval to extend the existing contracts for Fire Line Meters and for Associated Parts & Equipment for one year, which will be the first of three possible one-year extensions. This extension would begin in February of 2018 and conclude in January of 2019.

Fire Line Meters

HBK Meters (unit price)

1.	4" Meter	\$4,450
2.	6" Meter	\$6,450
3.	8" Meter	\$8,600
4.	10" Meter	\$13,150

Itron Radio

Midwest Meters (unit price)

5.	Itron 100W ERW-1300-213	\$69.75
6.	Itron 100W ERW-1300-205	\$69.75

Both contractors have agreed to a contract extension with no increase to the original unit prices. If this contract is rebid, the chances for unit price increases are high, as these rates are primarily material based, and bronze has increased by several percent over the last three years.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension for Fire Line Water Meters and Associated Parts & Equipment for Items 1, 2, 3, and 4 to HBK of Palatine, Illinois, who is the lowest responsible unit price bidder for those items. It is also recommended that the Village Board award a one-year contract extension for Fire Line Water Meters and Associated Parts & Equipment for bid Items 5 and 6 to Midwest Meter of Edinburg, Illinois. It is further recommended to authorize execution of all necessary documents.

Bid Section

Item: Furnishing Fire Line Water Meters & Equipment - Contract Extension 2018

Bid Opening Date: November 24, 2014

Account Numbers: 505-7201-561.50-15 (Water & Sewer) \$50,000 AND 505-7201-561.31-02 (Water & Sewer) \$40,000

Total Budget for Specific Item: \$90,000

Bid Amount: per unit prices



Item: Furnishing Track Mounted Hydraulic Excavators - Contract Extension 2018

Department: Public Works

In September 2015, after a competitive bid process, the Village Board awarded a three-year contract to Patten Rental of Elmhurst, Illinois and Loverde Construction of Huntley, Illinois for Track Mounted Hydraulic Equipment. The bid was awarded to two separate contractors based upon lowest unit price. The contract expired in October of 2017. Excavator rental contracts are an important tool for Public Works to utilize various specialized pieces of tracked excavators without the liability and cost of ownership.

In accordance with Village purchasing guidelines, Staff can request extensions up to the original contract length. Public Works is requesting Village Board approval to extend the existing contract for the furnishing of Track Mounted Hydraulic Equipment for one year, which will be the first of three possible one year extensions. This extension would begin in January of 2018 and conclude in February of 2019. Staff has been pleased with the performance of these two contractors and recommends an extension.

Both contractors have agreed to extend the contracts with no increase to current unit prices. If this contract is rebid, the chances for unit price increases are high, as these rates are primarily labor and rental based, and hourly rates have increased by several percent over the last three years.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension to Patten Rental of Elmhurst, Illinois and the firm unit prices for bid Items 2, 3, 4, 5, 7, 12, 13, and 18 noted on the attachment. It is also recommended that the Village Board award a one year contract extension to Loverde Construction of Wheeling, Illinois for bid Items 6, 9, 10, 11, 14, 15, 16, and 17 noted on the attachment. It is further recommended to authorize execution of all necessary documents.

Bid Section

Item: Furnishing Track Mounted Hydraulic Equipment - Contract Extension 2018

Bid Opening Date: September 4, 2014

Account Numbers: 505-7201-561.21-36 (Water & Sewer) \$25,000
Total Budget for
Specific Item: \$25,000
Bid Amount: per unit prices

ATTACHMENTS:

Description	Type
Furnishing of Track Mounted Hydraulic Excavators - Contract Extension 2018 ATTACHMENT	Exhibits

Furnishing of Track Mounted Hydraulic Excavators

<u>Small Excavator</u>	<u>Love</u> <u>de</u>	<u>Patten</u>
1) Mobilization	\$200	\$300
2) Furnishing of small size, w/operator Hourly	\$155/hour	\$129.63/hour
3) Furnishing of small size Weekly	\$1000/week	\$693/week
4) Furnishing of small size Monthly	\$3500/month	\$1935/month
5) Furnishing of small size, w/mechanical thumb Hourly	\$75/hour	\$17.33/hour
6) Furnishing of small size, w/mechanical thumb Weekly	\$675/week	\$801/week
7) Furnishing of small size, w/mechanical thumb Monthly	\$3600/month	\$2246/month
<u>Medium Excavator</u>	<u>Love</u> <u>de</u>	<u>Patten</u>
8) Mobilization	\$250	\$500
9) Furnishing of medium size, w/operator Hourly	\$160/hour	\$153.75/hour
10) Furnishing of medium size, w/operator Hourly (Emergency)	\$215/hour	\$251.25/hour
11) Furnishing of medium size Hourly	\$75/hour	\$56.25/hour
12) Furnishing of medium size Weekly	\$2600/week	\$2250/week
13) Furnishing of medium size Monthly	\$7500/week	\$6300/week
14) Furnishing of small size, w/mechanical thumb and Operator Hourly	\$165/hour	\$212.75/hour
15) Furnishing of small size, w/mechanical and Operator Hourly (Emergency)	\$280/hour	\$309.75/hour
16) Furnishing of medium size, w/mechanical thumb Hourly	\$75/hour	\$61.88/hour
17) Furnishing of medium size, w/mechanical thumb Weekly	\$2000/week	\$2475/week
18) Furnishing of medium size, w/mechanical thumb Monthly	\$7500/month	\$6930/month



Item: Mobile Command Center

Department: Police

The Police Department is seeking approval to move forward in the purchase of a Mobile Command Center (MCC) with funding secured through Criminal Investigation (asset forfeiture) funds in the FY2018 Capital budget.

A Mobile Command Center (MCC) serves as a communication hub that can be rapidly deployed during emergency situations or operate as a mobile command post near static community events. Police and Fire Departments personnel have designed a MCC that will be used as a shared resource for command and control operations during qualifying incidents or events. This type of working platform will offer key personnel the opportunity to strategize in a mobile environment much similar to a functioning Emergency Operation Center. Other Village departments, most notably Public Works and IT, have collaborated on the design and build specifications.

The MCC will be purchased through HGACBuy, a nationwide Government-to-Government procurement service designed to increase efficiency by establishing competitively priced contracts to member agencies. The Village is a participating member and has used this service when making Fire apparatus purchases in the past. This price point has been awarded by virtue of a public competitive procurement process compliant with State statute.

LDV, Burlington, WI. is a local manufacturer of MCC and the selected manufacturer through HGACBuy. LDV's public safety equipment is owned by first responder agencies such as NIPAS, MABAS, MCAT, Bartlett PD and Skokie PD.

LDV and the Village team have designed a new 32' MCC that provides 22' of climate controlled and compartmentalized workspace for strategic application. The interior will host three work stations providing critical wireless access to VAH network, tactical meeting space for ten command personnel and four support staff, communication ports for required emergency radio systems, onboard generator, and a telescoping mast that will support a flood light and digital camera.

MSRP	\$296,323
HGAC Discount	\$21,323

HGAC Total Cost \$275,000

Recommendation

It is recommended that the Village Board approve the purchase of a 2018 32' Mobile Command Center, model # S32MCC-33507-17, from LDV, Burlington Wisconsin for \$275,000.

Bid Section

Item:

Bid Opening Date:

Account Numbers: 231-3003-511.40-11 Criminal Investigation (Justice-
Asset Forfeiture)

Total Budget for Specific
Item: 275,000

Bid Amount: 275,000



Item: Ordinance - Code Amendment - Chapter 1

Department: Legal

An Ordinance Amending Chapter 1 of the Arlington Heights Municipal Code
(Article VI, Ethics)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Chapter 1, Article VI Ethics	Ordinance

AN ORDINANCE AMENDING CHAPTER 1 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Chapter 1, Article VI, Ethics, be and is hereby amended as follows (the language being deleted is stricken and the language being added is highlighted):

Article VI Ethics

Section 1-601 Statement of Policy. It is the policy of the Village of Arlington Heights that its elected and appointed officials should, in all cases, exercise their judgment and perform their duties for the sole benefit of the citizens of the Village of Arlington Heights. To this end, all such persons should avoid accepting or retaining any economic benefits or opportunities which could impair or present an actual threat to the exercise of independent judgment. It is the responsibility of all elected and appointed officials to maintain the highest standards of ethical behavior by acting with steadfast integrity, unconditional impartiality and a total devotion to the best interests of the Village and its residents. The Village Board hereby determines that the adoption of an ordinance setting forth ethical principles and regulations applicable to public officials is in the best interests of the Village of Arlington Heights and will contribute to the public confidence in the integrity, ability and performance of public officials.

In addition to the provisions of this Article, the Village Manager is directed and authorized to promulgate rules and regulations relating to outside employment, conflict of interest, or other ethical matters deemed necessary, which shall be applicable to all Village employees. The Village Manager shall prepare all forms for statements required by this Article and the forms shall be distributed to persons subject to this Article not later than 30 days prior to the date set for filing.

Section 1-602 ~~Persons Affected~~ Statement of Economic Disclosure Form Required. ~~The provisions of this Article shall apply to all~~ On or before May 1 of each calendar year, all elected officials, all appointed officials, and **all** members of boards and commissions of the Village who have been appointed by the President and Board of Trustees shall file a Village Statement of Economic Disclosure with the Village Clerk. In addition, Village employees who meet any of the following criteria must also file the Village Statement of Economic Disclosure with the Village Clerk on or before May 1 of each calendar year:

- a. are, or function as, the head of a department, division, bureau, or other administrative unit within the Village, or who exercise similar authority within the Village;
- b. have direct supervisory authority over, or direct responsibility for the formulation, negotiation, issuance or execution of contracts entered into by the Village in the amount of \$1,000 or greater;
- c. have authority to approve licenses and permits by the Village; this item does

not include employees who function in a ministerial capacity;

- d. adjudicate, arbitrate, or decide any judicial or administrative proceeding, or review the adjudication, arbitration or decision of any judicial or administrative proceeding within the authority of the Village;
- e. have authority to issue or promulgate rules and regulations within areas under the authority of the Village; or
- f. have supervisory responsibility for 20 or more employees of the Village.

~~It shall also apply to the Village Manager, department directors and other employees earning in excess of \$35,000 per year.~~

~~In addition to the provisions of this Article, the Village Manager is directed and authorized to promulgate rules and regulations relating to outside employment, conflict of interest, or other ethical matters deemed necessary, which shall be applicable to all Village employees. The Village Manager shall prepare all forms for statements required by this Article and the forms shall be distributed to persons subject to this Article not later than 30 days prior to the date set for filing.~~

Section 1-603 Statement of Economic Disclosure Form. The Statement of Economic Disclosure form shall require the following information, as described in detail on the form:

- a. Disclosure of Ownership of Real Estate
- b. Disclosure of Loans
- c. Disclosure of Ownership of Business Interests Conducting Business with the Village
- d. Disclosure of Other Employment

~~**Disclosure of Ownership of Real Estate.** Each person subject to the provisions of this Article shall file with the Village Clerk on or before May 1 of each calendar year, a statement disclosing the ownership of any real property located within the corporate limits of the Village or in the unincorporated area within ½ mile of the corporate limits of the Village, owned by the person required to file or by the spouse or children of that person. The statement shall include the legal description and common address of the real estate and shall indicate the ownership interest held in that real estate. For the purpose of this section, the ownership of a beneficial interest in real estate held in trust or real property held by a corporation in which the person filing owns more than 5% of the outstanding stock, shall be considered real estate. The property in which the person resides shall be exempt from the provisions of this section.~~

~~**Section 1-604 Disclosure of Gifts, Loans and Services.** Each person subject to the provisions of this Article shall file with the Village Clerk on or before May 1 of each calendar year, a statement disclosing gifts or services rendered as a gift in excess of \$50 which have been received by such persons from any person, firm or corporation doing business or having any contractual relationship with the Village or engaged in an activity having substantial potential of doing business with the~~

~~Village. For the purpose of this section, gifts and services of the character described made to the spouse or children of a person required to file shall be included in the disclosure statement.~~

~~If the person or spouse has been released from any indebtedness exceeding in its principal amount \$100 within the year, without paying the total balance due on such indebtedness or giving adequate consideration, a statement shall be included in the filing hereunder, listing the name of the creditor, the nature and amount of the indebtedness released, and a description of the circumstances attendant upon the release.~~

~~**Section 1-605 Disclosure of Ownership of Business Interests.** Each person subject to the provisions of this Article shall file with the Village Clerk on or before May 1 of each calendar year, a statement disclosing the ownership interest, either direct or indirect, of any business, firm or corporation which has entered into contract with the Village or received any remuneration from the Village during the past year in which the interest held exceeds 1%. The statement shall require the disclosure of the extent of such ownership. For the purpose of this section, an ownership interest of the spouse or minor children of the person required to file shall be included in such statement.~~

~~In addition, if the person, spouse or person's employer has had any dealings with any Village departments regarding licenses, reviews or approvals necessary for conducting business in the Village, a statement to that effect shall be included in the filing.~~

~~**Section 1-606 Disclosure of Other Employment.** Each person subject to the provisions of this Article shall file with the Village Clerk on or before May 1 of each calendar year, a statement indicating all employment of the person filing the statement for the previous calendar year, which is subject to this section. The statement shall include the name of the employing entity and the nature of services rendered in the course of such employment.~~

~~In the cases of persons employed as attorneys, insurance agents or brokers, or real estate brokers or salespersons, the statement need only include the firm or professional corporation or other entity by whom the person is employed, and clients of persons or employers of persons who do business with the Village of Arlington Heights.~~

Section 1-607604 Campaign Contributions. No individual may make, and no candidate for Village office may accept, a contribution of more than a total of \$250 cash or in kind, to any candidate running for the office of Village Trustee or Village President, or the candidate's campaign committee. No organization may make, and no candidate for Village office may accept, a contribution of more than a total of \$500 cash or in kind, to any candidate running for the office of Village Trustee or Village President, or the candidate's campaign committee. These limitations on campaign contributions shall not apply to the candidate's own contributions to his/her campaign. These limitations on campaign contributions shall be applicable every two calendar years. The two year period shall be defined as the calendar year preceding the year in which a Consolidated Election is held and the calendar year in which a Consolidated Election is held. For purposes of this Article, "contribution" means moneys, loans, debts incurred, property-in-kind, or things having a monetary value incurred or received by a candidate or his/her agent or other person on behalf of the candidate for use in advocating the election of the candidate. "Contribution" does not include any activity to which an individual is invited in his official capacity. For purposes of

this Article, "organization" shall mean a trust, partnership, committee, association, corporation or any other organization or group of persons.

Section 1-608605 Prohibition of Contributions. No candidate for Village office may accept any contribution from any individual, corporation or partnership currently holding a liquor license in the Village. For purposes of this Section, "liquor license holder" includes all officers of any corporation holding a liquor license and all partners of any partnership holding a liquor license.

Section 1-609606 Conflict of Interest. The Village President and Village Trustees shall, at all times, avoid the appearance of impropriety. No elected or appointed official or employee of the Village, whether paid or unpaid, shall engage in any business or transaction or shall have a financial or other personal interest, direct or indirect, which is incompatible with the proper discharge of his official duties in the public interest or would tend to impair his independence of judgment or action in the performance of his official duties. When recusing oneself on any matter, the elected official shall state the reason for such recusal.

Section 1-610607 Disclosure of Campaign Contributions. All statements of campaign contributions required to be filed by state law shall be filed with the Village Clerk concurrently with their filing with the State. This includes statements required to be filed by state law by political action committees or other organizations concerning campaign contributions.

Section 1-611608 Filing of Complaints. The Village Clerk ~~Manager~~ is authorized to receive and maintain a log of all complaints made against individuals subject to this Article. Each complaint shall be submitted to the Village Attorney ~~In-House Counsel~~ for investigation. Upon a review of the evidence, the Village Attorney ~~In-House Counsel~~ shall prepare a written report for the Board of Trustees. If the Village Attorney ~~In-House Counsel~~ determines that the complaint is not sustained, he or she shall so state in the recommendation. If he or she determines that the complaint is sustained, the report shall include recommendations for such administrative or legal action as deemed appropriate. The Board shall then review the report and recommendations of the Village Attorney ~~In-House Counsel~~, and, by majority vote including the President, determine what action, if any, is to be taken in accordance with the provisions of this Article. If it is a member of the Board of Trustees who is accused, that member shall not participate in the vote. In the event no violation is found, the Village Attorney's log and complaint files shall not be open for public inspection to the extent required by State law unless requested by the individual who was the subject of the complaint. However, the person making the complaint shall be notified in writing of the decision of the Board of Trustees. To the extent that it is practical to do so, an elected official should use his or her best efforts to notify, in writing, other elected Village officials prior to filing a complaint or charges against any Village official.

Section 1-612609 Penalties for Violation. Any person subject to the provisions of this Article who violates any of its provisions shall be subject to the following sanctions and/or penalties:

- a. The Village Board, after review of the Village Attorney's ~~In-House Counsel's~~ recommendations and conclusions, may take the appropriate corrective or disciplinary action against any person who is subject to the terms of this Article and who is found to have violated the provisions thereof.
- b. In appropriate circumstances, the Village Board may direct that appropriate legal proceedings be commenced for the purpose of removal from office.

- c. The Village Board may recommend a judicial proceeding to be brought, and if the person is found by a court of competent jurisdiction to be guilty of knowingly violating any of the provisions of this Article, or furnishing false, misleading, or incomplete information during the investigation with the intent to mislead, upon conviction thereof shall be punished by a fine of not more than \$750 for any one offense.

Section 1-613610 Applicability of State Law. Nothing in this Article shall be deemed to in any way restrict the application of any state statute or any common law provision with respect to conflict of interest, malfeasance, or nonfeasance in office which would otherwise be applicable to any person subject to the provisions of this Article. The provisions of this Article shall be deemed additional requirements and shall in no way be construed as a derogation under home rule of present statutory penalties and other local remedies for acts prohibited in this Article.

SECTION TWO: The various provisions of this Ordinance are to be considered severable, and if any part or portion of this Ordinance shall be held invalid by any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION THREE: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof and, except as set forth in this Section, shall be in full force and affect from and after its passage, approval and publication in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of January, 2018.

Village President

ATTEST:

Village Clerk

CodeAmendments: 1 Article VI Ethics



Item: Resolution - IMRF Authorized Agent

Department: Legal

The Illinois Municipal Retirement Fund (IMRF) requires that all employers have an authorized agent. The authorized agent is the employee designated to perform all necessary administrative functions for IMRF on behalf of the Village. With the retirement of Jean Cook, who was the Village's authorized agent, the Village Board needs to appoint a new authorized agent.

Recommendation

It is recommended that the Village Board adopt the attached Resolution appointing Joan P. Bokina, Employee Benefits Coordinator, as the Village's authorized agent for IMRF.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Designating an Authorized Agent for IMRF

Type

Resolution

**A RESOLUTION APPOINTING AN AUTHORIZED AGENT FOR
THE ILLINOIS MUNICIPAL RETIREMENT FUND**

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

SECTION ONE: That Joan P. Bokina is hereby appointed as the Authorized Agent for the Illinois Municipal Retirement Fund for the Village of Arlington Heights.

SECTION TWO: The Village President and Village Clerk are hereby authorized and directed to execute this Resolution 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 16th day of January 2018.

Village President

ATTEST:

Village Clerk

ResolutionMisc.:IMRF Authorized Agent



Item: Request for Liquor License Fee Waiver - Park District

Department: Village Manager's Office

The Arlington Heights Park District has requested a fee waiver for a liquor license for their "Pour and Pair at Pops" event on the Historical Museum grounds on Saturday, March 3, 2018.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
AH Park District Fee Waiver Request	Agreement



December 26, 2017

Mayor Tom Hayes
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60004

Dear Mayor Hayes:

The Arlington Heights Historical Museum is planning a new artisanal food and drink event entitled "Pour and Pair at Pops" to be held on the Museum grounds on Saturday March 3, 2018. This ticketed event will highlight the finest in local and regionally produced food and drink.

Attached please find a local liquor license application from the Arlington Heights Park District DBA the Arlington Heights Historical Museum. Similar to our annual Irish Fest, the Arlington Heights Park District will be handling the sale of alcoholic beverages during the event. There will also be artisanal vendors providing small 3 ounce samples of their products with guests presenting a pre-paid ticket for each sample.

Also attached is verification of the Arlington Heights Park District liquor and general liability coverage for the event.

We would appreciate the Village processing the local license so we may proceed to secure the State license for the event. We would also appreciate since it is a Historical Museum/ Park District event that the permitting fee be waived.

As always, thank you so much for your continued support of the Museum. If you have any questions please don't hesitate call me.

Sincerely,

A handwritten signature in cursive script that reads "Dan Schoeneberg".

Dan Schoeneberg
Museum Administrator
847-255-1225

Attachments



Item: Bond Waiver - St. Edna's

Department: Building & Life Safety

Background:

St. Edna Church is requesting a waiver of the bond requirement for their raffles to be held in conjunction with their 2018 bingo events on February 9, April 6, June 29 and October 26, 2018. Tickets will be sold the night of the event from 6:00pm to 9:30pm with the winner being announced at 9:30pm.

Recommendation:

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

St. Edna Church

2525 N. Arlington Heights Road
Arlington Heights, IL 60004-2598
(847) 398-3362 Fax (847) 394-5226

December 5, 2017

To the Village Board of Arlington Heights:

St. Edna Church will hold a raffle in conjunction with an evening of bingo on the following dates in 2018:

February 9

April 6

June 29

October 26

As a church and not-for-profit organization, we request a raffle bond waiver for these events.

We appreciate your consideration of this request.

Sincerely,



Patricia K. Freeman
Business Manager



Item: Bond Waiver - Schaumburg/Hoffman Estates Rotary Charitable Foundation

Department: Building & Life Safety

Background:

The Schaumburg/Hoffman Estates Rotary Charitable Foundation is requesting a waiver of the bond requirement for their raffle being held at the Arlington International Racecourse on March 3, 2018. The request to also waive application fees is non-applicable, as that is not required for a raffle. Tickets will be sold from December 1, 2017 to March 3, 2018 by members in the NW Suburbs.

Recommendation:

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

January 9, 2018

Mr. Randy Recklaus, Village Manager
Village of Arlington Heights
Department of Building & Health Services
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: Raffle Application - Bonding Waiver Request

Dear Mr. Recklaus:

I am the chair of the Rotary Club of Schaumburg - Hoffman Estates Charitable Foundation, Inc. (the "Foundation"). Each year, the Foundation hosts the "Classic" gala. The Classic generates a significant portion of the funds which the Foundation and its associated Rotary Club returns to the community in the form of community grants (of at least \$25,000 per year), scholarships (of at least \$50,000 per year), among other activities. Many of the people and not-for-profit organizations which the Foundation supports are active throughout the northwest suburbs of Chicago.

This year, we plan to hold our 39th Classic event at the Arlington International Racecourse. Because the Classic event includes raffles, we have completed and enclose our "Raffle License Application" with this letter. We respectfully ask the Village Board to waive the bonding requirement associated with the application as well as any application fees, which will help the Foundation maximize the amount of funds which we may apply to charitable purposes. We also enclose our federal and state not-for-profit designation and exemption letters.

Thank you for your consideration of our request.

Sincerely,



Bruce Dopke

Enclosures



Item: St. James Parish - 831 N. Arlington Heights Rd. - PC#17-012

Department: Planning & Community Development

Requested Action

- 1. Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow to allow an addition to the Church building and modifications to the east campus parking lot.
- 2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
- 3. Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
- 4. Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.

Variations Identified

- 1. A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
- 2. A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
- 3. A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
- 4. A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

Recommendation

-
A public hearing was held by the Plan Commission on December 13, 2017 where Commissioner Dawson moved and Commissioner Warskow seconded:

A motion to recommend to the Village Board of Trustees approval of PC# 17-012, Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow an addition to the church building and modifications to the east campus parking lot; Amendment to the Comprehensive Plan to change the land use classification from Single Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue; Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot; Preliminary Plat of Subdivision to consolidate all of the east campus into one lot, and the following variations:

1. A variation from Chapter 29, Section 29-307(F), to allow a double frontage lot with vehicular access from an abutting arterial street.
2. A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
3. A variation from Chapter 28, Section, 11.2-8, to allow a reduction in the required width of a parking row from 24 feet to 22 feet.
4. A variation from Chapter 28, Section 6.15-1.2(B) to waive the requirement for one landscape island with a shade tree at the end of a row of 20 parking stalls.

This approval shall be subject to the following conditions:

Prior to Village Board Consideration

1. The Petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the Petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.
2. The Petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
3. The Petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24-foot wide drive aisles as indicated in Exhibit 11.
4. The Petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
5. The Petitioner shall provide a new fire truck turning radius exhibit for review and approval by the Village.

6. That there be further discussions regarding who shall bear the cost of operating and maintaining the traffic signal adjacent to the subject property on Arlington Heights Rd.

General Conditions

7. Final Plat of Subdivision approval shall be required.

8. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.

9. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.

10. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).

11. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.

12. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.

13. Compliance with the Design Commission motion from October 24, 2017 shall be required.

14. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00 a.m., with the exception of Christmas Eve and Christmas services.

15. The Petitioner shall comply with all applicable federal, state, and Village codes, regulations and policies.

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Memo	Memorandum
Staff Report	Report
PC Minutes 12/13/17 DRAFT	Minutes
Aerial	Exhibits
Conceptual Plan Review Minutes 8-23-17	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 10/24/17	Minutes
Project Narrative	Correspondence
Justification for Special use Permit Amendment	Correspondence
Plat of Survey	Exhibits
Neighborhood Meeting Summary	Correspondence
Architectural Plans	Exhibits
Construction Staging Plan & Schedule	Exhibits
Engineering Plans	Exhibits
Fire Truck Exhibit	Exhibits
Landscape & Tree Preservation Plan	Exhibits
Parking Lot Light Cut Sheet	Exhibits
Photometric Plan	Exhibits
Preliminary Plat of Subdivision	Exhibits
Traffic Study	Exhibits
Department Comments - Round 1	Correspondence
Petitioner Response to Dept. Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Dept. Comments - Round 2	Correspondence
Department Comments - Round 3	Correspondence
PC Timeline Tracker	Exhibits



Memorandum

To: Charles Perkins-Witherington, Director of Planning and Community Development
From: Sam Hubbard, Development Planner
Date: 1/10/2018
Re: PC #17-012: St. James Parish

On December 13, 2017, the Plan Commission held a public hearing to consider application PC#17-012, which involved certain site modifications at the St. James Parish site located at 831 N. Arlington Heights Road. The public hearing resulted in a motion to recommend approval of the application subject to several conditions and issues being resolved prior to Village Board consideration as outlined below:

Plan Commission Conditions Prior to Village Board Consideration:

1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.

Status: Staff has continued to work with the petitioner over the last several weeks to address this item in order to schedule an appearance before the Village Board for consideration of this application. The main concern is access onto Arlington Heights Road and the impact of exiting traffic on the neighborhood to the east.

On December 20, 2017, the petitioner provided a formal response to staffs request to analyze the feasibility of aligning their ingress/egress to Arlington Heights Road with the existing traffic signal that serves the St. James Parish school on the west campus. Two alternatives were provided that showed an ingress/egress drive aligning with the existing traffic, as well as an accompanying analysis of the cost and pro's and con's of these alternatives. The two alternatives provided by the petitioner do not represent all possible options, for example, an exit only option has not yet been explored.

On December 29, 2017, the Village provided a response to these alternatives and requested that the petitioner coordinate a meeting with IDOT and the Village to discuss the feasibility of the driveway alignment with the existing traffic signal.

On January 4, 2018, the petitioner informed the Village that IDOT had denied their request to meet.

On January 8, the Engineering Department. reached out to IDOT to request a meeting to discuss the aforementioned driveway alignment. IDOT saw no reason to meet with the Village or petitioner without a proposed plan and associated traffic study for the aligned driveway connection to the existing traffic signal. However, Engineering staff were able to discuss with IDOT the merits of an offset intersection that would align with the existing signal, and IDOT confirmed that they were not supportive of an offset layout. IDOT indicated that they are not familiar with the original St. James Master Plan and all they have seen is a traffic study for the development showing a right-in/right-out at the southern end of the site. Staff acknowledges that the driveway alignment issue has not yet been fully vetted, however, in an effort to continue moving this application forward, staff recommends the following condition of approval:

- Prior to Final Plat of Subdivision approval, the petitioner and the Village will continue to explore the feasibility of an aligned driveway intersection with the existing traffic signal along Arlington Heights Road in conjunction with IDOT's review of the Final Plat, and the right-in/right-out curb cut permit application.
2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
 3. The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in Exhibit II.
 4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
 5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.

Status: On December 20, 2017, the petitioner submitted revised plans that address conditions #2 - #5. These revisions are reflected in the plans included within the packet to the Village Board.

6. The Village and the petitioner should have further discussions regarding who shall bear the cost (of operating and maintaining the traffic signal adjacent to the subject property on Arlington Heights Road) and whether or not there should be a cost share arrangement.

Status: As part of the Staff Development Committee report it was outlined that the existing traffic signal is a private benefit signal only. The Staff Development Committee recommended that the costs to operate and maintain this private benefit signal be borne by St. James Parish, however, the Plan Commission requested further discussion on this matter as cost estimates for maintenance and operation of the signal were not available. On January 9, 2018, staff provided the petitioner with an estimated cost of the quarterly operational and maintenance costs for the traffic signal along Arlington Heights Road (approximately \$675 for typical maintenance and operation per quarter). Additionally, staff has verified that the Village pays operational and maintenance costs for 49 traffic signals throughout the Village. Of these 49 signals, the Village individually bills eight separate entities for the cost to operate and maintain eight of the signals as they are private benefit signals. Staff has provided this information to the petitioner as well. Staff continues to believe that

this signal is a “private benefit” signal in that it exists solely to serve St. James Parish and the private driveway to the St. James school. As such, the Staff Development Committee recommends reincorporating the following condition, which was originally included as part of the Staff Development Committee report:

- Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church.

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

~~Red Strikethrough~~ text is to be deleted

Green Bold text is to be added

- ~~1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.~~

Prior to Final Plat of Subdivision approval, the petitioner and the Village will continue to explore the feasibility of an aligned driveway intersection with the existing traffic signal along Arlington Heights Road in conjunction with IDOT’s review of the Final Plat, and the right-in/right-out curb cut permit application.

- ~~2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.~~
- ~~3. The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24’ wide drive aisles as indicated in Exhibit II.~~
- ~~4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.~~
- ~~5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.~~
- ~~6. The Village and the petitioner should have further discussions regarding who shall bear the cost (of operating and maintaining the traffic signal adjacent to the subject property on Arlington Heights Road) and whether or not there should be a cost share arrangement.~~

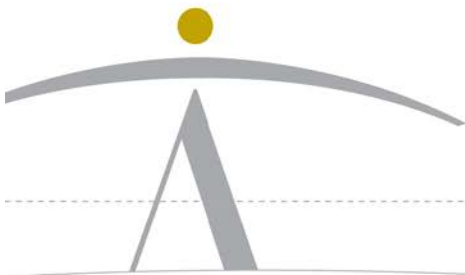
Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church. The electrical energy and maintenance costs that are currently paid by the Village will be billed by the Village to the church.

7. Final Plat of Subdivision approval shall be required.

8. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.
9. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.
10. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).
11. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.
12. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.
13. Compliance with the Design Commission motion from October 24, 2017, shall be required.
14. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services
15. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

Attachments: St. James Parish Dec. 20th response to Engineering Comments (Attachment #1)
Engineering Response to Dec. 20th petitioner letter (Attachment #2)
St. James January 5th email (Attachment #3)

Cc: Randy Recklaus, Village Manager
Jim Massarelli, Director of Engineering
Scott Shirley, Director of Public Works



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

December 20, 2017

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Attention:

Mr. Sam Hubbard, Development Planner
Department of Planning and Community Development

Re: **St. James Parish – Plan Commission Conditions of Approval**
Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Mr. Hubbard:

Thanks again to you and your staff for your time, effort, and support of the above referenced project.

This letter is in response to your email dated December 14 noting the “Conditions of Approval” that must be met prior to be scheduled with Village Board. The conditions are noted individually below in italic and are followed by our responses in bold.

1. *The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.*

Signal Exhibit Option 1 and Signal Exhibit Option 2 were previously submitted, and are included here for convenience. Also, the Transportation and Parking Consultants, KLOA, Inc. authored a letter dated December 8 regarding this issue; it is enclosed. Finally, this condition was also responded to via an email dated December 14, which memorializes the general comments from Plan Commissioners, as well as our position about a possible meeting with IDOT. For convenience, it is copied below.

Creation of a new ingress/egress driveway at the east side of the traffic signal (Item #1 Prior to Village Board)

I believe you might agree, and based on Plan Commissioner comments last evening, the idea of creating an eastern driveway off the existing traffic signal is simply not functional with the proposed development. The notes and graphics illustrating the disadvantages seem quite apparent, with negative safety, financial, and neighborhood impacts. We certainly appreciate that you and your team had limited time to review our exhibits showing the disadvantages, but we are hopeful that you would concur with our findings after some additional consideration. (We believe many, if not all of the Plan Commissioners understood how this proposed condition simply doesn't work very well.)

Furthermore, while we would happy to attend and participate in a meeting with IDOT and the Village to further discuss this issue, we are not sure if IDOT would be willing to attend. At the Village's request, IDOT representatives were contacted by the Parish multiple times about this issue, as well as the proposed right-in / right-out. We also understand that the Village also contacted IDOT directly about this issue. In the last conversation between IDOT and the Parish, the IDOT representative expressed dissatisfaction with the continued questioning of their documented preliminary findings. Again, we would be happy to participate if the Village can successfully arrange a timely meeting with IDOT. But, without knowing their willingness to meet, it seems unreasonable for this to be a condition that must be met prior to Village Board consideration.

In short, we hope Staff can agree the east connection to the existing traffic signal is not a viable option.

We hope the compilation of this information satisfies the requirements of Condition #1.

2. *The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site. (to meet this condition, a revised set of plans must be submitted)*

The Site Plan has been revised in accordance with the condition above; updated drawings are enclosed.

3. *The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in Exhibit II. (to meet this condition, a revised set of plans must be submitted)*

The Site Plan has been revised in accordance with the condition above; updated drawings are enclosed.

4. *The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village. (to meet this condition, a new landscape plan must be provided).*

The Landscape Plan has been revised in accordance with the condition above; updated drawing is enclosed.

5. *The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village. (I believe this condition has already been met).*

This exhibit was previously submitted, but is included here for convenience.

6. *The petitioner and staff shall have ongoing discussions relative to the maintenance and operational costs of the traffic signal (this condition has been paraphrased).*

This condition was previously responded to in a separate email, with questions for Staff relative to this issue. For convenience, our previous response is included below.

“Ownership” of the existing traffic signal (Item #11 General Conditions)

From our perspective, we still feel this Staff condition is quite unusual, and we believe many of the Plan Commissioners agree. The description of this traffic signal as a “private benefit” signal feels like an imposed hardship on the Parish. While we agree that the signal does allow for the safe movement of vehicular traffic from the West Campus, as well as parishioner access from one side of the campus to the other, there are clearly neighborhood and Village benefits as well. The signal provides a safe pedestrian crossing for the entire neighborhood (not just parishioners) and the signal allows for vehicles to safely egress from a site, which is a benefit for the entire community and public utilizing Arlington Heights Road. The belief that this signal ONLY serves parishioners of St. James Parish seems a bit unreasonable.

In your General Condition #11, you use the following terminology; “Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road...will be borne by St. James Catholic Church.” That’s quite exhaustive, especially for a not-for-profit entity...and an entity that does not have the staff or surplus finances to support such an endeavor. As noted last evening, it would be a first in the Archdiocese.

This leads to a couple of questions for you and your team:

1. You said there are examples of this condition happening elsewhere in the Village. Could you provide a list of those locations and property owners? Also, are any of the owners not-for profit entities?
2. While the list of responsibilities stated your Item #11 seem to constitute “ownership” of the traffic signal, we would be interested in knowing the expected yearly “operation” costs (ONLY) for a traffic signal similar to this. This information would be helpful for Archdiocese / Parish consideration.

We await Staff’s response to the two questions above.

Once again, thank you for your time and consideration. We look forward to finalizing these issues, so we can be on the next Village Board agenda for approval.

Sincerely,



Matthew E. Hichens, A.I.A.
Principal



MEMORANDUM TO: Debra Bolash
St. James Parish

FROM: Brendan May
Consultant

Luay R. Aboona, PE
Principal

DATE: December 8, 2017

SUBJECT: Traffic Signal Modification Considerations
St. James Church and Parish Center
Arlington Heights, Illinois

This memorandum, prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.), summarizes the reasons and concerns regarding modification of the existing traffic signal serving the St. James Parish center in order to provide an east leg allowing for inbound and outbound movements to/from the expanded church and parking lot. The following is a summary of the concerns.

- The cost associated with upgrading the signal equipment to provide a fourth leg to the intersection, with the appropriate pedestrian accommodations and provision of a temporary signal during construction would be between \$150,000 to \$200,000 when taking into consideration contingency and engineering. The preliminary estimate of cost in upgrading the signal is enclosed.
- The provision of an east leg would be located along the south frontage of the proposed church building. Providing the driveway at this location would not be ideal based on the following:
 - o All of the handicap accessible parking spaces would be relocated to the south side of the drive aisle.
 - o The drive aisle along the main entrance to the church building would become a major drive aisle.
 - o The majority of parishioners would be required to cross the major access point to access the main entrance of the proposed building.
 - o The amount of outdoor congregation area for parishioners egressing the building would be significantly diminished.
 - o The number of vehicles traversing the main entrance of the church would be increased.

- The east leg of the signal would only be beneficial for parishioners on Sunday when the volume of traffic along Arlington Heights Road is approximately 25 percent less than during the weekday morning and weekday evening peak hours.
- Providing a connection to the traffic signal would create a more attractive cut through point for residents of the adjacent neighborhood who may utilize the traffic signal to turn left onto Arlington Heights road during the weekday morning and evening peak periods.
- The provision of a right-in/right-out access drive on Arlington Heights Road serving the St. James site will provide a similar benefit by reducing the number of vehicles traversing the neighborhood streets including Frederick Street to turn onto Arlington Heights Road.

PRELIMINARY ESTIMATE OF COST - TRAFFIC SIGNALS

LOCATION: Arlington Heights Rd at St. James Parish; Arlington Heights, IL

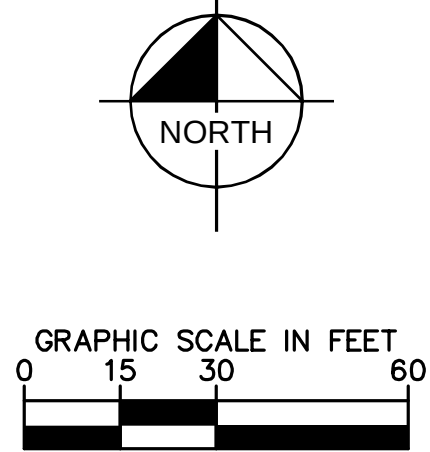
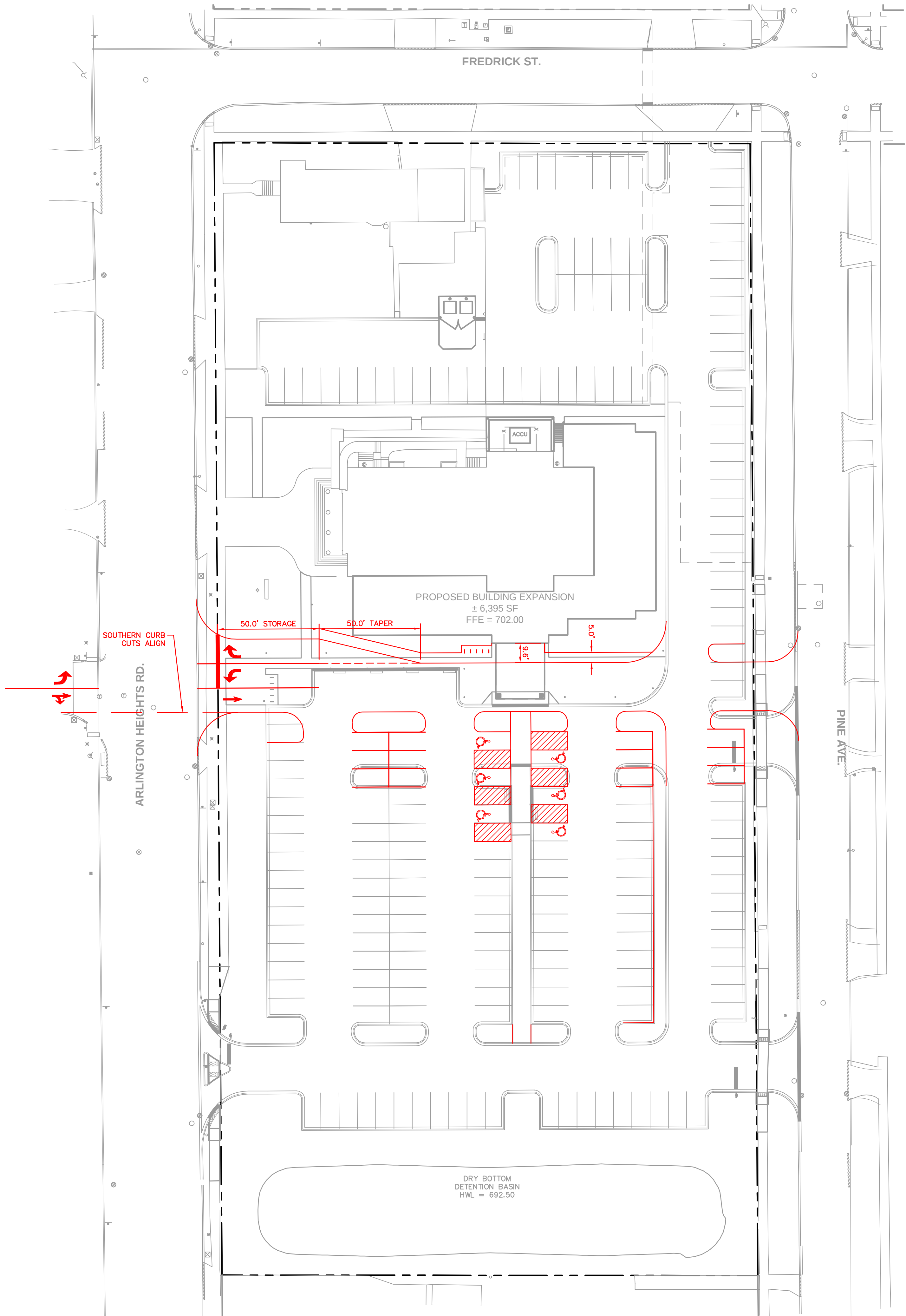
<u>ITEM NO.</u>	<u>CODE NO.</u>	<u>QUAN.</u>	<u>UNIT</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>COST</u>
1	70102635	1	L SUM	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	\$ 10,000.00	\$ 10,000.00
2	81028220	75	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	\$ 24.00	\$ 1,800.00
3	81028240	110	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	\$ 30.00	\$ 3,300.00
4	85000200	1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	\$ 1,000.00	\$ 1,000.00
5	87300925	1200	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	\$ 1.30	\$ 1,560.00
6	87301215	300	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	\$ 1.30	\$ 390.00
7	87301225	500	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	\$ 1.40	\$ 700.00
8	87301245	1000	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	\$ 1.60	\$ 1,600.00
9	87700170	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	\$ 5,500.00	\$ 11,000.00
10	87700210	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	\$ 6,500.00	\$ 6,500.00
11	87800400	45	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	\$ 300.00	\$ 13,500.00
12	87900200	5	EACH	DRILL EXISTING HANDHOLE	\$ 250.00	\$ 1,250.00
13	88030020	6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	\$ 990.00	\$ 5,940.00
14	88030050	4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	\$ 950.00	\$ 3,800.00
15	88102717	6	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	\$ 850.00	\$ 5,100.00
16	88200410	6	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	\$ 150.00	\$ 900.00
17	88700200	1	EACH	LIGHT DETECTOR	\$ 1,100.00	\$ 1,100.00
18	88800100	6	EACH	PEDESTRIAN PUSH-BUTTON	\$ 225.00	\$ 1,350.00
19	89000100	1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION	\$ 50,000.00	\$ 50,000.00
20	89502200	1	EACH	MODIFY EXISTING CONTROLLER	\$ 1,650.00	\$ 1,650.00

PRELIMINARY ESTIMATE OF COST - TRAFFIC SIGNALS

LOCATION: Arlington Heights Rd at St. James Parish; Arlington Heights, IL

<u>ITEM NO.</u>	<u>CODE NO.</u>	<u>QUAN.</u>	<u>UNIT</u>	<u>ITEM DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>COST</u>
21	89502300	2500	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT	\$ 0.50	\$ 1,250.00
22	89502375	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	\$ 2,000.00	\$ 2,000.00
23	89502385	3	EACH	REMOVE EXISTING CONCRETE FOUNDATION	\$ 300.00	\$ 900.00
24	X0324085	100	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	\$ 2.00	\$ 200.00
25	X8710024	1200	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	\$ 4.00	\$ 4,800.00
26	Z0033046	1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	\$ 5,000.00	\$ 5,000.00
27	Z0073510	1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING	\$ 4,000.00	\$ 4,000.00
28		1	EACH	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	\$ 10,000.00	\$ 10,000.00
				TOTAL		\$ 150,590.00

25% contingency	\$ 37,647.50
Subtotal	\$ 188,237.50
Engineering	\$ 25,000.00
GRAND TOTAL	\$ 213,237.50



PARKING SUMMARY	
STANDARD PARKING SPACES PROVIDED	= 184 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 6 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 190 SPACES

- DISADVANTAGES
1. THE PARISH WOULD INCUR SIGNIFICANT COSTS TO IMPROVE / UPGRADE THE EXISTING TRAFFIC SIGNAL.

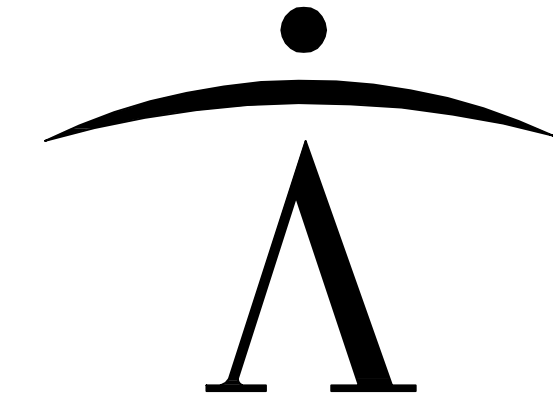
2. THE NORTHERN EDGE OF THE MAIN DRIVE AISLE IS VERY CLOSE TO THE NEW ADDITION, ESPECIALLY ADJACENT TO THE NEW MAIN ENTRY; SAFETY CONCERN.

3. THERE WOULD BE NO EXTERIOR GATHERING SPACE AFTER MASS; NO LEGITIMATE OVERHANG FOR PARISHIONERS.

4. ALL OF THE HANDICAPPED PARKING SPACES WOULD BE SOUTH OF THE NORTH DRIVE.

5. THIS ARRANGEMENT COULD BECOME A 'CUT-THRU' FROM ARLINGTON HEIGHTS ROAD TO THE NEIGHBORHOOD, OR VICE VERSA.

6. WITH MORE VEHICLES BEING BROUGHT TO THE NORTH (ADJACENT TO ADDITION), PARISHIONERS WOULD HAVE TO CROSS A BUSIER DRIVEWAY TO GET TO BUILDING; SAFETY CONCERN.



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Participating Consultants:

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PHONE: 630-487-5550
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PROJECT NAME:
VILLAGE SUBMITTAL
CHURCH ADDITION
AND RENOVATION
831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

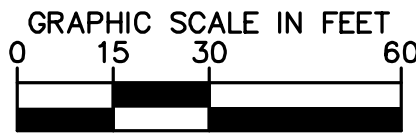
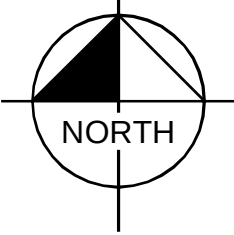
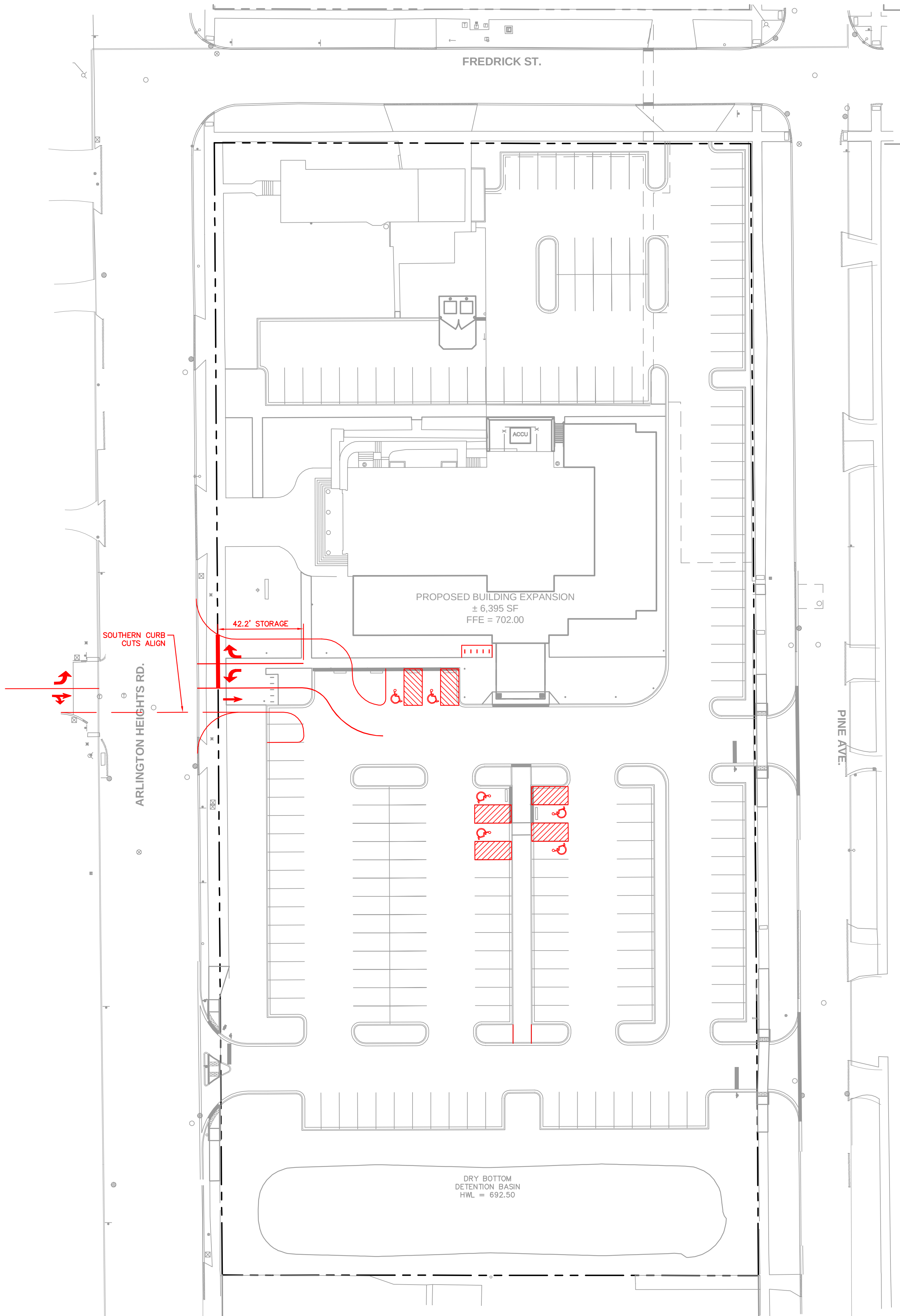
DRAWING TITLE:

SIGNAL EXHIBIT
(OPTION 1)

RESUBMITTED 12/20/17

PROJECT NO.: 168144008 DATE: 12/11/17

EX.

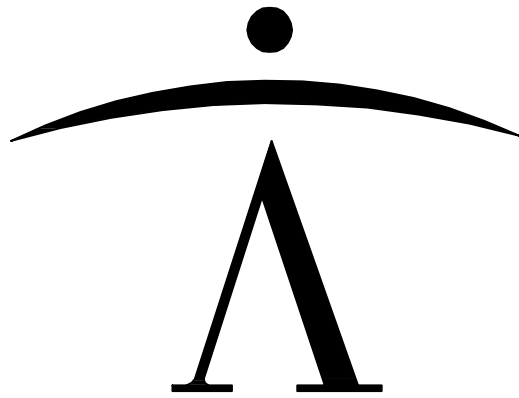


PARKING SUMMARY

STANDARD PARKING SPACES PROVIDED	= 173 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 6 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 179 SPACES

DISADVANTAGES

1. THE PARISH WOULD INCUR SIGNIFICANT COSTS TO IMPROVE / UPGRADE THE EXISTING TRAFFIC SIGNAL.
2. THE NORTHERN EDGE OF THE MAIN DRIVE AISLE IS VERY CLOSE TO THE NEW ADDITION, ESPECIALLY ADJACENT TO THE NEW MAIN ENTRY; SAFETY CONCERN.
3. THERE WOULD BE NO EXTERIOR GATHERING SPACE AFTER MASS; NO LEGITIMATE OVERHANG FOR PARISHIONERS.
4. MAJORITY OF THE HANDICAPPED PARKING SPACES WOULD BE SOUTH OF THE NORTH DRIVE.
5. THIS ARRANGEMENT COULD BECOME A 'CUT-THRU' FROM ARLINGTON HEIGHTS ROAD TO THE NEIGHBORHOOD, OR VICE VERSA.
6. WITH MORE VEHICLES BEING BROUGHT TO THE NORTH (ADJACENT TO ADDITION), PARISHIONERS WOULD HAVE TO CROSS A BUSIER DRIVEWAY TO GET TO BUILDING; SAFETY CONCERN.
7. GEOMETRY OF THIS CONCEPT IS NOT PRACTICAL.



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Participating Consultants:

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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

SIGNAL EXHIBIT (OPTION 2)

RESUBMITTED 12/20/17

PROJECT NO.: 168144008 DATE: 12/11/17

EX.

PLAN COMMISSION PC #17-012
St. James Parish Subdivision
820 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation
Round 4

The petitioner provided a summary of responses to the proposed "Conditions of Approval" in their letter dated December 20, 2017, some of which were provided on December 11th, others on December 14th. Although the letter does not include direct responses to all previous engineering comments, the comments below incorporate the responses provided and present a new summary of engineering comments.

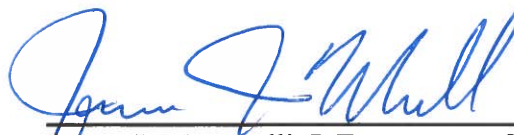
59. The response by the petitioner to comment #58 (Response #5 from 12/20/17 letter) is acceptable.
60. The response provided by the petitioner to Comment #50 (Response #1 from 12/20/17 letter) is noted. The options provided include dedicated right turn lanes, which may not be needed. No capacity analyses were provided. Other option not considered include: an exit only, similar to the west leg; an offset intersection; split phasing of the signal operations. The petitioner's traffic consultant, not a parish representative, should contact IDOT to set up a meeting between representatives from IDOT, the St. James team, and the Village to discuss the pros and cons of various options for an eastern driveway access at the existing traffic signal.
61. Comment #51 was not directly responded to. To reiterate: The response (to Comment #45) states parking along the west side of Arlington Heights Road will be maintained on Sundays. It is our understanding that all parking on Arlington Heights Road will be prohibited.
62. The response provided by the petitioner to Comment #52 (Response #3 from 12/20/17 letter) is noted. The revised plan shows the east drive aisle north and south of the building to be 24' wide. However, the 24' width does not appear to have been carried through to the north driveway onto Frederick Street. The parking spaces and island facing Frederick just west of the driveway must be shifted west to maintain the 24' drive aisle all the way through the driveway.
63. The response provided by the petitioner to Comment #53 (Response #6 from 12/20/17 letter) is noted. The definition of public benefit signal vs. private benefit signal is clear: Does the signal serve a public street or a private driveway? The existing west leg of the signalized location is a private driveway, and as such, the signal is 100% private benefit. A hypothetical east leg would also be private. The signal at Oakton Street, for example, is 100% public benefit, since both legs of Oakton are public streets.
64. Comment #54 was not directly responded to. To reiterate: Sheet C3.0: At the RIRO driveway on Arlington Heights Road, the public sidewalk shall take precedence over the curb and shall be continuous through the driveway with the curbs stopping on either side of the sidewalk. This comment can be addressed at final engineering.

RECEIVED

DEC 29 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

65. Comment #55 was not directly responded to. To reiterate: Sheet C3.0: All utility open cuts on Village streets will require heavy duty pavement as replacement. This comment can be addressed at final engineering.
66. Comment #56 was not directly responded to. To reiterate: Sheet C3.0: It is suggested additional private driveway and public sidewalk removal and replacement be shown on the north side of Frederick Street to account for the impact associated with the installation of the 5' diameter valve vault. This comment can be addressed at final engineering.
67. Comment #57 was not directly responded to. To reiterate: Sheet C7.0: The pavement thicknesses for the heavy duty pavement section must conform to the following: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. This comment can be addressed at final engineering.

 12/29/17
James J. Massarelli, P.E. Date
Director of Engineering

Additional Items for Final Engineering:

Estimates of Cost
Underground storage HS-25 loading
OUMA
Site lighting
Traffic Signal Agreement

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 11, 2017
Subject: 831 N Arlington Heights Road – PC #17-012 Round 3

With regard to the proposed utility installation at 831 N Arlington Heights Road, I have the following comments:

1. The fire hydrant must be an East Jordan 5BR250 and must conform to Village standards. Adjust the hydrant detail on page C7.1.
2. The revised hydrant location must be reflected within the public ROW on page C 6.0. Adjust the location on page C 6.0.
3. A 6" compound water meter will be required for this application.
4. An RPZ will be required for protection of the fire and the domestic service. Sizes will be provided when plumbing plans have been submitted.

C. file

RECEIVED
DEC 12 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

From: Matthew Hichens <Matt@newmanArchitecture.com>
Sent: Friday, January 05, 2018 2:18 PM
To: Hubbard, Sam; Karen Kristianson
Cc: Debbie Bolash; Luay Aboona
Subject: RE: Meeting With IDOT
Attachments: DOC089.pdf; C3.0 Site Plan.pdf

Sam:

In the interest of time, we offer the following responses to your comments in the document attached above. Let me know if you need something more formal.

59. Understood; thank you.

60. As requested, the Traffic Consultant requested a meeting with IDOT; their request was denied. Knowing that IDOT has already issued a preliminary review letter, with no exceptions to the proposed changes to Arlington Heights Road, we respectfully request Staff's approval on the proposed design, as documented.

61. The Parish is good with the deletion of all parking on Arlington Heights Road.

62. See attached. The site plan has been revised to maintain a 24' drive aisle through the north driveway onto Frederick Street.

63. As noted in my email from Dec. 14, I believe we still need a Village response from our two (2) questions requested after Plan Commission Meeting. They are as follows:

1. You said there are examples of this condition happening elsewhere in the Village. Could you provide a list of those locations and property owners? Also, are any of the owners not-for profit entities?

2. While the list of responsibilities stated your Item #11 seem to constitute "ownership" of the traffic signal, we would be interested in knowing the expected yearly "operation" costs (ONLY) for a traffic signal similar to this. This information would be helpful for Archdiocese / Parish consideration.

64. We will address this comment with final engineering and coordinate the request with IDOT.

65. The final engineering plans will be revised to show heavy duty pavement replacing all utility open cuts in Village streets.

66. We will adjust the limits of removal and replacement at the private drive and public sidewalk north of Frederick with final engineering.

67. The pavement section proposed on the drawings matches the local street requirements listed in section 6.04 of the Manual of Practice. The pavement section proposed is also consistent with section 2.13F "Bituminous Surface With Flexible Base Patching." We believe the pavement section proposed for heavy duty asphalt is adequate. Please advise.

Thanks again for helping us move forward!

Matt

Matthew E. Hichens, AIA
Licensed Architect / Principal
Newman Architecture
630-420-1600 Ext 118



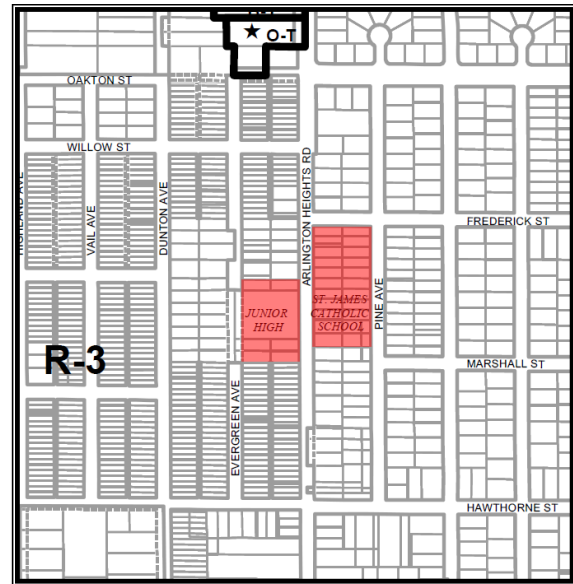
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 17-012
Project Title: St. James Parish Church Addition
Address: 831 N. Arlington Heights Rd.
PIN: Multiple PIN's

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: December 13, 2017
Date Prepared: December 8, 2017

Petitioner: Matt Hichens
Address: Principle, Newman Architecture
 1730 Park Street – Suite 115
 Naperville, IL 60563

Existing Zoning: R-3, One Family Dwelling District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
South	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
East	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
West	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached

Requested Action:

1. Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow to allow an addition to the Church building and modifications to the east campus parking lot.
2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
3. Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
4. Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.

Variations Identified:

1. A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
2. A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
3. A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
4. A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

Project Background:

The St. James Parish property (subject property), which is currently zoned R-3, One Family Dwelling District, is approximately 7.47 acres and is bisected by Arlington Heights Road. The east side of the campus, which is approximately 3.39 acres, includes the existing church building, a three-story former Elementary School building (currently vacant), and a single-family home that is used as a rectory and located at the southeast corner of Arlington Heights Road and Frederick Street. The east campus also contains a parking lot with approximately 138 off-street parking spaces that are accessible via one entrance on Frederick Street, two entrances along Pine Avenue, and a one-way drive aisle off of Arlington Heights Road. The rectory on site contains an additional three off-street parking spaces within an attached garage.

The west side of the campus, which is approximately 4.09 acres, includes the St. James Parish Center, chapel, gymnasium, and the St. James Elementary and Junior High School. There are 149 parking spaces on the west campus, which are accessed by a one-way circular drive system that has a separate entrance and exit off of Arlington Heights Road. The exit is located at a signalized intersection, which contains a pedestrian crosswalk with push-button access to the crossing lights.

St. James Parish has purchased the two single-family homes at 811 S. Arlington Heights Road and 810 S. Pine Avenue, which both abut the eastern campus along the southern side. The petitioner has proposed the demolition of the former school building located on the east campus, as well as the two recently purchased single-family homes, in order to make several improvements to the site. The demolition of the existing 3-story former school building will allow for an addition to the church and an expansion of the existing parking area; the demolition of the two single-family homes will be to accommodate a proposed detention basin that will serve the east campus. The expanded parking lot would add 49 parking spaces for a total of 185 surface parking spaces on the east campus, and an east campus grand total of 188 parking spaces when considering the three existing garage spaces within the rectory.

The proposed actions, if approved, would allow the church to consolidate all of its mass services into the modified east campus church building. Currently, Sunday mass is held at two times within the existing church building, and two times at the Parish Center (located on the western campus). Sunday mass occurs at 7:00am and 8:30am in the existing church building and at 10:00am and 11:30am within the Parish Center on the west campus. Evening mass is offered at 5:00pm on Saturdays and Sundays. The current church building contains a basement floor with two large meetings rooms, a small kitchen, bathrooms, and mechanical/storage rooms. The first floor of the building contains a small lobby and the main worship area. The expansion of this building would add additional areas to the basement, including more multi-purpose/meeting spaces, a larger kitchen, an adoration chapel, a youth room, and additional storage/mechanical spaces. The first floor would have a larger lobby area and an expanded worship area. Finally, an elevator would be added to make the entire building ADA compliant.

Zoning and Comprehensive Plan

In 2007, the Village Board approved Special Use Ordinance 07-012, which allowed St. James to consolidate all school operations into the west campus and to make substantial improvements to that campus. The approvals granted in 2007 also allowed parking to be shared amongst both the east and west campuses. As redevelopment was only proposed for the west campus at that time, only the west campus was brought into compliance with current code standards. It was understood that the east campus would remain as legally non-conforming until redevelopment of the east campus was proposed. Since changes to the east campus are now proposed, an amendment to the Special Use Permit is necessary.

Additionally, Planned Unit Development approval is required to establish a PUD for the entire property, which PUD would encompass both the east and west campuses since the site is under unified control and functions as one overall development with shared parking despite being bisected by Arlington Heights Road. This is consistent with how the Village has proceeded with approvals for similar church/school sites, such as Our Lady of the Wayside, which obtained PUD approval in 2002.

The petitioner has provided a written explanation (attached) that demonstrates the proposed action is consistent with the Special Use criteria as outlined in the Village's Zoning Ordinance, more specifically:

- 1. *That said special use is deemed necessary for the public convenience at this location.***
- 2. *That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.***
- 3. *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.***

The majority of the east campus is already designated as "Institutional" within the Comprehensive Plan, however, the two recently acquired single-family homes just south of the church property are still designated as "Single-Family Detached". Because these properties are going to become part of the St. James Parish east campus, the Comprehensive Plan must be amended to change the designation of these properties to "Institutional". Additionally, the petitioner has requested Plat of Subdivision approval to consolidate the entire east campus into one lot of record.

Four variations have been requested by the petitioner. The first variation is from Chapter 29 (Subdivision regulations), and is specifically:

- A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.

A double frontage lot is defined as a lot that has frontage on two non-intersecting streets. As the proposed lot consolidation will yield one lot that has frontage on both Pine Avenue and Arlington Heights Road (two non-intersecting streets), it is a double frontage lot. The Subdivision Code restricts double frontage lots from having access onto any major arterial street, and the proposed plan includes ingress/egress to Arlington Heights Road, which is classified as a major arterial street. Therefore, the variation is necessary.

Staff is supportive of this variation for the following reasons: 1) Access onto Arlington Heights Road will be a benefit for the subject property as it will help to keep church traffic off of the residential streets to the north, south, and west, 2) The proposed ingress/egress onto Arlington Heights Road must be reviewed and approved by IDOT, which will review the access point relative to their safety standards, and 3) Although Section 29-307(f) is applicable to the subject lot, it is mostly meant to address situations of single-family residential double frontage lots. As the subject property is intended primarily for institutional uses, the standard is less relevant in this situation (although technically applicable).

The remaining variations relate to drive aisle widths, parking, and landscaping, and will be discussed in greater detail throughout this report.

Conceptual Plan Review Committee

The Conceptual Plan Review Committee (CPRC) met on August 23, 2017, to discuss the proposed project. The CPRC was generally supportive of the project and felt that it would be beneficial for St. James Parish to provide additional on-site parking opportunities. They suggested that the petitioner hold a neighborhood meeting prior to appearing before the Plan Commission in order to understand what the nearby residents concerns may be relative to the project, and they also requested the church to analyze if street parking along Arlington Heights Road was still necessary given the proposed increase in parking within the east campus.

Neighborhood Meeting

On September 24, 2017, St. James Parish hosted a neighborhood meeting for residents within 250' of the of the subject property in order to introduce the project to the neighborhood and address any concerns that may be identified by people living within close proximity to the church. A summary of the meeting, as prepared by the petitioner, is included within the packet to the Plan Commission.

Design Commission

The Design Commission met on October 24, 2017, to review the proposed demolition and church addition. The project was approved with several conditions relating to landscape improvements, architectural modifications, and a requirement to construct the dumpster enclosure of masonry material. The required modifications to the landscaping and dumpster enclosure have already been incorporated into the plans. A condition of approval to comply with the October 24th motion from the Design Commission has been included within the SDC recommendation below. The meeting minutes from the Design Commission have been included within the packet to the Plan Commission.

Site Design and Landscaping

With regards to building setbacks, F.A.R., height, and building lot coverage, the subject site conforms to the regulations within the R-3 Zoning District. There is no impervious surface requirement for non-residential uses within the R-3 District.

However, staff has identified the following areas for consideration by the Plan Commission:

Site Circulation

The petitioner has proposed a new right-in/right-out entrance along Arlington Heights Road, which will allow northbound ingress and egress to and from Arlington Heights Road and will require IDOT review and approval. Access to Arlington Heights Road will help to reduce travel on Frederick Street and Pine Avenue as parishioners will no longer need to use these streets to exit the site for northbound travel on Arlington Heights Road or to enter into the site from northbound Arlington Heights Road. Additional details on this access point will be outlined within the Traffic section of this report.

During staffs' analysis of the site access, it has been determined that the existing traffic signal on Arlington Heights Road adjacent to the church and school sites, which provides egress from the school site and safe pedestrian travel across Arlington Heights Road, is a private benefit signal as its only purpose is to serve the church and school. Therefore, staff has proposed that the maintenance costs for this signal be borne by St. James Parish, and if removal of this signal is required at any point in the future, that the costs for this removal be the responsibility of the church. This has been incorporated as a condition of approval, and the church has verbally acknowledged that this condition seems fair.

Relative to site circulation, the petitioner has requested the following variation:

- A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.

Specifically, the variation is needed on a portion of the eastern north/south drive aisle where the drive aisle is adjacent to the church. The petitioner originally proposed this entire drive-aisle to be 22 feet in width, however, they have agreed to increase the drive aisle width to 24 feet on the north and the south ends (see **Exhibit II**) to where the variation will only apply to that portion of the drive aisle adjacent to the church building. Staff is supportive of this variation for the following reasons: 1) the motion by the Design Commission requires the church to add a small bump out to the rear of the church, which means there is less land at the rear to accommodate for the increase in drive aisle width, 2) to extend the drive aisle to the east would reduce the size of the landscape buffer for the parking lot, and 3) to extend the drive aisle to the west would reduce the area for foundation plantings at the rear of the church.

Finally, the Engineering Department has requested an additional fire truck turning exhibit showing the path of travel of a fire truck throughout the site. This exhibit shall be required prior to Village Board consideration of this project, for review and approval by the Engineering Department and Fire Department.

Detention Basin

The existing site accommodates its stormwater detention capacity within an underground storage vault located beneath one of the parking areas, as well as within a small above ground detention area at the south of the site. The proposed improvements will cause the removal of the existing above ground stormwater detention area and will increase the amount of required stormwater capacity. As such, a new above ground stormwater detention area has been proposed along the southern boundary of the site. This new detention basin will be a dry bottom basin and will not include native plantings, but will instead be seeded with a grass turf that can accommodate heavy water levels. At the request of staff, the petitioner has agreed to provide both a 6-foot tall board on board fence and 17 trees along the southern border of the detention area to provide a screen for the existing homes on the south. Staff is recommending that three of the 17 trees, which are currently proposed as crabapple trees and located on the southwestern side of the detention area, be changed to evergreen trees to provide for a better year-round screen, and a condition requiring this has been included.

Landscaping

As is required by code, the petitioner has incorporated the required parking lot perimeter landscaping and landscape islands within both the proposed parking lot and the existing parking lot. This represents an extensive improvement over the existing condition of the site, which currently has no perimeter landscaping and no landscape islands. However, there is one row of parking that does not terminate in a landscape island with a shade tree, which row is located on the eastern side of the site and which landscape island is missing at the northern terminus of this parking row. The petitioner has proposed the relocation of a landscape island within the middle of this parking row to the end of the parking row, which would satisfy the code requirement, but create the need for a variation within the parking row since the parking row would include 29 parking stalls with no landscape island separating the parking stalls (code requires any parking row of greater than 20 spaces to include a landscape island within the parking row). Therefore, the following variation is required:

- A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

Staff is supportive of this variation for the following reasons: 1) Given the desire to keep cars off of residential streets, the elimination of an additional parking space to accommodate for the code required landscape island would be detrimental to the on-site parking, 2) the parkway includes a shade tree in close proximity to where the landscape island would be constructed, and 3) both the northern terminus and southern terminus of this parking row will include a landscape island with a shade tree, which will help to buffer the appearance of the parking row.

Tree Preservation

The petitioner has proposed the removal of 24 trees within the east campus area to accommodate for the proposed building and parking lot addition. Of these 24 trees, seven are in poor condition. There are two mature Black Walnut trees that are rather large and in good condition but proposed for removal, one mature 40-inch caliper Silver Maple in fair condition proposed for removal, and one mature Norway Maple proposed for removal. Staff has reviewed all trees proposed for removal and verified that they are within the path of development and must be removed to accommodate for the proposed parking area and detention area. The preservation of these trees would reduce the ability to provide 49 on-site parking spaces and cause more parking overflow onto the neighboring residential streets. Staff notes that the petitioner has proposed 59 new trees in conjunction with the proposed project.

Site Lighting

Staff has analyzed the site photometric plan and verified that lighting will conform with code requirements. The Staff Development Committee has recommended that the Parish install timers on all site lighting so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services.

Building

The proposed addition received Design Commission approval on October 24, 2017, as outlined above. The architecture and materials of the addition have been designed to blend with the existing building, and the height of the addition will continue the existing roofline of the church. It should be noted that the R-3 regulations allow church buildings to be built up to a height of 45 feet, and the proposed addition is approximately 40.5 feet in height. Compliance with all Design Commission conditions of approval will be required.

Construction and Staging

Per the construction and staging plan submitted by the petitioner, the first phase of construction will involve the demolition of the existing church building, which would occur in February of 2018. However, site work cannot begin until the Final Plat of Subdivision has been approved, which requires sign-off from all applicable Village Departments, utility companies, and IDOT. Final Plat of Subdivision approval will likely occur sometime in April or May of 2018, and construction of the site improvements and building addition will begin shortly thereafter. Final completion of the project is expected to occur in March of 2019. Construction traffic will enter from Arlington Heights Road, Frederick Street, and Pine Avenue, and all construction traffic will be contained within the site.

During construction, all services will occur within the Parish Center on the west side of campus. If parking becomes a problem during construction, the Parish must provide, to the satisfaction of the Village, a parking plan that addresses this issue, which may include alternative off-site parking options provided by the Parish.

Parking

Based on the traffic and parking study, peak attendance occurs at the 10:00am service that currently takes place within the Parish Center located on the west campus, where peak parking demand on a typical Sunday has been estimated at 359 parking spaces. The petitioner has stated that they believe attendance will become more evenly distributed as a result of the proposed addition with less people attending the 10:00am mass due to the upgrades that will make the church building fully accessible for individuals in wheel chairs and individuals who have difficulty using stairs. The church believes that there may be members of their congregation that wish to attend services in the early or late morning, but because of the relative inaccessibility of the existing church building on the east campus, these parishioners opt for the 10:00am service on the west campus since the building there is fully accessible. Finally, it is important to note that the church has agreed to the removal of the parking allowance along the east side of Arlington Heights Road that permits parking along Arlington Heights Road during Sunday service times. The Parish has proposed that parking along the western side of Arlington Heights Road remain as currently allowed, which is permitted during Sunday service times.

Staff has evaluated the proposed parking and determined that the following variation is required:

- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.

The variation is based on the sum of the overall uses occurring on both the east and west campuses as required by code. A summary of the parking requirements per campus is included below, and the full parking calculations are included at the end of this report in **Exhibit I**:

Summary of Parking Requirements per Campus

Location	Parking Required
East Campus	301
West Campus	673
	TOTAL
Total Parking Required	974
Total Parking Provided (East Campus)*	188
Total Parking Provided (West Campus)	149
TOTAL PARKING PROVIDED	337
Surplus/(Deficit)	-637

*Includes 3 interior garage spaces in the rectory.

As indicated above, the majority of the required parking and extent of the variation is generated by the school uses taking place on the west campus. The parking impacts of the west campus were considered and approved during the 2007 addition to the west campus; there is no proposed change to the west campus other than the discontinuance of mass, which will decrease the parking overflow around the west campus that occurs on Sundays. Therefore, analysis of parking and traffic focused on the east campus, which will experience the most change as a result of the proposed development. When viewed on an individual basis, the east campus is required to provide 301 parking spaces and will provide a total of 188 parking spaces if

the proposed improvements are approved. While the overall parking variations takes into account both the east and west campuses, it is important to note that St. James does not use both of these locations concurrently and they have confirmed that no activities will be held on the west campus when Sunday mass is in session.

As indicated above, peak parking demand on a typical Sunday was estimated at 359 spaces based on two days of survey, which peak occurred during the 10:00am mass. While the increase in seating capacity provided within the expanded church building will allow for additional occupants within the church, overall attendance is expected to remain similar to existing levels. The increase in seating capacity is primarily intended to accommodate the typical attendance observed during the 10:00am worship time (around 750 parishioners) occurring in west campus since the existing church can only accommodate around 550 people. As such, no large increase in overall attendance is expected to occur as a result of the proposed addition, and it is anticipated that the 359-space peak parking demand will remain unchanged despite the increase in capacity of the church.

Total parking provided in both the east and west campus is 334 parking spaces (this total does not include the three attached garage spaces within the rectory). Given that peak parking demand is forecast to remain consistent to levels as observed during the parking survey (359 space demand), a deficit of 25 parking spaces exists. This overflow can be accommodated along the western side of Pine Avenue south of Frederick Street and north of Hawthorne Street (capacity for 40 cars), and along the south side of Frederick Street between Arlington Heights Road and Pine Avenue (capacity for 5 cars). Additional parking overflow may occur on Pine Avenue north of Frederick Street, along Marshall Street, and along the north side of Frederick Street east of Pine Avenue (parking is prohibited along the south side of Frederick Street east of Pine Avenue during Sunday worship times). This information is summarized in the below table:

Sunday Peak Parking Demand	359 Spaces
Total Proposed Parking (east +west campus)	334 Spaces
Surplus/(Deficit)	25 Spaces
Overflow Street Parking	
Parking Along N. Side of Frederick	5 Spaces
Parking Along W. Side of Pine	40 Spaces

Staff notes that the petitioner would like to keep the parking allowance for Sunday parking along the western side of Arlington Heights Road in case anticipated parking demand falls short of actual demand. They have discussed a one year monitoring period with staff to where, if this parking is determined unnecessary after one year of occupancy of the building addition, this parking can be removed. Staff notes that if all street parking along Arlington Heights Road is eliminated, there is the potential for more parking overflow into the surrounding east campus residential neighborhood.

Staff has reached out to the Police Department and found record of several accidents along Arlington Heights Road in proximity to St. James Parish over the last five years, which can be attributed to the allowance for

Sunday parking on Arlington Heights Road. The Staff Development Committee weighed the known safety ramifications of keeping this parking versus the potential inconvenience that the elimination of this parking would have on the surrounding residential community. With consideration to the fact that overflow parking exists along Pine, Frederick, and even Marshall Street, the existing street parking adjacent to the church should be able to accommodate for the potential parking overflow even with the elimination of the street parking along both side of Arlington Heights Road. Therefore, the SDC recommends the elimination of all Arlington Heights Road parking.

Given that every mass is now proposed to occur on the east campus, the amount of cars parked adjacent to the west campus will decrease, and the amount of cars parked adjacent to the east campus will extend for longer throughout Sunday as mass will now be occurring at the east campus from 7:30am to 1:00pm as opposed to from 7:30am to 10:00am. In order to prevent parking overflow from becoming a nuisance to the surrounding residential communities, parking within both the east and west parking lots must be used to capacity prior to parishioners utilizing available on-street parking spaces. If parishioners opt for street parking around the east campus as opposed to parking within the west campus parking lot, additional restrictions on street parking may be needed. The petitioner has stated that they will implement a program to encourage parishioner parking within the east and west parking lots, which program will involve notifications in their weekly printed bulletin, notifications via Facebook, and announcements during services.

In sum, staff has reviewed the expected parking generation and proposed parking variation and found that the additional 49 off-street parking spaces proposed will help to mitigate the parking impact to the neighborhood adjacent to the east campus, and the elimination of street parking along the east side of Arlington Heights Road will improve the safety of travel along this major arterial street. As the expected parking overflow onto the streets is anticipated at 25 cars, street parking along either side of Arlington Heights Road is not warranted. If it is determined that parking overflow outside of the east campus is problematic, additional restrictions for street parking on the surrounding residential streets may be recommended by the Village. St. James Parish shall continue to monitor parking and if parking becomes a problem, the church shall develop and implement a plan for Village review that would provide additional parking either at alternative locations outside of the subject property, or locations within the subject property. One such option within the subject property would be to convert the proposed above-ground stormwater detention area to an underground detention vault, which would allow approximately 40-50 additional onsite parking spaces. The Staff Development Committee is supportive of the proposed parking variation.

Traffic

The petitioner has submitted a traffic analysis in conjunction with their Plan Commission application. This analysis has found that the neighboring roadway network has the capacity to handle the projected increase in traffic associated with the proposed improvements. As previously mentioned, the new right-in/right-out entrance along Arlington Heights Road will help to keep the increase in traffic associated with services being conducted on the east campus from utilizing Frederick Street and Pine Avenue for access to the east campus parking lot. Although traffic on these streets is expected to increase, the extent of this increase will be

reduced due to this new access point on Arlington Heights Road. However, traffic leaving the west campus for southbound Arlington Heights Road will still need to either utilize the Frederick Street intersection, or travel south along Pine Avenue to either Hawthorne Street or Euclid Avenue (which is a signalized intersection) for this southbound movement. The traffic study has found that the non-signalized intersection of Frederick Street with Arlington Heights Road has sufficient gaps during peak conditions to allow for a southbound left turn.

Staff notes that travel along Pine Avenue can become tight when cars are parked along the west side of the street and there are two cars travelling in both directions on the street (parking is prohibited along the east side of Pine Avenue). However, the street is approximately 24 feet in width, which is sufficient to permit two-way travel when there is one parked car.

Finally, in review of the projected traffic and site circulation, the Engineering Department considered the possibility of the entrance/exit to the east campus being aligned with the existing traffic signal at the exit to the west campus, as opposed to the proposed location of the right-in/right-out at the south side of the site. This alignment would potentially allow a full access intersection that would permit southbound ingress/egress to and from the east campus at this signalized intersection, which would further reduce the traffic impact to the residential streets adjacent to the east campus. The petitioner has explained that they considered this approach and determined it to be cost prohibitive as it would require substantial improvements to the signal system in this location (which the Parish does not have funding for), and would cause undesirable alterations to the proposed site layout. The Engineering Department has asked for details on how these cost estimates were generated, but to-date the Village has not received detailed information as to why this alignment is not feasible. In order to evaluate if this alignment is a viable option, the petitioner shall provide a written narrative of the various design options that were considered and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to the proposed alignment. Staff does not believe that this option has been fully vetted and notes that this alignment would help to reduce traffic on the surrounding residential streets as automobiles would be able to exit and potentially enter the site without driving on Frederick Street or Pine Avenue.

RECOMMENDATION

The Staff Development Committee is supportive of the proposed addition to the Church, but in light of the unresolved issue of the alignment of the drive aisle with the existing signal on Arlington Heights Road, staff is unable to support the project as proposed. Therefore, staff recommends a continuance of PC 17-012, an application for an amendment to Special Use Ordinances #63-078, #97-078, and #07-012 to allow the proposed changes to the east campus, Planned Unit Development encompassing both the east and west campuses, amendment to the Comprehensive Plan, Preliminary Plat of Subdivision, and the proposed variations as identified below:

- A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.

- A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
- A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

This continuance will allow the petitioner additional time to address the aforementioned issue of the alignment of the proposed ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road.

Should the Plan Commission determine that approval of this application is warranted, staff recommends the following conditions:

Prior to Village Board Consideration

1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.
2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
3. The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in **Exhibit II**.
4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.

General Conditions

6. Final Plat of Subdivision approval shall be required.
7. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.
8. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.
9. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).
10. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.
11. Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church. The electrical energy and maintenance costs that are currently paid by the Village will be billed by the Village to the church.
12. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.

13. Compliance with the Design Commission motion from October 24, 2017, shall be required.
14. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services
15. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

December 8, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT I: PARKING CALCULATIONS

Use	Parking requirement	Number of Dwelling Units	Number of Seats	Number of Employees	Number of Classrooms	Size of Space	Required parking spaces
East Campus							
Sanctuary	One space per five seats	N/A	Sanctuary - 861	N/A	N/A	N/A	183.20
			Mezzanine - 55				
Multi-purpose and meeting rooms	Per Table 1004.1.1 for assembly areas w/o fixed seats and concentrated (tables and chairs) occupancy ratio is 1/15 sf. Community centers requires parking spaces equal to 30% of capacity	N/A	N/A	N/A	N/A	5,813	116.26
Rectory	2 spaces per dwelling unit	1	N/A	N/A	N/A	N/A	2.00
West Campus							
School	One space per classroom + two spaces per employee	N/A	N/A	53	33	N/A	139.00
Office-Administrative	One space per 300 sq. ft.	N/A	N/A	N/A	N/A	6,162	20.54
Multi-purpose Rooms	Per Table 1004.1.1 for assembly areas w/o fixed seats and concentrated (tables and chairs) occupancy ratio is 1/15 sf. Community centers requires parking spaces equal to 30% of capacity	N/A	N/A	N/A	N/A	25,641	512.82
							TOTAL
Parking	Total Parking Required						974
	Total Parking Provided (East Campus)*						188
	Total Parking Provided (West Campus)						149
	TOTAL PARKING PROVIDED						337
	Surplus/(Deficit)						-637

Multi-purpose and Meeting Rooms on the East Campus include: L02, L14, L15, L16, L27, L28, L32, 102

*Parking provided includes 3 interior garage spaces in the rectory.

EXISTING BUILDING

PROPOSED BUILDING EXPANSION
± 6,395 SF
FFE = 702.00

AREA WHERE DRIVE AISLE
WILL BE WIDENED TO 24'
IN WIDTH

SIDEWALK SECTION TO
BE CARRIED THROUGH
DRIVE. NO CURB TO BE
CONSTRUCTED WHERE
RAMPS MEET DRIVE.

PINE AVE

SIDEWALK SECTION TO
BE CARRIED THROUGH
DRIVE. NO CURB TO BE
CONSTRUCTED WHERE
RAMPS MEET DRIVE.

PLAN

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

COMMISSION

RE: ST. JAMES PARISH - 831 NORTH ARLINGTON HEIGHTS ROAD - PC#17-012

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 December, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: I'd like to call this meeting of the Arlington Heights Plan Commission to order. If I could ask you all to please rise and say the pledge of allegiance with us?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Please be seated. Sam, would 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.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. We have, first business item, we have minutes from our last meeting on November 8th for the Hey Nonny project. Can I have a motion to approve that?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Does anyone need to abstain that was not here?

COMMISSIONER DROST: Yes, I do.

CHAIRMAN ENNES: Sam, just a note that Commission Dawson arrived. Okay, our first Petitioner, or the only Petitioner this evening, if I could ask whoever is going to give comments to please come forward? Will there be anybody else speaking with you?

MR. HICHENS: No, just the two of us.

CHAIRMAN ENNES: Just the two of you, okay. I would like to swear both of you in.

(Witnesses sworn.)

CHAIRMAN ENNES: So, who's going to start?

REVEREND FOLEY: I will start.

CHAIRMAN ENNES: If you would please come forward to the microphone, tell us your name and please spell it for the court reporter?

REVEREND FOLEY: Reverend Matt Foley, M-a-t-t F-o-l-e-y, Master at St. James.

CHAIRMAN ENNES: Would you tell us about your project?

REVEREND FOLEY: Sir, thank you so much for this time, and thank you to the Village of Arlington Heights. When we chose Newman Architecture for our program, you met with us two and a half years ago. We're very grateful for the guidance for the plan. The project is basically to address two primary issues. One is handicap accessibility to our church, our worship space, and the second is to add additional parking, nearly 50 slots on that parking lot adjacent to our church.

MR. HUBBARD: I'm going to see if I can dim the lights because it's washed out on the screen.

CHAIRMAN ENNES: Okay. If you would give us your name and spell it please?

MR. HICHENS: Good evening. My name is Matthew Hichens, H-i-c-h-e-n-s. I am one of the principals of Newman Architecture. I'm a licensed architect in the state of Illinois.

So, I want to go through the project. We're very excited to share the project with you folks tonight. There's a lot of great things happening in this project including, you know, maintaining the stormwater, added parking, a great new addition for St. James Parish. So, excited to share the details with it, and we have a lot of representatives here. We have a representative with the civil engineer, traffic study engineer, my associate architect, the general contractor is also here. So, if there are questions that pertain to any part of the project, we'd be happy to answer them the best that we can. I'll take a few minutes to go through the project, and then certainly we'll hear Staff's comments and welcome the public comments as well.

So, first, starting about the site development, as you know, St. James Parish is kind of bisected in an east and a west campus by Arlington Heights Road. On the west side of the campus, they have the school and the parish center and its associated parking. As part of this project, there is no work happening on that part of the site. On the east side existing, we have the rectory up at the north corner of the existing church and its footprint, the old elementary school which is currently vacant, and then over the years the parish has acquired some additional property to the south which we are utilizing for additional off-street parking and for some of the stormwater detention.

Another little close-up of the site plan, this is more of the architectural site plan. Again, here you can see the outline of the existing church. In the dark gray, you can see the outline of the proposed addition. As Father Matt had said, the key reason for the project, the reason the project started was for accessibility to this older structure. It's a half level above grade, it's the main level of the nave, the basement level is half below grade, there is no elevator and there's a number of stairs. So, the real crux of the project and the reason it started was providing handicap accessibility to the building which are going to be an elevator and a new entry foyer. We're also providing a handicap accessible toilet room. So, it's a real great upgrade for the building, a great upgrade for the parish and the community.

As we talk about to the south side of the site, this is the approximate location of the existing elementary school that is being demolished. Again, right now it's a vacant building, so it's a very nice site improvement to have that leaving or being taken away from the site. Some of this is the property that's been acquired to the south which allows us to

add 50 additional off-street parking spots as a part of this addition, which again is a great benefit and a great add to the parish and the community.

Also along this southern perimeter here, we have a landscape plan if anybody is interested, we're putting a six-foot high board-on-batten fence with a large amount of landscaping. We want to be sensitive to the neighbors to our south and provide additional screening between their residences and the site.

As I think was in the report, we did have a neighborhood meeting a number of weeks ago, presented the project to the same radius of people that were invited tonight and tried to, you know, hear their comments and incorporate as many of those comments as we could. We think it was a very positive meeting.

Quick description of the floor plans. In here you can see the existing outline and size of the existing church and nave. Just kind of flowing in there is the, in the black walls is the additional spaces that are being added to the south and to the east side of the existing church. This is going to become the new main entry which faces the additional parking onto the south. The lobby level is at grade, and at that level we have an elevator that connects all of the levels of the building for handicap accessibility. There's stairs up to a new gathering area which has the new handicap toilets here. You can get into the original narthex from this location. There is also going to be a new door here, and a nice new access to see the new font and then the main access headed towards the sanctuary to the east. There are some additional seating, we have new pews in these areas. So, round numbers again, that existing building kind of ends here, and then this is a part of the addition to the east.

This is the lower level. Sorry, I thought I had made some, let me go back one. All right. So, the lower level, and again just to kind of get us acclimated, this is the perimeter right here of the existing church. Again, we're building the same footprint that we saw above to the south and the east. Here we're adding some meeting spaces, some additional storage spaces, additional mechanical and electrical spaces.

One of the things that we're most excited about on this level again is we have the elevator accessibility from the grade level above. Their lower level right now doesn't have the best egress, and so we now have a kind of perimeter corridor with multiple egress points. So, we're making it a much safer environment on the lower level.

From an elevation and 3D perspective, as an architect, our main goal on this job is to make it look like it was this way from day one. It's a great colonial looking red brick building. Obviously, the size and the scale changes a bit. We want to get a great brick match, we want to match the stone quoins that are present on the corners so we have some of that detailing. These windows are the same size and shape as the stained glass windows which are immediately to the north of these. You can see here a skylight for natural light for the new gathering area, again the main entrance that faces south and the additional parking, an overhang for people to kind of spill and gather before and after mass so that we enter at grade level here, and then the additional spaces into the back on the east side.

One of the keys again from the roofline is we're just continuing the roofline as it is. We're not making anything higher. We're going to match the shingles. As a matter of fact, I think we're going to do an entire new shingle tear-off so we have an all new roof. Again, the sensitivity here is just to match the stone quoins, the brick. We had a very positive meeting and discussion with the Design Committee, and they have approved us to move forward with some minor conditions which we're taking care of. So, again, certainly not trying to make an

edifice to myself. We want to make sure that it's something that fits really well with the campus and the community.

Here's another view looking to the northwest. This rose window is kind of an interesting point, the rose window that exists here is being taken out and moved to the back. The Design Committee asked for a couple of additional columns and quoins here to kind of support that back nave look which we're incorporating into the design already. Again, you can see the overhang in the main entry down at the grade level.

Then finally, a kind of straight view, perspective view. We do have a main kind of north-south sidewalk that gets people from that larger south parking area to the main entrance. So, there's kind of one controlled crossing point to the main entrance.

Just a couple of items I have before I turn it over. Here's a quick glance at the landscape plan. This is where we're including that six-foot tall board-on-batten fence with a number of trees and landscaping materials here to provide a real nice block and concealment to our neighbors to the south. Again, you can see the small detention basin we have off to the south, and then new off-street extended parking spaces.

The utility plan, if we have to get to it, there are some questions that talk about some of the underground storage utility that we have.

The next couple of exhibits I just want to spend a couple of minutes on. There is one item in the Staff comments that we have been working diligently with Staff that we feel is a bit of a challenge for us. The question was can we use the existing traffic signal that's there to ingress and egress on to the new east part of our site? As you can see here, this is kind of the extent of the northbound and southbound curb cuts on the west side of the property. If we extend that light and that ingress/egress out, right in here we create quite a pinch point. So, the northern edge of that extended driveway is only about nine feet away from where the proposed addition is, and it eliminates the overhang and eliminates the large spill area for people coming in and leaving mass.

So, for us, this exhibits is challenging, plus it adds traffic on that northern driveway, so most of the people that are trying to get to church now are having to cross a fairly extensive driveway to get into church. It also eliminates the handicap parking spots that we had in this area, so now all the handicap parking spots have to be south of that driveway. So, again working together with our civil engineer and our traffic engineer, we felt this was a bit of a challenge, and we'd ask for Plan Commission to approve as drawn with the right-in and right-out that happens more at the south side of the site.

One last exhibit that goes with that is we did look at, I call them offset driveways. So, the curb cuts still aligned with the north and south curb cuts on the west side of the property, but here you can see the attempt was to try to get back to a point where that driveway was in this position so that we can maintain a nicer spill space and the overhang for the church on rough weather days. So, again this area is really just not efficient, not effective. It's, quite frankly, it's just not very good design.

So, again, we would ask the Plan Commission to approve the plan as submitted even though I think Staff is recommending a continuance on this issue. We feel like we have done some due diligence in terms of it just not being feasible, not to mention some of the other disadvantages. The additional costs are very significant for the parish to include that into the project.

The last bit, there was another item that was discussed. Staff had

asked if the parish could take over ownership and maintenance of the traffic signal itself. That traffic signal was moved I believe back in 2006. There was a letter from IDOT that had the Village of Arlington Heights responsible for the ownership and maintenance of that signal. That came up in some of the Staff discussion which the parish said they would consider.

Pastor Matt and Dev, the parish manager, did some due diligence with the archdiocese of Chicago. They talked to their real estate department, their legal department, and that's not something that those departments of the archdiocese who are the owners of the buildings and the property here are pretty much comfortable with. It's not something they've done in the past and it would be a very big precedent for them.

So, I would ask that Plan Commission approve our plans tonight with the exceptions of item one and item 11 that are on page 11 of 14 on the Staff document. Again, we feel we've done some due diligence on these items, and hopefully you agree. At the end of the day, the most important part is that this is a really wonderful project in terms of added off-street parking, in terms of additional landscape. The ingress and the right-in/right-out, it reduces the amount of traffic that goes into the neighborhood streets. The storm collection underground and the storm detention above grade, there are some very, very significant improvements on this property and we're excited to be a part of it. So, again, thank you for your attention. I'd be happy to answer any questions.

CHAIRMAN ENNES: Thank you, Mr. Hichens. Can I ask Reverend Foley to just come up? I have one quick question. When I opened, I should have asked you if you're familiar with the four conditions that are laid out regarding this application, and the fact that that has been amended. Sam, do we have a copy of the amended list of changes? I saw this online but I don't see that we have a copy. There's like 12 or 14 changes, and I think that's what, 15? There are 15.

MR. HUBBARD: There were 15 conditions of approval that Staff recommended if this application were to move forward this evening. I can certainly provide those in the motion sheet for the Plan Commission.

CHAIRMAN ENNES: If you could for the Commissioners. Do any of, do you not have a copy of it? So, are you aware of the two different lists of conditions?

REVEREND FOLEY: Yes, I am.

CHAIRMAN ENNES: Okay, thank you, that's all. It appears we have a number of people from the audience. Can I see a show of hands and approximately how many of you intend to come forward to speak after we get the hearing started? So, a number, okay.

Then, let me explain just where we're going from here. We're going to ask Staff to provide us with their report, and I'm going to ask, Sam, if you could provide Staff's basis for recommending the conditions involved in the detail of the alignment of the streets from the Staff's point of view so we have kind of an understanding on that. Once that is done, the Commissioners will have an opportunity to ask questions of both the Petitioner and Staff. Then we will have a period of time for members of the audience to come forward and make comments. Once all of those comments have been made, the public portion of the meeting will be closed, and it will come back to the Commissioners to make their final determination.

So, Sam, if I can ask you, were all the public notices made for the hearing?

MR. HUBBARD: They were, yes.

CHAIRMAN ENNES: Would you please provide us with your report?

MR. HUBBARD: Yes. Thank you, Chairman Ennes, and good evening to the Plan Commission.

As you've heard, the Petitioner is proposing the demolition of the existing school building, some improvements to the parking lot and underground utility infrastructure, as well as some addition to the existing church building located on the east campus. The changes are meant to provide additional parking options for parishioners, to expand the seating size of the church to accommodate for the masses that currently take place on the western campus at 10:00 a.m. and 11:30 a.m., and also make the church more accessible for individuals with disabilities.

The subject property includes both the east and west campuses and is subject to an existing special use permit that was approved in 1963. That special use permit was amended several times over the years, most recently in 2007, to allow the addition to the west campus and large scale improvements there that allowed the subject property to consolidate all school activities into the western campus.

So, one of the actions that the Plan Commission will be deliberating on this evening would be an amendment to the existing special use permit, and that's going to allow the site modifications that are proposed this evening to the east campus.

The second action would be an amendment to the Comprehensive Plan. This is due to the fact that the church has picked up two additional properties on the southern end, specifically 811 North Arlington Heights Road, and 810 North Pine Avenue. Those properties are currently designated as Single Family Detached, and because they're going to be incorporated into the church site and part of the detention area, the Comprehensive Plan designation needs to be amended from Residential to Institutional.

The third action requested is a planned unit development. Because the east and west campuses exist all as kind of one unified site despite being bisected by Arlington Heights Road in the center, a planned unit development is required. They do share parking between the two sites, and there are multiple buildings on the entire zoning lot which is considered both east and west campus which kicks in the PUD requirement.

Finally, as part of this process, a plat of subdivision to consolidate the east campus is required. I think the east campus consists of multiple lots of record, maybe upwards of 16 lots. So, the Petitioner is required to consolidate those lots into one to accommodate for the overall development.

Additionally, a number of variations are required, and I'll go into detail throughout this presentation. But the one I want to highlight is just fairly simple, it's the last variation there, to allow for the double frontage lot. I'll just kind of expand on that a little bit.

As the Petitioner is required to consolidate everything shown here into one lot, it creates one large lot that is defined by our code as a double frontage lot, meaning it has frontage on two streets that are not intersecting, that being Arlington Heights Road and Pine Avenue. Our subdivision code requires that any double frontage lot be restricted from access onto a major arterial. The Petitioner has proposed a right-in/right-out access onto Arlington Heights Road which is classified as a major arterial. So, technically, that access is not allowed by the subdivision code, so a variation is needed.

Staff is supportive of that variation. We believe that access onto Arlington Heights Road will actually be a benefit for this development. This restriction generally is more applicable to just like a single family residential lot that would have a frontage on a

neighborhood street on the front side and frontage on a majority arterial on the back side, and on a situation like that, this regulation makes complete sense because you wouldn't want multiple single family lots having access on a major arterial. But in this case, we don't believe it's practical and we're in support of that variation.

So, here you can see the aerial. Both portions of the subject property are outlined in red. On the right-hand side is the east campus consisting of the church, and on the west side which is the left side of the screen is the west campus which is composed of the school.

So, there have been several actions to date which have let us to this point this evening. On August 23rd, the Petitioner appeared before the Conceptual Plan Review Committee to present the concept. I think it was favorably reviewed by the Conceptual Plan Review Committee. Concerns at that time centered around possible parking constraint, some of the landscaping improvements that were needed, and the Conceptual Plan Review Committee encouraged a neighborhood meeting which the Petitioner did host on September 24th. A summary of that meeting as prepared by the Petitioner was provided to the Plan Commission. It's part of the public record on our website.

Finally, on October 24th, the Petitioner appeared before the Design Commission that did end in a favorable motion for approval contingent on several conditions. The first element this evening most notably I think was, you know, one of the conditions that would require a small bump-out and architectural detailing on the east rear of the building, or some small architectural changes requested on the southwest corner of the building as well. As the Petitioner has stated, they thought it was a favorable meeting, they are amenable to these conditions. If and when this application is ultimately to move forward to the Village Board, compliance with these Design Commission conditions would be required.

So, I'd just like to go through some of the particular variations that are requested. First of all, there was a variation requested to reduce the drive aisle width from 24 feet required to 22 feet. Specifically, the drive aisle width in question is shown here in red, it's originally proposed at 22 feet. Based on discussions with the Petitioner, the Petitioner has agreed to shorten, I'm sorry, to increase in width the segment on the north side here and the segment on the south side here to 24 feet. So, they have reduced the extent of the variation requested. I think on the north side they are able to do that because there's additional room here and here. So, we've kind of pushed these islands over to create that 24-foot width.

On the south side, they are able to accomplish this by possibly reducing the depth of the spaces from 19 feet to 16.5 and possible reduction there as well. Or alternatively, they can reduce in width the pedestrian connection here. But ultimately, they have agreed to do this where it is feasible. However, there is a small section here in the center that cannot be reduced in width and a variation is needed.

Staff is supportive of that variation for several reasons, one of which is if they were to increase the width of the drive aisle on the west side, they would be decreasing the green space which is proposed for some plantings along the church. Furthermore, the Design Commission does require a small bump-out in this area here, so it will make any decrease in green space very tight for landscaping. If they were to increase the width on this side, it would impact some of the preliminary planting for the parking lot that they are proposing along the eastern edge of the site. So, we feel that it's a sensible variation. We verified that emergency access won't be affected and we are supportive of the reduction in drive aisle width.

Another of the variations requested is relative to one landscape island. All parking rows are required to terminate with a landscape island and a single width to support a shade tree. So, at the very north of the site, you can see here there's really not enough room for that landscaping island to support a shade tree, and so a variation would be needed for that. In conversations with the Petitioner, they propose an alternative which would be to take this median landscape island and bump it up to the north which would eliminate that last parking space which is probably not a desirable space due to potential conflicts with inbound and outbound traffic, take that space and make it a landscape island.

But of course that is going to result in this parking row which I believe has 29 spaces without having a median aisle. So, our code requires that any stretch of 20 or more spaces have a median landscape aisle in the center. As that island would be pushed to the end, it requires a variation. Again, Staff is also supportive of this variation.

I do want to talk about some of the landscape improvements that are proposed by the church. This is the existing site, and you can see on the parking lot, there is no perimeter landscaping, a lot of parking lot on the north and east sides, and the south really, the parking lot doesn't have any landscape islands either. There's very little perimeter landscaping down here. Most of these large trees are actually located on the properties here which are also owned by the church. But there is not much perimeter landscaping for the existing church site.

So, here is the landscaping plan that they have proposed. Again, this is with the north, following that red arrow to the left of the screen would be north. You can see here, they are incorporating the code-required landscape islands. In addition, they incorporated the code-required perimeter landscaping along the edge of the site to the east and to the north.

As mentioned by the Petitioner and as requested by Staff, they have added extensive landscaping to the south of the site, on the southern side of the proposed detention basin. This is above and beyond code requirements. We only require a screen and that screen could be through landscaping or through a fence or a berm. They have not only provided a six-foot tall wooden fence, but they have also provided extensive landscaping on the southern side of the detention basin. Again, if this petition is to move forward, if and when it does, Staff has recommended a small change, and that would be to swap out these three trees which are proposed as crabapple trees and be substituted with evergreen trees which would provide a better, year-round screen.

I also want to talk about detention a little bit. Currently, the site basically just sheet drains to the southeast. So, all rainfall kind of follows this path. Some of it will end up in the small green space area that's currently located here, but most of it is just going to sheet drain off of Pine Avenue and flow down the street or be collected in the existing storm sewer that runs along the west side of that street. The Petitioner has proposed a detention basin which is shown here in red. The detention, this is an underground detention vault, and it would ultimately connect it to the Village storm sewer here and drain down Pine Avenue.

Additionally, there is the aboveground detention area here which would connect to the detention vault and then ultimately drain out into the Village storm sewers. There are some historical flooding issues along Pine Avenue, mostly to the south. As I mentioned, a lot of the existing runoff just drains right onto Pine Avenue and can go south. Some ponding can occur. The proposed improvements including the underground stormwater vault and the aboveground detention area should have a positive impact on this flooding, as

most of the runoff would be captured now on site and slowly released into the Village system as opposed to just sheet draining straight off the site and collecting and exacerbating the existing problems there. So, we view that as a positive improvement.

One of the last things I want to touch on is the parking variation. When you look at it on a typical basis, we have to consider both the east and west campus including in the overall parking count, required parking count. So, the variation request is to allow a reduction in the minimum number of required parking stalls from 974 to 337. This, you know, from a strictly number standpoint, it look like a pretty excessive variation, but when we look at it from a practical standpoint, we're including the west campus in that calculation. You can see on the table here, the west campus is responsible for 673 spaces of that 974 space requirement. So, the vast majority of that variation is generated by the west campus. That was already deliberated and approved when the west campus went through the approval process in 2007. But because we're making changes to the east campus, we have to factor in the overall variation.. So, again, it's from 974 spaces to 337.

When you consider just what's on the east campus requirement, it's 301 spaces and they would provide 188 spaces on site. So, in order to determine if that was sufficient, the Petitioner provided a parking and traffic study that surveyed parking at the church on Sundays to determine what that peak parking demand would be . Based on these surveys which included all of the parishioners parking on the east lot, all of the parishioners parking on the west lot, the parishioners parking on Arlington Heights Road, Pine Avenue, Frederick Street, Marshall Street, and Evergreen, they determined that the maximum parking demand was 359 spaces. That occurs as a result of the 10:00 a.m. mass that happens on the west campus.

Based on the improvements and the addition to the parking, there would be 334 total spaces. So, if we were willing to accept the typical Sunday parking demand, it would be 359 spaces, the 334 spaces provided leaves us with a 25-space deficit. So, if and when this project moves forward, we are recommending that the current parking allowance for parking along Arlington Heights Road, both east and west side, be eliminated because we feel that it's no longer necessary to accommodate for the peak parking demand. Furthermore, we've seen, based on simple research with the Police Department, that parking along Arlington Heights Road is somewhat of a hazard. There have been a record of accidents over the past several years that can be attributed to this parking. So, based on the demand and the fact that it's hazardous, we think it should be eliminated, that parking allowance on Arlington Heights Road.

Furthermore, if we're looking at this 25-space parking deficit that's going to overflow, we would want to know especially given the elimination of parking along Arlington Heights Road where that overflow would occur. So, if you take into consideration the stretch of Pine Avenue which could accommodate 40 cars, and the stretch of Frederick Street which could accommodate at least five cars, we believe there is enough space to accommodate for this overflow in the immediate vicinity. Furthermore, we can see the parishioners parking here, possibly parking on the north side of Frederick here, and then maybe along Marshall there.

This, you know, in order for the parking overflow to be limited, all of the church parking spaces and school's parking spaces need to be utilized prior to parishioners seeking parking on the residential streets. So, we communicated this to the Petitioner, and they have said that they would adopt kind of a policy where they would make it known through their weekly bulletins, through their Facebook social media, and through announcements during service that parishioners are strongly encouraged to park in these existing facilities rather than

seeking parking on surface streets.

So, that being said, we know that sometimes people will just park where it's convenient. So, if parking becomes a problem, we would strongly recommend the condition that requires the church to provide additional either onsite or off-site parking spaces to help ameliorate the overflow that's becoming a nuisance to the surrounding neighborhood. One of those areas could be, or one of these options could be if the church was to upsize the underground detention vault that they're putting in here, that would mean that the parking area could be expanded to the south here and where they're proposing the aboveground detention area. So, that's one of the options, something to consider.

This kind of brings me to my closing tonight. We also looked at traffic that would be generated as a result of the consolidation of services on the east campus. Currently, if you want access to the east campus, you're going to have to drive on Frederick, come down on Pine and enter the site here, or come up from Pine Avenue if you're coming from the east. This right-in/right-out, you know, would allow this northbound ingress to the site. But egress from the site after the services let out, the only option would be northbound on Arlington Heights Road from the site. Otherwise, you're going to have to come on the residential streets, come up Pine, on to Frederick, take a turn to head southbound. Or alternatively, if you head out of the site, if you want to reach a signal, you can go southbound and eventually reach Euclid and make that southbound movement through the traffic signal on Arlington Heights and Euclid.

We asked the church to consider, as you've heard, the ingress/egress point here that would align with the signal. That would provide for signalized access and southbound egress from the site, potentially even southbound ingress to the site from Arlington Heights Road. We know that the church has come up with some rationale as to why they think that's not feasible, but we didn't receive detailed information on this until this week. So, Staff just doesn't feel like we've had the opportunity to vet whether or not this is a viable alternative.

It may be that ultimately we agree with the Petitioner and think that it's not something that would make sense for their site. But you know, we understand that there is going to be a, you know, potential parking overflow and we'd like to vet every possibility that we can to minimize any traffic overflow onto the neighboring residential areas. One way to do that would be if, you know, if alignment is allowed and whether or not, you know, that can provide southbound egress from the site. That will certainly help alleviate some of the traffic that would come out on Pine and then head to Frederick or come down Pine.

So, ultimately, you know, we'd like to have the opportunity to discuss this further with the Petitioner. We'd also like to meet with IDOT to discuss it to see what their approach is. But to date, we really feel like we haven't had the opportunity to fully vet if that's a viable alternative. As such, we would like to, we are recommending continuance of this application until the January 24th meeting in order to give the Petitioner and Staff and IDOT the opportunity to fully review that aligned access point.

So, that concludes my presentation and I'm happy to answer any questions.

CHAIRMAN ENNES: Sam, thank you for your report. Can we have a motion?

COMMISSIONER DROST: I'll make the motion to accept the report.
COMMISSIONER DAWSON: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Thank you. Commissioner Cherwin, do you have any questions?

COMMISSIONER CHERWIN: I think, you know, I looked at this plan quite a bit in the, I keep forgetting the name, yes, the Conceptual, sorry, Committee level, and so you know, I took a look at really most of the details then. I think the newest issue is the one that was brought up on the light and I think, you know, notwithstanding the Staff's report in terms of their concerns, I think the Petitioner raised a few valid points about the challenges that accommodating the connection of the light would pose to their plan. I think that's probably the issue that I'm looking at right now. It's sort of a new issue that I don't have all the information on, but I'd like to hear the public I think before I ask further questions.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, I was also at the Conceptual Plan Review, and so I do understand the project. I do understand Staff's desire to align drives with that light. At this point in time, I'd like to hear comments from the audience and further discuss this driveway alignment.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: Could you speak to the light issue, Sam, about hearing from the Petitioner that they cannot get approval from the archdiocese which is something the Village is insisting on?

MR. HUBBARD: It is one of our recommended conditions of approval. It's not a common situation. You know, the way that the Engineering Department has analyzed the signal, it's really a private benefit signal. It doesn't really serve anyone beyond the church and school, and it is really only there because of the church and school. So, there are a few other instances where we require that. Again, it's not a common thing but it's something that, when we have a private benefit signal like this, that's something that we feel is fair for the church to pay because they're the only one that really benefits from it.

COMMISSIONER DAWSON: So, we have other areas in Arlington Heights where there's a private benefit signal and we're requiring the owners to pay for the signal?

MR. HUBBARD: And we bill those maintenance and electric costs to those parties that benefit from them.

COMMISSIONER DAWSON: Do you have any estimates for what that generally costs, what that is?

MR. HUBBARD: I don't. Unfortunately, the Engineering Department is still gathering that information.

COMMISSIONER DAWSON: Okay. These other locations, was it since we put this light in place? You know, like this is a, we put this light in place and the Village agreed to pay for the maintenance. The others, was this after we did this for St. James? Do you have any idea?

MR. HUBBARD: I don't know.

COMMISSIONER DAWSON: In Petitioner's comment, he stated that IDOT is the one that required the Village to maintain responsibility for this. Could you speak to that?

MR. HUBBARD: Yes. So, when the signal study was done back in 2007 to kind of reorient the site and signal system there, IDOT specifically required the Village to maintain the signal which is not unique. I mean I think the Village almost always does, and that's kind of a standard thing that IDOT is going to require. I don't think IDOT ever really puts that maintenance cost on, you know, an individual property owner. Why it wasn't required back then, we don't know, that is, why the maintenance responsibilities weren't pushed to the church back then, we don't know.

COMMISSIONER DAWSON: Can I ask the Petitioner a question? Sir?

MR. HICHENS: Me?

COMMISSIONER DAWSON: Well, no, the church.

MR. HICHENS: Okay, it's all right.

CHAIRMAN ENNES: Reverend Foley?

COMMISSIONER DAWSON: Reverend Foley, sorry. I apologize. If we were to insist that this condition stay in, would that prevent the entire project from going forward?

REVEREND FOLEY: At this time, I'm unable to respond to that because I'd have to talk to the people that own the property which is necessary, the archdiocese of Chicago. I can't speak on their behalf. I'm there as their servant and their pastor, but I'm not available to give that answer at this point.

COMMISSIONER DAWSON: I understand. But you stated that you had already spoken to the legal department and the real estate department, and they had stated that it's not something the church is willing to do. So, I know you certainly can come back to them and talk to them, I'm not asking, but at this moment in time it appears to me that you do not have authority to proceed with this project if this condition remains, is that correct?

REVEREND FOLEY: That's correct, ma'am.

COMMISSIONER DAWSON: So, to the light issue, I feel like I need more information about the cost. You know, I certainly agree with the Village's position on that but, I mean it's always been that way. We had an opportunity when it was put in to put the cost on to them. They're improving the property. I don't know, but I would want to know the cost.

On the continuance issue, you are recommending continuance, but then we also have a potential motion to allow this to go forward in the prior to Village Board consideration that some of these issues addressed. Could you speak to, Sam, if we were to not continue this, what is the Board missing out on in the decision making? You know, what is it that, on this, you know, the egress situation, I generally rely on people here that have more construction and engineering and traffic experience than I do anyway for those kind of comments. So, if I were to want to speak to this or hear more, what would I be missing?

MR. HUBBARD: You mean why couldn't a decision be resolved prior to appearing at the Village Board with a motion for approval this evening?

COMMISSIONER DAWSON: Right. I mean, I guess what I'm asking is I am not going to, it's just a matter of whether or not there is going to be a light and how that's going to impact, I mean it sounds like it makes a lot of sense to me, but I don't know anything about traffic patterns other than from my experience up here. What would you be asking the Commission to be speaking to that Staff and Village Board couldn't do? Because Petitioner wants this to move forward, I'm trying to weigh whether or not I should put the burden on the Petitioner to wait until January 24th which is a significant delay of the project, versus allowing it to go forward and having the Village make this decision.

MR. HUBBARD: I mean we think it could have a substantial impact on the site. It could have a substantial impact on the traffic generation, a positive impact on the traffic generation we believe. So, we're just not able to support this until we know what the actual effect is going to be. We feel that's important not only for Staff to understand but for the Plan Commission as well.

COMMISSIONER DAWSON: Sure. All right, I understand where you're coming from. No further questions. I'm interested to hear what the audience has to say.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Do we have to add, if we go forward, if the Petitioner wants to go forward and not go with a continuance, is there a way that we can draft an additional condition to address the issues of the Village with respect to what you have researched before you are more definitive in the direction of this project?

MR. HUBBARD: If you were to make a motion for approval this night?

COMMISSIONER DROST: Well, if there is, so that the Petitioner can go forward and the Village can do its job in vetting the project, do we add another recommendation?

COMMISSIONER DAWSON: It's here, referenced in number one.

MR. HUBBARD: I believe condition number one addresses that.

COMMISSIONER DAWSON: It's right here. That's what they're anticipating.

MR. HUBBARD: Yes, I believe condition number one addresses that. So, Petitioner would provide a written narrative of the various design options which were considered relative to the alignment of the ingress and egress, and then, you know, additional details, and then would have a meeting with Staff and IDOT prior to appearing before the Village Board.

COMMISSIONER DROST: Yes, well, that's what I wanted to ask, if that was satisfactory for going forward if there is not a continuance, that they can get a date with the Village Trustees, and then you'll have enough time to do it and that covers it, or is there some, because you've asked or we, the Village, is recommending that there is a continuance.

MR. HUBBARD: We believe that the issue is significant enough to warrant a continuance so that the entire Plan Commission can deliberate on what that would mean to acquire that access alignment with the traffic signal. If the Plan Commission feels that, you know, that's not something they're interested in and they would kick that to the Village Board to consider, that's --

COMMISSIONER DROST: Yes, well, that's the point. I mean, so it's clear enough at least, or covered in number one that that satisfies the Village in having enough time for the recommendation, in that recommendation to go forward before the Village Trustees, that basically we don't have to worry about a continuance because number one or some clarification of number one allows for Staff to do some more due diligence and vetting. Is that fair?

MR. HUBBARD: Right. I mean ultimately if you're satisfied, then you're putting it on Staff to figure out the issue.

COMMISSIONER DROST: Correct, exactly. That's the point. So, one works against the other. We can go and approve it subject to one which says figure it out by the time you get to the Board is basically the summary of that point. Would that be correct?

MR. HUBBARD: That's correct, yes.

COMMISSIONER CHERWIN: Can I just clarify? I think the Petitioner also requested though, as far as the conditions go, approval without one, 11 and 14, were those the

numbers?

COMMISSIONER DROST: That's correct, and the point would be whether the Petitioner would reconsider the objections to one, 11 and 14. Just getting through that procedural hurdle is basically --

COMMISSIONER CHERWIN: I think Mr. Hichens --

MR. HICHENS: The Petitioner requests that the Plan Commission make a motion to approve without a continuance with the exceptions of only items number one and 11. I referenced that it's on page 11 of 14.

COMMISSIONER DROST: Oh, I'm sorry.

COMMISSIONER CHERWIN: I apologize.

MR. HICHENS: So, it's just items one and 11.

COMMISSIONER CHERWIN: Thank you.

COMMISSIONER DROST: Thank you for the clarification. I have no further questions.

CHAIRMAN ENNES: Before I go down to Commissioner Jensen, Sam, just a point of clarification. It's my understanding that the Petitioner has provided you with a written narrative addressing the alignment of the ingress and egress to the light on the eastern parcel, you just have not had time to review that yet?

MR. HUBBARD: Right, correct. Yes.

CHAIRMAN ENNES: Commissioner Jensen?

COMMISSIONER JENSEN: Yes, I was in the CPR as well and am generally positively disposed to the project. It seems to me the Village is, too, the Village Staff is generally positive on this project overall. It's a large project, a lot of aspects to it. As I read your Staff recommendation, you generally support it. But you have these two or three issues that need to be resolved. I'm kind of where I think Commissioner Dawson was. I'm not sure what the Plan Commission will add beyond what you, IDOT, and the Petitioner will work out between now and the Village Board. So, I'm really having trouble seeing the value of continuing, but I will wait until I hear from the audience and others before coming to a final decision on that.

I do have a couple of questions for Mr. Hichens though. Do we have a cost associated with doing what they want to do in terms of aligning the signal and the egress and ingress?

MR. HICHENS: Yes. I believe with the traffic study and the civil engineer that we have here, and gentlemen, if I speak with an incorrect number, let me know. Early on in the process, just 60 seconds of history, we did look at trying to utilize that intersection. The civil engineer of record, Kimley-Horn, not only did we have problems with the alignment and how it impacted the proposed addition, the drop-off, where the handicap stops were, some of the things that I referenced, their recent experience with upgrading traffic signals to take that fourth leg is in the area of \$200,000-\$250,000, just to redo the traffic lights. There's old poles, there's old street lights, there's electric wires, overhead wires. It's a very significant cost for a parish which is a not for project.

So, earlier in the design phase, that's when we started to look at the right-in/right-out towards the south to help save and make good economic decisions for the parish. We liked, you know, we like getting some of that; right now there is not an ingress or an egress onto Arlington Heights, so we felt that the right-in/right-out was a nice improvement. It saved them significant money, and it also kept the bulk of the traffic to the south side of the site

in lieu of adding more cars to where the entrance of the church was.

So, just the lights alone we were informed was over \$200,000, and I would estimate we're talking over \$250,000 to make that happen. Again, we're not convinced that the geometries even work.

COMMISSIONER JENSEN: You did have a design issue, too, you might need to refresh my memory, there was something you said. If you did align it, it would create some problems for the main entrance. Is that correct? You wouldn't be able to have the overhang or you'll have a design issue?

MR. HICHENS: So, the design issue is where, you know, we have our proposed addition to the south and to the east. Then from where the new main entrance is, there's roughly a 15 by 15 or 20 by 20 overhang which is a nice spill area for the people that come out of the church. So, if you can imagine 700-750 people coming out of the church, that's a place where they can gather, kind of collect themselves before they cross that driveway to get to their car. If there is a perfect alignment that goes right from where the curb cut is on the west side of the campus straight through, which is the right thing for a traffic signal, right? You don't want to have an offset traffic signal, that can be a safety issue. If you keep it going straight through, the overhang goes away, the spill area and the sidewalk for the main entrances goes away, and that north edge of the driveway would be 9.5 feet away from where the doors are.

So, if you can imagine 700-800 people coming out into a nine-foot sidewalk in the north side of the driveway, again respectfully, we don't even think it should be on the table.

COMMISSIONER JENSEN: Last question, do you have any idea what the cost would be if the ownership of the traffic light were shifted back to you and away from the Village? Do you have any estimates on that?

MR. HICHENS: Javier, do you have a number on that?

MR. MILLAN: No, I unfortunately don't. So, I really couldn't speculate on that one.

MR. HICHENS: Okay.

COMMISSIONER JENSEN: Well, if you don't have a number, that's fine. I would ask Staff on that issue, did I understand you correctly that in the earlier negotiations, IDOT assigned that in essence to the Village, to take over the maintenance and the cost?

COMMISSIONER DROST: Which I think is typical, yes.

COMMISSIONER JENSEN: So, why do we think it would turn out any differently when you have your negotiation with IDOT this next time?

COMMISSIONER DROST: Well, I think they'll still assign it to the Village, we'll just bill the church for that cost.

COMMISSIONER JENSEN: Okay. I should ask you this other question, Mr. Hichens. It seems to me one of the issues that was just raised by Mr. Hubbard was something about traffic generation. It seems to me like your traffic engineers could model what the traffic generation would be under both conditions, with the configuration that the Village wants as well as what you want. They didn't do that as I didn't see it in the report or did I miss it?

MR. HICHENS: There was, the generation was, I would say the generation is the same regardless of either option. The number of cars are the same.

COMMISSIONER JENSEN: Right.

MR. HICHENS: So, I guess the answer is no, there wasn't a different

generation with using the traffic signal versus using the right-in/right-out. But I'm not sure how those variables in number of cars changes.

COMMISSIONER JENSEN: Well, I guess that would be kind of my guess, too, just that there really wouldn't be much change anyway.

MR. HICHENS: Right.

COMMISSIONER JENSEN: I think that's all I have at this point.

MR. HICHENS: Commissioner, if I could just add, one of the other detriments or disadvantages that we saw, we're trying to connect from Pine all the way to the traffic signal. Obviously, I mentioned the number of issues and concerns that we have, but it does also become a potential cut-through for people coming from Arlington Heights, people coming from the neighborhood. With the right-in/right-out at the south side, it's a lot less desirable for people to cut through the parking.

CHAIRMAN ENNES: Thank you. Commissioner Warskow?

COMMISSIONER WARSKOW: I certainly understand the concerns on both sides. I mean I want to acknowledge that there could be residents here who live on Pine and Frederick and other streets that having that, you know, egress right on Arlington Heights Road would alleviate that, and I live on a road that is accessed by a church, so I understand the additional traffic that that creates. So, I do want to point out that there is give and take on both sides there.

It's not going to surprise anybody, I'm going to ask about water. I very much appreciate the above and below ground capture of the water and slow release. I think it's definitely going to be better than what they have now. My only question, it was very much pointed out in the Staff report that there are no native plantings in the detention area. Can I ask if that was a consideration? And if so, why it was decided against native plantings?

MR. HICHENS: So, the short answer is yes, it was considered. There were a couple of, probably two reasons why we kept it a dry detention with a turf basin. Number one is the idea of potentially having that, you know, a usable space in terms of if there's, it's just another green space, another grass area that could be utilized by the parish or the church. The other is just the native plantings are great but there is a maintenance issue associated, I'm sure you understand, with those types of plantings. If not well maintained, they can quickly look terrible. So, we were, you know, again as a parish, they don't have full-time maintenance people and they don't have people that are going to, you know, they're not arborists, they're not taking care of these things like you might on other sites.

So, it was kind of keeping it simple and stupid was the answer to go to turf versus native plantings. Certainly we're very pro native plantings. But for this particular site, it didn't feel like the right choice.

COMMISSIONER WARSKOW: Well, I'm glad it was considered. I'm sorry to hear it's not become part of the plan but I'm glad it was considered. I will wait to hear from the public before I ask any additional questions.

CHAIRMAN ENNES: Thank you, Mary Jo. Commissioner Lorenzini?

COMMISSIONER LORENZINI: Sam, the plantings in the southwest corner, the landscaping, that's not going to block the view of people exiting the parking lot, will it?

MR. HUBBARD: No. They are kept outside of the sight triangle.

COMMISSIONER LORENZINI: So, you mentioned about possibly using some of the detention area for parking if additional parking is needed. But practically, how would

that work? You would do that at day one or after a year or two you'd be reevaluating and then they would be asked to fill that in? Or what were you suggesting here?

MR. HUBBARD: The approach that Staff is taking was to recommend it as a condition of approval that at any point after this project has been completed it's determined that there is significant overflow onto the residential streets, that the Village could require the church to find some means to provide alternative parking. That could either be off-site at some satellite location where people are trucked in or I believe the church may own additional lots in the neighborhood, possibly directly to south of this, or through the expansion of the underground vault which would allow the aboveground detention area to be turned into paving. Alternatively, if the Plan Commission felt that it would be a significant parking nuisance to the surrounding neighborhood, they could require it at this juncture. So, Staff's recommendation was to, you know, have it as a future monitoring kind of situation.

COMMISSIONER LORENZINI: But to me it seemed like the most practical solution would be to start using some of the school parking lot.

MR. HUBBARD: Well, they will be. I mean that's --

COMMISSIONER LORENZINI: Okay, sorry. All right. Then going back to item number one about the traffic study or the in and out being aligned with the light, whatever it is or not, if we were to approve this tonight with that caveat that you have to approve it, so let's say we do approve it tonight and they do satisfy number one and then everybody is happy and we're all done, but what happens if we approve it tonight and you don't like number one? Do we start this process all over again?

MR. HUBBARD: Well, if you approve it under that condition and Staff evaluates what the church provides and Staff's ultimate recommendation is that that alignment be created, then ultimately I think that would go on to the Village Board for their determination and consideration.

COMMISSIONER LORENZINI: If we were to continue it tonight, this would be a question for the parish, if we were to continue it tonight to sometime in January, what does that do to your plans?

MR. HICHENS: It would be a significant event. So, the goal is to try to get the demo going as soon as possible here in say February or March of the vacant school, followed by the submission of drawings and building permit. The hope was to break ground in the spring when weather is favorable. Obviously, that would push back our timeline with Village Board approval. I believe there's a second return when we get the signed IDOT agreement.

Again, selfishly speaking for my client, you know, as these things push back weeks and weeks which becomes maybe months, the construction would be impacted by winter conditions which would be an additional cost to the parish. So, it would be a significant crunch on the deadline.

COMMISSIONER LORENZINI: Have you gotten any feedback from the residents with what may happen with the additional, there probably will be obviously additional traffic on the east side of Arlington Heights Road, has there been any feedback from anybody on those impacts?

MR. HICHENS: If you could ask that again, Commissioner?

COMMISSIONER LORENZINI: Okay, so with all the parking on the east side now, with the expansion of parking on the east side, you're going to have a lot more traffic up and down some of the side streets. Have you gotten any feedback from the neighbors on

that?

MR. HICHENS: So, when we first met and we had the neighborhood meeting, there was representation from Pine and Frederick at the neighborhood meeting, and there were discussions and some concerns about, what we heard at the neighborhood meeting is that there was some parking that was happening on both sides of the street which was Pine particularly which was difficult because now two cars, you know, two-way traffic with two cars on each side. I believe parking is really only allowed on one side of the street based on the signage. What we see is a reduction in the traffic into the neighborhood because we have 50 additional off-street parking spots, and we're providing a right-in/right-out onto Arlington Heights.

So, the right-in/right-out doesn't exist today, so there will be more traffic that can evacuate the site via Arlington Heights, and there is more off-street parking. There's really not more cars, or not more people that are going to church, it's just we're managing the cars better for that site.

COMMISSIONER LORENZINI: Sam, one last question. Getting the meeting with IDOT, especially at time of the year, how long do you think that would take?

MR. HUBBARD: I'm sorry?

COMMISSIONER LORENZINI: Getting the meeting with IDOT at this time of the year, how long do you think that would take? Is this January realistic?

MR. HUBBARD: We felt that we would be able to coordinate that meeting and discuss this with them prior to the January 24th Plan Commission meeting.

COMMISSIONER LORENZINI: All right, that's all I have.

CHAIRMAN ENNES: To follow up on that question, whether we continue or approve it tonight, for this drive to go out onto Arlington Heights Road which currently does not exist, IDOT has got to approve that, right?

MR. HUBBARD: They will have to review and approve the access, the proposed right-in/right-out.

CHAIRMAN ENNES: Commissioner Green?

COMMISSIONER GREEN: The alignment of the traffic light with the parking lot is a very interesting concept. I think it becomes a safety issue. I see the problem that the architect has with how the alignment works. I have sort of a question for anybody who can answer it.

Do these alignments have to be straight east-west onto each other? Or can they be offset? To whoever can answer that, please come forward, because I don't deal with, as an architect myself, I just don't deal with a lot of alignment of streets.

MR. MILLAN: Good evening. My name is Javier Millan, I'm a senior consultant of KLOA, Incorporated.

CHAIRMAN ENNES: Would you spell your name please?

MR. MILLAN: Yes, sorry. J-a-v-i-e-r, last name M-i-l-l-a-n. To answer your question, yes, good planning practice and whenever possible, you should try to avoid having those offset intersections. I believe it was alluded, I don't know if it was Sam or the architect. Any time you have offset intersections, you start creating some overlapping movements which can cause some serious issues with accidents. So, whenever possible, you want it to be lined up. However, that presents some problems that were mentioned.

I'm not trying to rehash everything, but if you certainly take away that, I'm going to call it the landing area, the area that people when they exit --

COMMISSIONER GREEN: Well, no, I agree, when it lines up it becomes problematic with the design. I understand all that. I was just asking --

CHAIRMAN ENNES: Since you didn't come up to be sworn in originally, would you swear to tell the truth about everything you're going, all the information you're going to provide to this Commission?

(Witness sworn.)

CHAIRMAN ENNES: Okay, thank you. Sorry.

COMMISSIONER GREEN: No, not a problem. The only reason I asked the question was if you offset these intersections, and since these are just turning functions and there is no through traffic, you know, you don't have through problem going on, is it simpler to make it happen, that's all, was my question.

MR. MILLAN: Let me explain it. Let's say that they're offset a little bit to the south so it doesn't affect that area, now you basically have overlapping northbound and southbound left turn lanes that would actually be head on because of the offset. Do you understand what I'm trying to say? Like if you're going southbound, excuse me, on Arlington Heights Road and you're trying to get to the church, you in essence have to almost pass the west lane so that you can do that.

COMMISSIONER GREEN: Yes, I was just wondering if there could be a secret alley such that this stoppage that you have X number of feet is not straight.

MR. MILLAN: I'll say this, it could be. The state tries to avoid that. It's difficult and, you know, for the most part the state wants to keep the flow of traffic north-south. Yes, it could be done but it's very difficult and the state typically shies away from that because of exactly what he mentioned.

COMMISSIONER GREEN: That's what I needed as an answer. Thank you.

COMMISSIONER DAWSON: Sam, could you put that screen up so that we can see what they're talking about?

COMMISSIONER CHERWIN: It would be like a three-step sequence almost.

CHAIRMAN ENNES: What, the aerial, Sue?

COMMISSIONER DAWSON: The proposed, yes, that's right, I couldn't see it.

COMMISSIONER GREEN: In other words, if it lines up, I understand what it does to the building, I get that.

COMMISSIONER DAWSON: Yes, you can't really see it.

COMMISSIONER GREEN: It's just that you can, I know where it is just because I know where it is, and it hits right up at the corner of the building. So, it's a tough --

MR. MILLAN: Yes, some of the other issues, I know they were alluded to. You can see how they have their entrance on the south side on the handicap parking spaces. If it's lined up, the handicap spaces would have to be moved to the south. Now, you have the majority of the people crossing, I don't really know, I'm just saying.

COMMISSIONER GREEN: I'd have to offset it enough to get around.

MR. MILLAN: Yes. Then the other issue, I think this would be very attractive to the residents right now trying to get to Arlington Heights Road. So, you're certainly going to increase in my opinion traffic on Frederick trying to, you know, go down south on Pine

and then just use the signal which makes it attractive. Right now, they have to go probably down south so they can get to the signal on Euclid. Yes, am I right, Euclid?

COMMISSIONER GREEN: Yes.

MR. MILLAN: In trying to make a right and then just go to the signal. So, there's pros and cons to everything, but I think there's a little bit more of an impact to the church as well as to the residents because we're going to see increased traffic on Frederick as well as Pine.

MR. HICHENS: Mr. Commissioner, if I could add, IDOT did review the preliminary site plan for this project and there were multiple conversations with them. They approved the right-in/right-out concept with no exceptions.

COMMISSIONER GREEN: Thank you.

MR. MILLAN: Thank you.

COMMISSIONER GREEN: I think that, you know, we're talking about how number one is incorporated into this, and I think what I just heard, that whether this discussion is with us with a continuance or the discussion is with the Village Board with just this kind of information, the information would get passed along and I think it's, in my estimation, it's problematic to do what they want to do, not only the cost consideration that goes along with that. So, I'd like to hear what other people in the audience have to say.

The other issue is the cost and maintenance of the traffic light. I tend to agree with the Staff here. I think if it's just one user who benefits, I think that you should pay. That's all I have for now, thank you.

CHAIRMAN ENNES: On that same line of questioning in regard to the cost of the light, Sam, are you aware of how that light functions at present?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: What triggers it to go on and off?

MR. HUBBARD: Yes, I believe it's cars that are exiting from the west campus or people who are pressing the buttons to cross the street.

CHAIRMAN ENNES: So, it is just people pushing buttons. If there isn't anyone, a pedestrian isn't there to cross the street or there isn't a car leaving the western lot and coming up to a sensor or something on the sidewalk, the light does not stop traffic?

MR. HUBBARD: I believe that to be the case.

CHAIRMAN ENNES: So, that's why it's being classified as a convenience for the property owner, okay. Mr. Millan, you are the traffic engineer for the project?

MR. MILLAN: Yes.

CHAIRMAN ENNES: I have a question for you. Can we put up an aerial of the current site? My concern also is in regard to item number one. Can we zoom in on that? It would be nice if we have both the east and the west campus. Yes, can you zoom in?

Okay, the way I understand the west lot is that parking lot which is used, when you have services, people park there across the street and go to the church. The exits for that lot on Evergreen, those are closed, aren't they? Those are gated off? Because don't we have traffic leave on the Arlington Heights Road or am I wrong? That is what it is, okay.

Whether or not there is parking on the east campus during the week for the school or not isn't my concern, but the way the lot is presently, there is no exit onto Arlington Heights Road. So, all of the traffic is leaving on the street that's on the north lot, Frederick, and the street that runs to the east, that's correct?

MR. MILLAN: Are you saying that, because right now --

CHAIRMAN ENNES: I'm asking the question, yes, currently.

MR. MILLAN: Right now, they park in both lots. Whether east or, sorry, the east campus or the west campus, they do.

CHAIRMAN ENNES: But on days when you have services and there is heavy use of the lot around the church, the only ingress and egress is on the side streets?

MR. MILLAN: Correct. That's correct.

CHAIRMAN ENNES: So, on those days, Saturdays, Sundays, whenever you have these services, do you have a police officer or someone who controls traffic onto Arlington Heights Road? Or is that just kind of a free-for-all?

MR. MILLAN: To the best of my knowledge, there is no police officer.

CHAIRMAN ENNES: Okay. Now that you're going to have it, right now the proposal is that the two drives are not going to align?

MR. MILLAN: Correct.

CHAIRMAN ENNES: If we have traffic coming out onto Arlington Heights Road on either Saturday service or on Sunday services, will you be having some kind of traffic control there, a police officer or whatever?

MR. MILLAN: We don't expect that. Again, there's a right-in/right-out that will take away some of the weight or load from the residential streets to the east. If they do park also on the west campus and they exit, that will trigger the signal, I think it was mentioned. It's on, actually it was for sensors.

CHAIRMAN ENNES: Okay, but that's people coming out of the west lot. I'm talking about when, if you make this improvement and the traffic coming out onto Arlington Heights Road under your proposal, it's going to --

MR. MILLAN: Just the right-in/right-out, am I correct?

CHAIRMAN ENNES: Correct, correct. But that's going to be uncontrolled, people are just going to come and go. They're going to all be turning right to get out of there going north.

MR. MILLAN: Correct. It would be like any typical right-in/right-out that you see in which the outbound movement is under stop sign control.

CHAIRMAN ENNES: All those people that come from the south side are going to go turn on the side streets and come back around.

MR. MILLAN: All the people that are coming from the south?

CHAIRMAN ENNES: They'll leave the church, they're going to turn right, they're going to go north.

MR. MILLAN: Those are, yes, those are probably --

CHAIRMAN ENNES: They want to go south, they want to go Downtown Arlington Heights or south of there.

MR. MILLAN: Those people --

CHAIRMAN ENNES: Are going to flip around the blocks, so it's not going to be less on Frederick and the street on the east.

MR. MILLAN: It's going to be less by half. If you think about it, you have four movements. Well, you have four movements, you basically have left in, right in, left out, right out. So, we're able to capture the right-in/right-out, two of the four movements which is the right in and the right out.

CHAIRMAN ENNES: Okay, thank you. That's all.

COMMISSIONER CHERWIN: Terry, I think I just had a, you know, there would be some benefit to having the light to the south for interrupting on a northbound red, that would give cushion to the northbound out of the right-in. So, it wouldn't just be cars jetting out from the northbound right-out because you have a sequence where the northbound light would be red and it would allow egress from that side.

CHAIRMAN ENNES: The light to the north of the proposed --

COMMISSIONER CHERWIN: Yes.

CHAIRMAN ENNES: Right, I understand, but that's --

COMMISSIONER CHERWIN: Yes, I know. I think there are some, the traffic flows somewhat to allow some access is my thought.

CHAIRMAN ENNES: Okay, thank you. Thank you, Mr. Millan. I would like to open the public portion of the meeting. Sorry, it's taken long, but this is an important issue to us. Can I see again a show of hands of people who would like to come forward? Would you, let's start with the gentleman in the back, come forward. Please state your name and spell it for the court reporter.

QUESTIONS FROM AUDIENCE

MR. DILIBERTO: Hi, my name is Tony Diliberto, last name D-i-l-i-b-e-r-t-o. I live at 819 Pine, so my driveway faces the south driveway of that east lot. So, the driveway all the way on the east lot. My neighbors right next door, we have driveways that are together.

When there is church and people park on Pine, that's not, I mean that's really a one-way street now. We actually have to pull our car into driveways or like halfway in driveways to be able to let traffic come back and forth. So, really, I was suggesting when we met with them, Pine should be a one-way street at that point. I mean, because if there's people parked on Pine, we can't get through anyways. Okay, especially when you get farther south on the street and people park on both sides of the street, now you only can let one car through on the street because on this southern part of Pine, they can park on both sides of the street.

Also, when there's school, people park on the street and don't let us get through. Even when they let out of school, they actually stop traffic and we can't get into our driveway at all which is a problem.

CHAIRMAN ENNES: So, Tom, really the question, services --

MR. DILIBERTO: Tony.

CHAIRMAN ENNES: I'm sorry. So, services are Saturday afternoon and --

MR. DILIBERTO: Well, Saturday, 5:00 o'clock mass on Saturday is not that bad. But Sunday masses in the morning, there are people parking all the time.

CHAIRMAN ENNES: So, you're saying you want that street to be one way seven days a week, 365 days --

MR. DILIBERTO: It wouldn't bother me. I grew up in the city, I couldn't care less if it's one-way or not because that's what I grew up in. But it would be safer for traffic, especially when people are parking on Pine because that street is not a two-way street at that point. It can hold two cars, 2.5 cars really, so that's about it. Also, our street --

CHAIRMAN ENNES: People are parking on both sides of the street?

MR. DILIBERTO: Even on one side, when you park on one side of the

street, because across the street there's no parking in front of the house, someone parks right on my street, it's hard to get two cars passed it.

Then also, our street because of all the traffic, there's probably in front of my house a six-inch divot about 12 feet long across the street, along the street. Our street is just getting pounded by all the traffic. There's way too much traffic, the street is not getting worked on, and it just doesn't look right. So, you know, I mean, and also another thing I had was how much landscaping are you going to put up? Because now we're looking at, our property values are going down because I'm looking at Arlington Heights Road. Are they putting more landscaping up along Pine so I don't have to see a road that I didn't see before?

CHAIRMAN ENNES: You saw the drawings, right?

MR. DILIBERTO: What's that? Saw the drawing? Yes, but there's not as much landscaping that's going on Pine as they're putting up on the south side of their property. So, that's all I have.

CHAIRMAN ENNES: Thank you. Next person please.

MR. SLOWINSKE: Hello, my name is Mike Slowinske, S-l-o-w-i-n-s-k-e. I live at 815 North Pine, so again I'm facing the parking lot, I'm at the southern driveway adjoining the lot.

First of all, I just want to echo what my neighbor said. Traffic is very difficult, especially because the street is narrow where we are. Sunday morning traffic is heavy, it's hard to get in and out.

I also have another new concern. There wasn't much in the plan detailing the demolition, so I'm not sure if this was in another report. But it's an old building, I was worried about asbestos dust and if there has already been asbestos remediation or if that is part of it. Thank you.

CHAIRMAN ENNES: Thank you. The next person please?

MRS. SLOWINSKE: Hi, my name is Amy Slowinske, S-l-o-w-i-n-s-k-e. I also live at 815 North Pine Avenue. So, my driveway faces the southern entrance/exit to the parking lot.

I just want to reiterate what my neighbor was saying, Tony, about pickup in the afternoon, it's really, really difficult when everybody is parked going southbound on Pine and I'm trying to go north. Two cars cannot, there can't be two-way traffic and cars parked there. When the initial construction happened with the school across the street, we were all told that there will be no parent drop-off/pickup on Pine, that would only be school buses. That really hasn't happened, it's loaded with cars.

I get it, people live on that side of Arlington Heights Road. They want the kids to walk over and take them home, I understand that. But it makes it really difficult for the people who live on the street, when I'm trying to get home in time and they're letting everybody out of the parking lot. There is somebody who physically stops traffic on the street. After the buses go, I get that, they need to be at a place to pick up other students in different schools. But to let parents go, you know, I don't understand.

I pick up my kids from Olive, I go through the parking lot. I have to yield to all the traffic on Olive. I pick up my kids at Thomas. If I'm in the parking lot, I have to yield to all the traffic on Thomas. I don't know why traffic is being stopped and I can't get to my house. This is a through street.

CHAIRMAN ENNES: You're saying people stop in the middle of the street

to pick up their child?

MRS. SLOWINSKE: There's a staff member from the school who gets in the middle of the street and stops traffic on Pine if you're going southbound. So, everybody out of the parking lot, and then everybody is parked along the street to go through, but for the people who are already continuing to go through go through.

MR. SLOWINSKE: It takes 10 minutes. I have a video of it if you want to see it.

MRS. SLOWINSKE: It can be very frustrating at times.

CHAIRMAN ENNES: Thank you.

MRS. SLOWINSKE: So, thank you.

CHAIRMAN ENNES: Is there anyone else? Please come forward.

MR. BALIS: Hi, my name is Ron Balis. I actually live on 813 North Pine. I'm also a parishioner. You know, this project, we're totally in favor of it. You know, Father Matt has done a wonderful job, I think, doing this vision. The church, you know, has I think been a pretty good neighbor. But I feel, living on Pine since 2004 that, you know, the Pine neighbors have been equally good if not more understanding everything that, you know, the church has undertaken, the school, different ministries and all that.

I know when we built the west side school, the church bent over backwards for the residents on Evergreen. Literally, Evergreen and Pine are the same, it's a very narrow street, too. So, I understood some of the concerns, and I attended most of those meetings. It was ridiculous, some of the requests that were given and that the church actually had to act on, designing like a, you know, something that no one has ever even heard of just to acquiesce to every single need. I mean you had neighbors coming in and demanding what type and color fences needed to be put in and where they needed to put their trash.

None of the Pine neighbors, again, ever stood in the way. We actually had to go to battle to get them to actually put in the appropriate amount of landscaping or easement between the parking lot and the street. This was after five years, you know, the previous pastor had promised us and he was going to renege on that promise. So, we actually had to come here and get, you know, the parish to do what they promised that they were going to do five years afterwards.

There is a lot of traffic on Pine, and for everything that these neighbors have had to put up with for a lot of years. I've only been a part of that community since 2004. I would just hate for, you know, I understand, I don't want necessarily the project to be deterred.

You know, the continuance is an interesting issue. They've known about, I'm curious why they didn't submit, you know, the plans to the Village sooner so they can have more time to review it. Perhaps there's reasons for it, but I would hate for, again, for you guys to make a decision about all these important issues especially to the residents on Pine without having all the information, you know, to make a fully informed decision. Again, the parking and the traffic is just something that really needs to be considered and addressed in this project, and I encourage all of you guys to really weigh all those decisions and do right by the residents of Pine who again have been good neighbors, and I think Father Bill would agree. That's all I have to say.

CHAIRMAN ENNES: Thank you.

MR. SAELENS: My name is Frank Saelens, S-a-e-l-e-n-s. I live at 807

North Arlington Heights Road. It's the second oldest house in Arlington Heights.

I am here to ask that you keep it a neighborhood, that you do not allow those two houses to be destroyed next to me. At this point, I am trying to sell my house. The realtors have come to me and said if there is a parking lot or a ditch next to my house, it will cause my house to sell, it would devalue between seven and 11 percent. That's a lot of money for me.

In the past, the church has come to me and asked me to sell my property to them. I have offered my property to them, they have declined to accept. At one time, that property was going to be a parking lot, a continued parking lot along with the house behind me. I'm not sure if they still own that property or not, but it would be a very difficult situation for me if you do allow that to happen.

Also, my understanding is they will put construction trailers next to my property. During the construction, they'll be staging most of it right next to my property, which again the realtors will carry through at least 12 to 18 months before I'll be able to sell my house. It's just too much of a burden on me to allow this happen at this point.

They have also said that because of the ditch or the retaining basin, it might actually come over and flood into my yard, so that there would have to be some kind of understanding of engineering to understand your study to make sure that my house does not flood because of that situation there.

So, I'm asking you guys to not allow those houses to be destroyed. We need low income homes in Arlington Heights. Those are good homes for people to come into starter homes. I've offered the church to buy those homes, I would rehab them and sell them to keep the value of my property up and to keep the neighborhood in tact. Thank you.

CHAIRMAN ENNES: Thank you, Frank. Next please. Is there anybody else? Okay, we're going to close the public portion of this hearing and I'm going to go back to the Commissioners for final deliberation. Do you want to start?

COMMISSIONER CHERWIN: Sure. Just to follow on Mr. Saelens' point on the stormwater, Sam, Staff reviewed engineering and stormwater pertaining to the release and all that stuff. Are you satisfied with the engineering plans?

MR. HUBBARD: Yes, they've provided preliminary detention calculations, and we're confident that it's going to comply with all of the stormwater regulations.

COMMISSIONER CHERWIN: Okay, and you know, I appreciate the comments, you know, from the neighbors. Has there been any discussion about the landscaping along the southern part of the property to give some additional screening to the west from the homes facing what are now currently houses but will be torn down and part of this? Has there been any discussion about maybe just some modest additional screening?

MR. HUBBARD: Yes. I believe we did ask for the additional plantings along the entire detention basin. Our focus was mostly to the south, but we do see that, you know, they've provided a substantial screen to the west as well. So, there are plantings there.

COMMISSIONER CHERWIN: Then, additionally, there was some talk about the current circulation, sort of the school day circulation along Pine. Now, I understand given the operations, that's going to go away, correct? Because that school, that's not going to be the same operation at this point.

MR. HUBBARD: My understanding is the existing school buildings to be demolished is not used for school. If the church wants to correct me, they can. My guess is that

it's just in relation to what's going on on the west campus.

COMMISSIONER CHERWIN: On the west campus.

MR. HUBBARD: It's the same --

COMMISSIONER CHERWIN: Okay. So, you know, as I consider the light issue, too, you know, as I look at the totality here and a few of the items, I think that the Petitioner, there's a handful of very important, as you look at the cost benefit analysis here of moving that light, I think it is nice to have on that light lining up for a number of reasons. However, I think, currently, they do not have any access to Arlington Heights, so the right-in/right-out would be a bit of an enhancement. I think if we were to ask them to move it, and I don't know whether you'd have a cost burden, but I do believe there are safety issues with the circulation of the parking lot as was demonstrated. I think you have issues with the proximity of the structure and also movement of the handicap spaces, and the pedestrians traversing the parking lot. In my opinion, I have enough information, you know, I feel like if IDOT is good with the right-in/right-out, I have enough information here that I'm comfortable with them keeping the plan the way it is and not aligning the light. That's the one issue.

I guess the other issue I have is, if you can clarify for me, and I know Commissioner Dawson brought this up and I apologize if I didn't catch all of it as I was making notes, but on number 11, the condition that we talked about, the costs, are you saying that, so when we have developments like, you say it's North Point or, you know, Lowe's or somewhere like this where we have lights feeding in, that those are taken on by those parties, those are not managed by the Village?

MR. HUBBARD: Generally speaking, yes, there are some instances where private benefit signals haven't been assigned to the parties. But where we have been able to get that, yes, on North Point, South Point.

COMMISSIONER CHERWIN: But it's not universal, this is not the sole outlier that we're talking about?

MR. HUBBARD: Right, this wouldn't be. Right, there are some others.

COMMISSIONER CHERWIN: So, in my opinion, you know, that's kind of water under the bridge at this point. I think that's an issue that's already been addressed by IDOT. I personally would not put that burden on St. James Parish at this time and essentially give them another bunny ear.

I guess the third issue I have is, you know, number nine. I don't know that it's practical to require them to potentially seek alternative off-site locations. I think, you know, the parking we have here as I look at it, we are adding additional spaces. I do think it should be looked at on Pine in terms of, if there's a temporary, you know, one-way, I mean I'm looking at peak load here of several hours a week. To make drastic changes that we think based on the peak load of several hours a week, you know, I see this more that we're going to use force around certain parts, you know, on Saturday morning, very congested along different churches that are in residential neighborhoods, very congested during those peak load times.

You know, I appreciate that, but I don't know that I want to see more asphalt than we're already adding to this site and potentially taking away some of this green space to the south. You know, I feel like there is a, I guess you could say a cost benefit again here on the street parking. If there's a way to mitigate that on Pine, I think we should take those actions. But I wouldn't necessarily put that requirement in.

So, in my opinion, you know, I think conditions one, 11, and also nine

would be conditions that I wouldn't require to approve this.

CHAIRMAN ENNES: Sam, just to clarify a point. Petitioner's architect indicated that they have preliminary approval from IDOT. They do not have approval from IDOT for the final draft of this plan, right, other than the right-in/right-out?

MR. HUBBARD: Correct. The concept of --

CHAIRMAN ENNES: So, IDOT has not approved this location of the drive aisle the way it is.

MR. HUBBARD: Right. Correct.

COMMISSIONER CHERWIN: I'm sorry, my understanding is IDOT is on board with the right-in/right-out, is that right?

CHAIRMAN ENNES: Not the location though.

COMMISSIONER CHERWIN: No. I think the location is, as it is in this plan --

MR. HUBBARD: On a conceptual basis, the right-in/right-out as shown in the plan has been presented to IDOT and they are amenable to that. The Village has not been a part of those conversations, so we don't know to what extent, you know, this alignment option was presented to IDOT.

CCC. Mr. Hichens, could you come up and qualify what your statement was regarding IDOT's tentative approval?

MR. HICHENS: Yes, sir. So, the plan that you see or an earlier version, but it had the right-in/right-out at the same location, was delivered and presented to IDOT. The folks there did a preliminary review of that plan and they authored a letter that was sent out having no exceptions to the right-in and right-out as in its current location. Now, that's just part of their preliminary review process.

CHAIRMAN ENNES: So, but that isn't the final though, right?

MR. HUBBARD: Correct. They still need actual, apply for a permit to IDOT to do that.

CHAIRMAN ENNES: Okay, I don't know if that changed, Jay, anything?

COMMISSIONER CHERWIN: It does not.

CHAIRMAN ENNES: Any other Commissioners have comments?

COMMISSIONER JENSEN: I think we need to get a little clarification from the church because, since it's the archdiocese that owns the property, and we don't know whether they're willing to accept the ownership and the cost related to the light, there is almost a suggestion that this project might not go forward if that cost were shifted to the church. I'd really like to have somebody explain or restate that so I understand either the process you have to go through to get a determination of that or where it leads the project. Does it actually cause the project to be delayed or not done at all?

CHAIRMAN ENNES: If you would please give us your name and spell it? And I would like to swear you in.

MS. COATH: Sure.

(Witness sworn.)

CHAIRMAN ENNES: Thank you. The name and please spell it.

MS. COATH: Celine, C-e-l-i-n-e, last name is Coath, C-o-a-t-h. I'm the construction manager with the facilities and construction department of the archdiocese of Chicago.

In regards to the light, again we had some preliminary conversation with the legal department, so I'm not a lawyer, I'm an architect. In the 352 parishes that we own, we have never owned a traffic light. This would be a problem.

As far as potentially sharing cost and maintenance, we haven't had those conversations and could certainly have those conversations. But I believe that the light would be a liability to the archdiocese.

CHAIRMAN ENNES: I don't think the Village is asking you to own it but rather to pay for the operation and maintenance of it.

MS. COATH: That would need to be, a letter would need to be drafted, we'd have to work out the agreement. We haven't had time to even discuss that.

COMMISSIONER JENSEN: I'm asking Sam now, is there any situation where the Village pays for a traffic light that is really for private benefit only? So, is this the only situation that exists in Arlington Heights where that's the case?

MR. HUBBARD: No, I believe there are other cases where the Village does pay for what we consider private benefit signals. I think negotiations happened on those and ultimately the Village wanted it but it wasn't established.

COMMISSIONER JENSEN: That certainly complicates things a bit.

COMMISSIONER CHERWIN: Could I just follow up with that real quick? When we talk about private, you know, I mean this is, there is a benefit to the public in this, right? Because you're controlling traffic, you know, for instance, if there were no signal, you'd have cars coming out northbound, southbound or whatever. I mean does the Village really consider this exclusive private? I mean there is a true public benefit to having this there whether you're going to church or not. I mean how do we, I guess how do we analyze this as private as opposed to public? What's the tipping point on that?

MR. HUBBARD: I think the Village views this as a signal that would not be necessary if it wasn't for the church there.

COMMISSIONER CHERWIN: Correct. Okay, so, and I guess going back to Lynn's point, it seems to me that there are, if this isn't a sole outlier and we have a mix of those and this has been in existence, I just think it's hard to now in retrospect go back, and the church has been there for a very long time before the signal was there. You know, it's not a new development coming in to where it would generate a new need. So, I guess that's how I'm looking at it. I understand your point there, I guess I'm just thinking in terms of sequencing, you know, a new traffic demand for new construction.

COMMISSIONER DAWSON: I have a question along the lines of the light. There was a mention that new lights, if we were to align, if we were to go with the Village's recommendation of moving the in and out on Arlington Heights Road, that that light would have to be replaced? Did I hear that correctly, and that it would cost \$250,000? What is the current condition of these lights? Are they older? There was also mention of electrical wires or something that made me wonder, oh, are these old lights that have to be replaced anyway?

MR. HUBBARD: I believe they were installed in 2007 when the project was originally approved. I don't know that they meet current IDOT standards but, you know, they're functional. Their lifespan I couldn't comment on.

COMMISSIONER DAWSON: I mean I guess I don't know how frequently lights need to be replaced in the Village of Arlington Heights. I guess where I'm going along those lines is when I was asking my first line of questioning, I was thinking what could possibly

the electrical cost be and why are we arguing over this. But mention was made of \$250,000 to replace those lights. I'm a taxpayer in this Village and I don't use those lights to my benefit at all, and I said to myself, wait a second, I'm going to pay \$250,000 if those lights have to be replaced? I have to believe that there would be other taxpayers in this Village that would have that, it's a significant cost all of a sudden. I understand that you are not for profit, but boy, it never occurred to me as a citizen of this Village that I was going to have to pay \$250,000 for lights that, I disagree, I don't think they have any benefit.

So, I don't know that I can make a decision on the light point. I feel like I can make more of a decision of a continuance on the in and out. But I don't think I can make a recommendation to the Board either way if I don't know what we're talking about here. I don't know what dollars we're talking about, I don't know what the arrangement is.

So, I'm not saying I would make the parish pay for the whole thing. I'm not saying that I would make the Village pay for the whole thing. What I'm saying is I don't have enough information right now to make any type of recommendation to the Board as to whether or not the Village maintain that cost or we should be talking to the parish about picking up the cost because we don't have any of that information. So, that was a big number to me, that was kind of a shocker.

So, I'd want to know what the current condition of the lights is and what is the charge, what is the cost, and what kind of relationship would we be talking about with some sort of shared scenario for those costs before I could make any decision on number 11. I think if the lights have a 30-year lifespan, I'm going to be less concerned, and we're only talking about electrical. But if you're telling me that the lights are going to be replaced in the next five years, we're on a budget crunch right now, that's a concern to the Village I think.

That's it for me on the lights. I have other questions. Anyone else wants to jump on the lights or can I ask other questions?

COMMISSIONER LORENZINI: Just a quick comment on the lights. The \$200,000 cost, I think that includes relocating them with new cable and just to replace it where it's at, I don't think it's going to be --

COMMISSIONER DAWSON: But that's what I don't know, right. So, it's hard for me.

COMMISSIONER CHERWIN: I just don't know where you're drawing the line. I mean there's so many lights in the Village. You could allocate, you know, what's really a benefit to the public, what's the benefit to the private? You know, I feel like then you're going to be opening the door to almost, you know, many of the light systems out there in terms of who allocates the cost, who uses and who doesn't. I would say that I use that light even though I'm never going to St. James because, you know, I'm able to, you know, essentially drive safer through that intersection. I think the same could be said through just about any other light system, and I think it's hard to, I think once we open that door to that, we've got to go back to just about everybody in the Village to evaluate the lights.

COMMISSIONER JENSEN: Well, since the decision had been made in 1990, the Village's decision to go ahead and pick up the cost of the maintenance, you know, I could understand that. But you made it in 2007 which I have no understanding exactly why, there's a bit of time here in the decision, well, maybe we ought to shift that cost back. Why wasn't that a consideration in 2007? This is more rhetorical, I don't think you can answer that, Sam, but this seems like it's quite current. I don't know if that's going to be a new policy that's

going to be going forward that you're going to use to assess the lights that are primarily for the benefit of one group.

MR. HUBBARD: I can partially answer that. From what I've been told, the Village was not included as part of the conversations with IDOT in 2007 when the original permit was applied for for this. So, when IDOT received that permit, reviewed it and gave their ruling which required the Village to maintain it, I don't know if we were really involved in that process. So, that may be why it was never fully addressed in 2007.

COMMISSIONER DAWSON: So, we never had the opportunity potentially to have this negotiation, okay.

COMMISSIONER JENSEN: That makes sense. Now, from the archdiocese's point of view, you said no other parish has this problem. You've got 352 or whatever, why is it a problem? I mean this is Arlington Heights. If Arlington Heights, you know, I'm not sure why that's, you know, why does that pose a problem for the archdiocese? A business decision has to be made by the Village and a decision has to be made by the parish as to whether to go ahead with this project. So, why do you see that as a problem?

MS. COATH: I'm really not in a position to answer that. Like I said, I'm an architect. I work for the facilities and construction, I'm not a lawyer. What I understand is that, what I mentioned earlier is the light fixture, we would not want to own it, you know. It's not on our property, we wouldn't want to have the liability of a light fixture.

COMMISSIONER JENSEN: So, if the Village took the light down, you wouldn't care actually?

MS. COATH: I did not say that. I don't think I said that.

COMMISSIONER JENSEN: I'm trying to understand whether you're interested in this.

MS. COATH: Like I said, that's not my decision to make. That is something that the parish would have to enter into conversations with the legal department. But their initial response was that we do not want to own it. We could potentially have conversations on maintenance, but that has not happened at this point.

COMMISSIONER JENSEN: Okay, thank you. Well, I was originally leaning against a continuance, but there has been so much discussion here even in just the last half hour. I don't see how we could actually go ahead and make some of the decisions about these things tonight. There's too many loose ends that need to be answered in conversations between the parish and archdiocese and the Village and others. So, I'm more in favor of a continuance than I was when we started here.

COMMISSIONER DAWSON: To that end, and not to constantly sound like I'm going back and forth, but I wonder if this is really an appropriate decision for this Commission to make in the first place, and whether or not, I don't know that I need to continue it. I just feel that I can't make that recommendation, and that this is something, whether or not this is a cost for the Village is a Village Board determination. It doesn't fall within our purview here. So, I would rather remove this condition and let Staff introduce that condition at the Village Board hearing because I just can't make a decision on that. So, I just want to clarify kind of my pennies on that issue.

But if we can move off the lights, I do have --

COMMISSIONER GREEN: No, I want to stay on the lights for just a minute. My feeling on this is the logic behind a single user and who is going to maintain that

light, I don't agree with you, Sue, this is a decision we could make. If the Board does not agree with it, they could pull it out and they can change it. So, just based on what's here and the logic behind it, I can leave number 11 in there. If the Board doesn't agree with that, they can take it out because that's what they do. So, that's my feeling on lights.

COMMISSIONER DAWSON: Okay, can I ask about the Pine? I have to say I'm probably more concerned about what I'm hearing from the residents of Pine than the light issue. I used to live in this area but not this close, I lived on Haddow, the 900 block of Haddow which is blocks away, and we had parking all the way up to Haddow. So, I'm familiar though I did not feel the pain that you feel with the parking overflow in the area. But I also, going through the whole Windsor, not to bring that up, parking situation, we have that problem at Windsor School with the drop-off on Windsor Avenue and how that's created a burden on the residents. Not as tight, it doesn't appear to be as tight a street, but we did try to do a temporary one-way and it's a disaster because no one reads the sign. It's more of a hazard and it's been corrected now with the addition, but it was more of a hazard when we put that in place than without it.

To that though, to ask you, Sam, is this street narrower than most streets in Arlington Heights?

MR. HUBBARD: I think it's a typical street width for this, you know, area. It's about 24 feet in width approximately, so when there's a car parked on one side which is approximately about seven feet in width, you're left with about 17 feet for a two-way traffic which is suitable but it's tight. So, if cars aren't parked real close to the curb and drivers aren't comfortable driving close to the car that's parked on the side of the street, then there could be challenges driving by it. But it is viable, but the Village would not permit parking on the street if it rendered it impassable.

COMMISSIONER WARSKOW: Is there parking allowed only on one side of the street? Because I heard discussion --

MR. HUBBARD: Correct.

COMMISSIONER DAWSON: But it didn't say that it continues.

COMMISSIONER WARSKOW: Okay, but they're saying people coming to mass are parking on both sides of the street, one side illegally?

AUDIENCE MEMBER: If you're south on Marshall, you can park on both sides of the street. If you're north on Marshall, you can park on one side.

COMMISSIONER DAWSON: But it seems like it needs, the one side of the street parking needs to continue down because, you know, I live in the old area of town, we have narrow streets where I'm at. I'm thinking, you know, we're in Frontier Days land, so when there's parking on both sides of the street, you couldn't exist with a two-way street, you just couldn't. But during Frontier Days we change that direction, we change it to only one-way to accommodate parking. But on regular days, there's parking on only one side of the street, and yet when I pass it's tight, especially if you're driving big SUVs and such but it's doable.

It sounds to me like the real problem is the one-way doesn't continue far enough down and it needs to continue down farther. Then there needs to be some policing both by the church in reminding their parishioners but also the Police Department in making sure that there is no two-sided parking. That's not a condition, that's more of a condition that I would be concerned about seeing here and feel that that's much more of our purview than the light issue. So, has Staff talked about that at all, continuing down the one side of the street parking?

MR. HUBBARD: I'm not sure that I follow your thinking that it should be continued down.

COMMISSIONER DAWSON: Well, they said that south of Marshall you can park on both sides.

MR. HUBBARD: Right.

COMMISSIONER DAWSON: What they're saying, and I hear them because you said there's 40 spots right here, so it seems like the Village is assuming that parishioners are going to park south of Marshall. What they're saying is, and I agree with them, if the size of their street is the same size as my street which it sounds like it is, you can't have parking on both sides and get through. So, I think the Village should consider making it, and it's very common all over Arlington Heights, that you can only park on one side of the street.

To continue that below Marshall I think would alleviate a lot of the problem, not all of it but a lot of that problem. I would ask the Village, I would make that as part of, conditional kind of on my vote, I would like to see that happen.

MR. HUBBARD: Yes, I see what you're saying, the point that you're making. Yes, the Village has talked that, you know, we'll have to evaluate if additional parking restrictions are needed as a result of this project. For example, parking is allowed on both sides of Frederick Street up here. Now, Frederick Street is about 27 feet wide, so if you have cars parked on both sides of Frederick Street and then you have people, you know, coming in from Arlington Heights Road, it's going to be problematic. So, yes, we have discussed that during this process, there likely will need to be additional restrictions on parking.

COMMISSIONER CHERWIN: Commissioner Dawson, I agree with you wholeheartedly. I wasn't as specific as Commissioner Dawson was, but kind of when I was talking about item nine, that's kind of what I had in mind. I wasn't thinking that something like that is a viable, I don't know how viable requiring off-site parking would be quite frankly, so I wouldn't make that a condition. But I think what Commissioner Dawson is saying is exactly what the Staff and the parish should consider when we think about item nine. I think that's the most, you know, practical type of approach.

COMMISSIONER DAWSON: I promise I'll stop talking, I only have one other comment which was on the school pickup. Mention was made that in the meeting, the original meeting, that it was promised, and I was at that Board meeting, when you said that, it occurred to me it was promised at that meeting that there would not be school pickup on that street, I believe. Does anyone else recall that? There would not be school pickup on that street?

COMMISSIONER GREEN: I seem to recall that as well, that there was not going to be any student parking on the --

COMMISSIONER DAWSON: Right, that was a concern that we had at that time.

COMMISSIONER GREEN: Yes, I actually remember that.

COMMISSIONER DAWSON: So, that's incredibly disturbing to me to hear that that's going on. If that was, I remember having a significant conversation about that now that that's been brought up. So, I think that the parish needs to address that. We need to go back perhaps in the minutes, perhaps I'm recalling incorrectly, luckily we have someone recording every word that is being said. But if that was a significant part of the Plan Commission meeting and part of our recommendation to go forward, then I have to say this needs to be

changed and addressed. Certainly no one in that school should be standing and blocking traffic to that road. That's not within your right to do so, as a private citizen, to stand in the road and block traffic.

MR. HUBBARD: If I could jump in here, I'm looking at the ordinance from 2007. There was a condition of approval that says all parent pickup and drop-off operations shall occur on site and on the west side of campus.

COMMISSIONER DAWSON: Great.

(Applause.)

CHAIRMAN ENNES: We'll have no clapping here.

COMMISSIONER DAWSON: Right. So, that needs to come to an end. But to that point, residents, you didn't call the Village, did you? Don't answer because you can't answer but, you know, residents need to be --

MR. HUBBARD: It sounds like an enforcement issue.

COMMISSIONER DAWSON: It sounds like an enforcement issue, but if the residents aren't communicating to the Village that these things are going on, the Village can't do anything about it. So, you know, just be reminded that it's also your obligation to call and tell people what's going on. That's it, I'll stop talking.

COMMISSIONER LORENZINI: I've got a question for Mr. Millan please. Could you put the site plan back up, Sam? Okay, so looking at this exhibit, so right now, everybody that parks in the parking lot has no access to Arlington Heights Road directly, correct?

MR. MILLAN: Under existing conditions, correct.

COMMISSIONER LORENZINI: Now, under this plan, the new plan, you will have an exit onto Arlington Heights Road but you will also have more parking. So, my question is on this new plan and with this new exit, are you going to have more, less, or equal traffic on Pine Street?

MR. MILLAN: Excuse me. Taking into account that, yes, I mean there's going to be additional parking, 49 or 50 additional parking spaces, you would immediately think there's going to be more because now I have more parking spaces. But by the same token, you're providing an additional access that they don't have today. So, in the end, it becomes "a wash." Is it going to be five or 10 more? It could be. Is it going to be five or 10 less? Yes. So, that's what I'm saying that it's going to be more of a wash.

COMMISSIONER LORENZINI: So, as a traffic engineer, your professional opinion is this is going to be a wash.

MR. MILLAN: Correct.

COMMISSIONER LORENZINI: I heard that a lot of the residents are saying on Pine Street that you have a traffic problem, I'm not arguing with that. But with this project, we're here to discuss this project and it doesn't seem like this project is going to make a difference to the traffic on Pine Street, although we do recognize there are problems there. That's all I have.

COMMISSIONER WARSKOW: It could have alleviated a traffic problem though. If the light worked out, then you would have people making southbound exit off of the property onto Arlington Heights Road, so it could have alleviated some of the traffic situation on there.

MR. MILLAN: Some, some, because of what I said. But I think it's going to attract then some of the people to actually use Pine Street, Frederick and Pine just to use the

signal. So, it's a balanced act. You're right, it would alleviate some, but it would increase traffic in some areas.

COMMISSIONER LORENZINI: One other question I had regarding the gentleman's concern about living next to the detention pond. I ask this question probably for one of our lawyers, we've got three on the board, distinguished ones I might add. Is there any way to determine or is there any liability to the church if this detention pond does cause flooding in the gentleman's basement? Is there any way that could be answered?

COMMISSIONER DAWSON: How would that be proved, that the detention pond would be causing flooding? How could we prove --

COMMISSIONER LORENZINI: That's what his concern was.

COMMISSIONER WARSKOW: That it didn't handle the water from the property itself, but that's difficult to determine because the water could be coming from off of --

COMMISSIONER DAWSON: Right. I don't know how.

COMMISSIONER SIGALOS: Right now, didn't we hear earlier that the water is sheeting off of the parking area there now onto --

COMMISSIONER LORENZINI: Right, but now this could cause a potential concentration of water right next to the property as opposed --

COMMISSIONER DAWSON: Because there's additional, we're losing green space is what you're saying, correct, is what you're referencing?

COMMISSIONER SIGALOS: No, we're not really losing green space.

COMMISSIONER WARSKOW: It's just concentrating that water risk on one or two property owners as opposed to everybody on the block because it's going out onto the street.

COMMISSIONER CHERWIN: Joe, I would say, I mean regardless of a legal opinion on that, I don't know that it's, I mean the only thing we have to look at, at this point, is are they looking for a variance from the ordinance and, you know, that was my question to Sam was that the engineering is there and that they're following the standards for stormwater retention and release. You know, I don't know personally that we can look much past that issue in terms of potential future liability. I just, I don't think that's within our scope.

COMMISSIONER LORENZINI: The other concern, about the asbestos removal. I don't know if asbestos has been removed or not from that school but I'm pretty positive that if there is asbestos, it has to be removed. It would depend on the required, you know, EPA and OSHA requirements, so you shouldn't have to worry about that. That's all I have.

COMMISSIONER DROST: Okay, the other point --

COMMISSIONER SIGALOS: The only thing I was going to add -- go ahead, George.

COMMISSIONER DROST: On Mr. Saelens, is that if there is any way to mitigate some of the nakedness of that property, the experiences we have had here, there's a good example with Lutheran Life communities where they created a parking lot and they were able to satisfy the adjoining residences with berming and with some heavier screening. I don't know if you've had any fallout from that at all as far as any complaints after that parking lot was put in. So, I'm sympathetic both with the detention and with the, you know, the openness of that site for the neighbor that would probably suffer some damage, financial damage because of the demolition of the two homes.

COMMISSIONER SIGALOS: The only comment I was going to make regarding the existing school, the demolition, I heard that if this was continued, I'm not suggesting that it be continued, but I heard it will have a detrimental effect to your overall schedule by pushing this to a January meeting. Given the age of that school, I'm assuming there's a lot of asbestos in that building. Has that been tested? Has there been an asbestos report?

MS. COATH: Again, you know, because I'm in the facilities and construction, we take that very, you know, seriously. We do, we will have the school tested and abated properly per the regulations.

COMMISSIONER SIGALOS: You haven't done that yet?

MS. COATH: We have a report. We have some asbestos. It will be abated but we don't have a, you know, a contract yet to do that. But we're in the process of determining that, the extent of it.

COMMISSIONER SIGALOS: I can just tell you as a general contractor, that takes some time to do that as far as getting permits from the Cook County for the abatement --

MS. COATH: Yes, and --

COMMISSIONER SIGALOS: -- and then getting your clearance test afterwards and so on. So, the idea that you may be wanting to demo this building in January or February I think I heard, I don't think it's realistic.

MS. COATH: I think if we had our bids out, I mean we deal with an asbestos contractor on a regular basis, I can turn around a project within four weeks, get three contractors, three bids, and get all, you know, we have to do the 10-day notification, and we do all that per the regulations. It has not been a problem. I do most of the parishes in the archdiocese, so we do have a pretty efficient process in how to do that, and I don't think that would affect the schedule.

COMMISSIONER SIGALOS: Okay, I just wanted to bring it up. So, you are certainly aware of it then.

MS. COATH: Yes. You know, I was a school architect, so I've removed lots of asbestos. So, thank you.

CHAIRMAN ENNES: Thank you. So, we have three issues, whether we're going to continue it.

COMMISSIONER DROST: Yes, I'd like to just pop in here.

CHAIRMAN ENNES: Okay.

COMMISSIONER DROST: Sort of my initial opening comment was that whether or not within, if we approve this particular set of conditions, that we can pass that on to the Trustees and not have to go through a redundancy here of trying to manage things that maybe we don't know enough about and really belong to the Village Board rather than to the Plan Commission. I think maybe there will be enough time between now and January to resolve many of these questions so that we don't have to go through sort of a circular process here.

CHAIRMAN ENNES: It sounds like we don't have any problem with the variances, but we have our issues with the considerations, with the conditions that Staff has put on this. Commissioner Dawson, I agree with you. I don't know that those are necessarily points that we need to address as opposed to putting those on the Board as Commissioner Drost says.

COMMISSIONER DROST: Hopefully, the Trustees will read the minutes

carefully to lessen the concerns about parking and the one-way and the asbestos remediation, any of the screening that might go on the bordering properties. So, those are multiple number of issues and I think they have been identified and they can be addressed at the Village Board of Trustees meeting.

CHAIRMAN ENNES: Right.

COMMISSIONER DAWSON: Just to clarify because, and I don't think it was intended, Sam, but there was a comment that you made about us kicking it to the Village Board, and I don't think, and I want to make sure that it's clear on the record, I don't feel anyone here is kicking this decision to the Village Board. I think that what we're saying is that we can understand the pros and cons but we rely very heavily on Staff in making these decisions anyway. So, most of my emphasis, at least for myself, would be listening to you and then listening to other people on the board that have this specific experience. I don't know that I would be able to be in a position to analyze that any better than Staff would, and the Village Board, I would feel comfortable with whatever your recommendation is being presented to the Village Board.

I think we've said many times in here we're very much in favor of moving these processes along and not cause a delay. This is a six-week delay for them, and that's significant in the construction schedule. So, if I felt that it wasn't going to, I would certainly want to revisit this myself at this level, but I want to make sure that this project proceeds forward for them. If I don't feel that I can specifically give important input on that point, I don't feel there is any need to delay them further.

COMMISSIONER DROST: No, and the project itself, there is no objection to improving that site.

COMMISSIONER DAWSON: It's a great project.

COMMISSIONER DROST: The net benefit to the community is that it's going to be a better site, it's going to be a safer site, and it will assist and be of benefit to many Arlington Heights residents that are parishioners at St. James.

COMMISSIONER DAWSON: Not only St. James because they added parking.

COMMISSIONER LORENZINI: Sam, I don't really have any problems with the conditions. Just on condition number one, since this was written, they've given you something. Does that satisfy what you're looking for in number one or are you looking for more from them?

MR. HUBBARD: No, number one involves also a meeting with IDOT. They have provided a written narrative of the various design options. Whether or not that narrative answers all the questions we have, I don't know because we haven't had a full chance to review it. They have provided a geometric layout of those options, and based on that geometric layout, they said that, you know, they don't think it's viable. We haven't had a chance to review those geometric layouts. Maybe there are alternatives that wouldn't have the same impacts to the site that they feel are detrimental that we could suggest, but we haven't had the full chance to review that. Traffic operations, they have not provided those to us.

COMMISSIONER LORENZINI: But if we approve this tonight and left this condition in there, they could always work with you between now and the Village Board meeting to work this out, right? And if you're not satisfied with it, you could always report it back to the Board.

MR. HUBBARD: Right, based on what --

COMMISSIONER LORENZINI: The thing about the traffic light cost, I'm still on the fence about that one. But other than that, I really have no problems with the way it's written.

CHAIRMAN ENNES: By then you should have, by the Village Board meeting, you should be able to provide the cost to maintain this light so at least people know that.

COMMISSIONER DAWSON: Do you feel like there's any concern from Staff that if we don't continue this at this point, that there won't be an opportunity for you to communicate with IDOT and get the concerns of the Village prior to the Board meeting?

MR. HUBBARD: Well, I don't think we would schedule that meeting at the Village Board until that's --

COMMISSIONER DAWSON: I wanted to make sure I asked that question because I don't want our --

COMMISSIONER DROST: Well, they can continue it there, too.

COMMISSIONER DAWSON: No, I understand. But I don't want it to, I wanted to make sure that I fully felt vetted that a continuance is not, or that we really don't need to continue.

CHAIRMAN ENNES: Right, that's correct. Is there a motion?

COMMISSIONER DAWSON: I can make a motion. I'm going to make a motion, my motion is going to exclude number 11 just so you know. Everyone can vote the way that they want to vote.

A motion to recommend to the Village Board of Trustees approval of PC# 17-012, Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow an addition to the church building and modifications to the east campus parking lot; Amendment to the Comprehensive Plan to change the land use classification from Single Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue; Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot; Preliminary Plat of Subdivision to consolidate all of the east campus into one lot, and the following variations:

1. A variation from Chapter 29, Section 29-307(F), to allow a double frontage lot with vehicular access from an abutting arterial street.
2. A variation from Chapter 28, Section 11.4, *Schedule of Required Parking*, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
3. A variation from Chapter 28, Section, 11.2-8, to allow a reduction in the required width of a parking row from 24 feet to 22 feet.
4. A variation from Chapter 28, Section 6.15-1.2(B) to waive the requirement for one landscape island with a shade tree at the end of a row of 20 parking stalls.

This approval shall be subject to the following conditions:

Prior to Village Board Consideration

1. The Petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the Petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.
2. The Petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
3. The Petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24-foot wide drive aisles as indicated in Exhibit 11.
4. The Petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
5. The Petitioner shall provide a new fire truck turning radius exhibit for review and approval by the Village.

General Conditions

6. Final Plat of Subdivision approval shall be required.
7. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.
8. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.
9. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).
10. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.
11. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.
12. Compliance with the Design Commission motion from October 24, 2017 shall be required.
13. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00 a.m., with the exception of Christmas Eve and Christmas services.

14. The Petitioner shall comply with all applicable federal, state, and Village codes, regulations and policies.

CHAIRMAN ENNES: Sam, would you take a roll call vote?

MR. HUBBARD: Is there a second?

CHAIRMAN ENNES: Oh, I'm sorry.

COMMISSIONER LORENZINI: I'll second.

CHAIRMAN ENNES: Any discussion?

COMMISSIONER DROST: Yes. On 11, do we modify 11 to --

COMMISSIONER DAWSON: I removed 11.

COMMISSIONER DROST: I know. But as it can stand there, instead of removing it, to put a condition in there to let the, again, the Village Board of Trustees, let there be a negotiation between the Petitioner and the Village to come to some resolution with number 11 based on data or facts that are submitted at the hearing in January.

COMMISSIONER DAWSON: My only concern is that we don't make a recommendation one way or another. We can do so in comments.

COMMISSIONER DROST: Yes, and we're leaving it open.

COMMISSIONER DAWSON: Right, that's what I'm saying. We can do so in comments, but you know --

COMMISSIONER DROST: But taking it out, you know, there's been some work done on that, but basically just keeping it as an open item and let the facts kind of control --

COMMISSIONER CHERWIN: I think with Commissioner Dawson's motion, it being out, doesn't that leave open, I mean it's still in there, it's still on the record.

COMMISSIONER DAWSON: The Village could always put it back in.

COMMISSIONER GREEN: The motion could be denied because you took it out.

CHAIRMAN ENNES: Right.

COMMISSIONER DAWSON: It certainly could be, absolutely. Let's see. I'm just trying to decide how we would modify this so that it addresses my concern. I think you would have to say that, I think it would have to be moved up. That's what, we need to move 11 up to Village Board consideration.

CHAIRMAN ENNES: Number six.

COMMISSIONER DAWSON: Have it become number six in Prior to Village Board Consideration, and instead of the recommendation that it all be borne by St. James, that we are recommending further discussions between Staff and the church regarding the issue of the expenses being borne with respect to the lighting. Does that sound appropriate?

COMMISSIONER DROST: Yes.

COMMISSIONER DAWSON: Do you understand what I'm saying, Sam?

COMMISSIONER SIGALOS: I think that's fine.

MR. HUBBARD: So, are you amending your motion?

COMMISSIONER DAWSON: **So, I would amend my motion**, I'm in agreement with Commissioner Drost, and I would amend it because that modifies my concern, that I'm not making that recommendation at this time. **So, we would make that number six under Prior to Village Board Consideration and have it simply be that there be further discussions regarding who shall bear the cost and whether or not there should be a cost**

share arrangement prior to Village Board consideration. Okay?

COMMISSIONER DROST: That's a very good, I think that works better.

MR. HUBBARD: Is there a second on the amended motion?

COMMISSIONER WARSKOW: I'll make the second.

CHAIRMAN ENNES: We have a second on the amended motion.

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Okay, roll call vote.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes, with comment.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

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: Chairman Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes, with comment.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes. Oh, with comment, sorry.

CHAIRMAN ENNES: Let's start with Mr. Sigalos this time.

COMMISSIONER WARSKOW: Cherwin.

CHAIRMAN ENNES: Sorry.

COMMISSIONER CHERWIN: It's all right. I appreciate the motion, I want to see the project move forward. My only comment would be I would have removed item one and I would have removed item 11 because I feel like the project is, you know, I think the Petitioner explained the benefit. You know, there could be an ideal state for the Village's perspective as to that alignment of the traffic light, but I think we've seen, in my opinion, there are enough cons to that where I would not make it a requirement of them. As to 11, I would say that if the Village is going to put that burden on this particular church, that it should be prepared to review most or all of the lights existing to determine who is bearing the cost burden of those lights so that it's not singling out St. James Parish for its particular use.

COMMISSIONER GREEN: I would agree with that.

COMMISSIONER CHERWIN: Thank you, Bruce.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: My comment was just to reemphasize my hope that the Village will consider creating one-way parking patterns throughout that community to alleviate the parking burdens on the residents. But other than that, I think, I really think it's a great project and I'm happy to see, I know it doesn't come across always because we're looking at the minutia, but it really is a great project and I am really glad that the church is coming

forward with increasing parking on site. I think it's going to be a beautiful building.

COMMISSIONER WARSKOW: I just have a final comment. I, too, am supportive and I feel the same way Commissioner Dawson does, that I really want to emphasize that the parking situation on Pine should be studied very deliberately so that these residents do not continue to endure what they have been for so many years.

CHAIRMAN ENNES: Thank you. You have a unanimous approval from the Plan Commission based on the aforementioned conditions. Sam, the next Board meeting?

MR. HUBBARD: It's not clear if there's going to be yet a Board meeting on the first of January which should be the next targeted meeting. So, tentatively, I would say this would be on the second meeting in January which would be January 15th I believe. But that all depends on the Petitioner providing the additional items as required.

CHAIRMAN ENNES: Okay, thank you. Good luck.

MR. HICHENS: Thank you.

MS. COATH: Thank you.

CHAIRMAN ENNES: We have nothing else on our agenda. Do we have a motion to adjourn?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: Second.

COMMISSIONER DAWSON: Do we have a meeting on the 27th?

MR. HUBBARD: We do not.

COMMISSIONER DAWSON: We don't, that's canceled, okay.

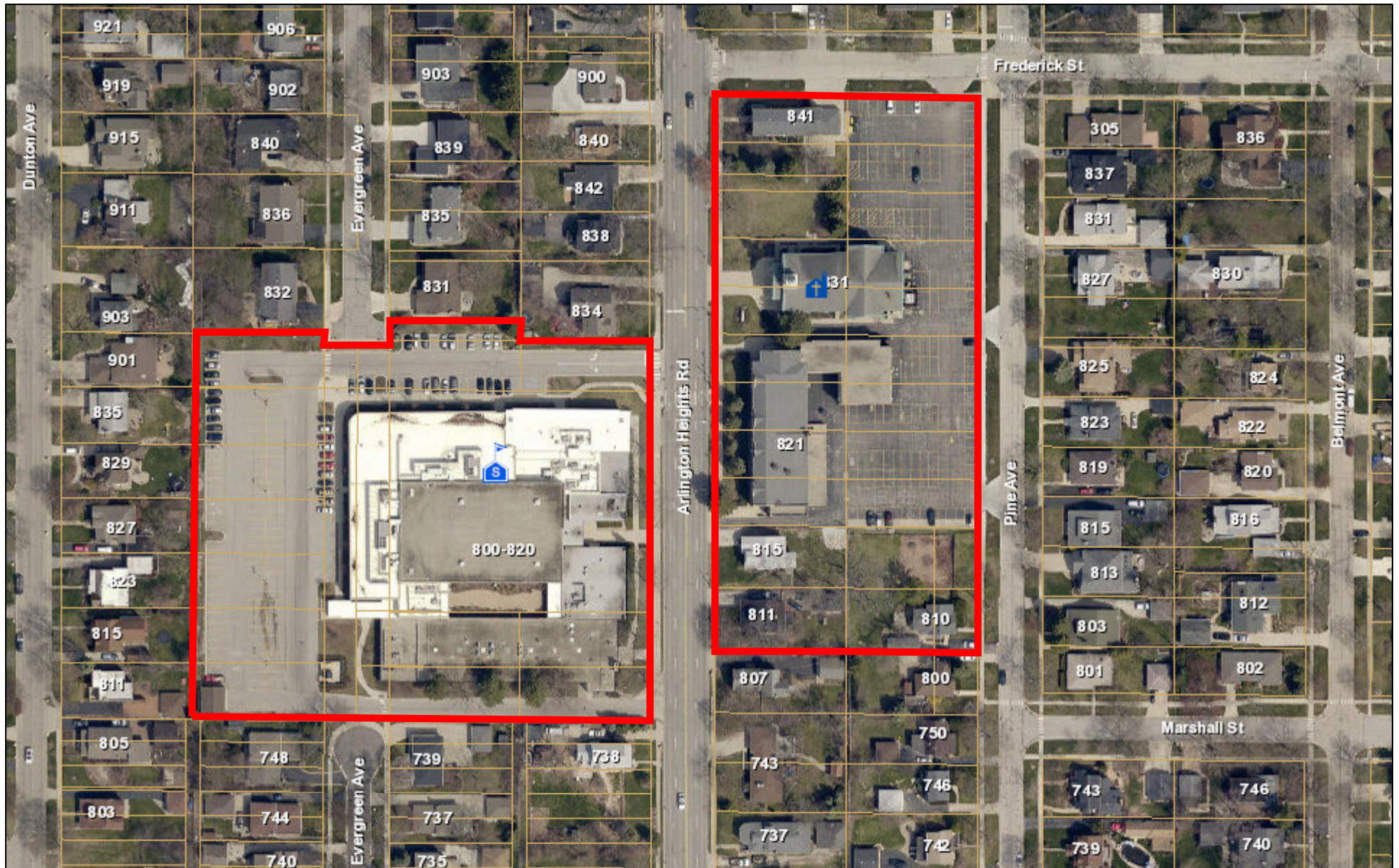
CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

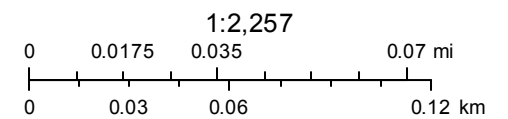
CHAIRMAN ENNES: Thank you.

(Whereupon the above-mentioned petition was concluded at 9:57 p.m.)

Aerial - St. James Parish



August 18, 2017



REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

August 23, 2017

Project Title: St. James Parish Addition
Address: 831 N. Arlington Heights Rd.
Petitioner: Matt Hichens
Principle, Newman Architecture
1730 Park Street – Suite 115
Naperville, IL 60563

Requested Action:

- Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
- Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
- Planned Unit Development to allow multiple buildings on one zoning lot.
- Plat of Subdivision to consolidate all of the east campus into one lot.

Variations Required:

- Section 11.4, to reduce the required off-street parking for the East Campus.

Attendees:

Karen Kristianson, Newman Architecture
Father Matt Foley, St. James Pastor
Debbie Bolash, St. James Facilities & Construction Manager
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The St. James Parish property (subject property), which is currently zoned R-3, One Family Dwelling District, is approximately 7.47 acres and is bisected by Arlington Heights Road. The east side of the campus, which is approximately 3.39 acres, includes the existing church building, a three-story former Elementary School building (currently vacant), and a single-family home that is used as a rectory and located at the southeast corner of Arlington Heights Road and Frederick Street. The east campus also contains a parking lot with approximately 138 off-street parking spaces that are accessible via one entrance on Frederick Street, two entrances along Pine Avenue, and a one-way drive aisle off of Arlington Heights Road.

The proposed actions, if approved, would allow the church to consolidate all of its Sunday services into the modified east campus church building. Currently, Sunday Mass is held at two times at the existing church building, and Sunday Services are also held at two times at the Bowman Center (located on the western campus). Sunday Mass occurs at 7:30am and 9:30am, and Sunday Services occur at 9:00am and 11:00am. The current church building contains a basement floor with two large meetings rooms, a small kitchen, bathrooms, and mechanical/storage rooms. The first floor of the building contains a small lobby and the main worship area. The expansion of this building would add additional areas to the basement, including more multi-purpose/meeting spaces, a larger kitchen, an adoration chapel, a youth room, and additional storage/mechanical spaces. The first floor would have a larger lobby area and an expanded worship area. Finally, an elevator would be added to make the entire building ADA compliant.

Meeting Discussion:

Ms. Kristianson began by stating that the goal of the project is to provide a larger and more accessible church space. The current church does not have enough capacity for the parish to hold all of its services, and the facility does not have accessible bathrooms or seating. The addition would fix the lack of accessibility, and allow for all church services to be held in the church itself, rather than being held in both the church and the parish center across the street. The petitioner is requesting to demolish the old school building south of the church, which would allow for the expansion of the church and the provision of additional parking. The parish has also purchased two parcels to the south of the current church site, which would be used as a green space buffer between the church and the residences to the south. The parish plans to hold a neighborhood meeting prior to any formal Village public hearing. Additionally, a traffic study is currently being conducted for the site. Issues that will still need to be discussed involve the trash enclosure, parking requirements (as there is still a deficit in code-required parking, though more spaces are being added to the site), and landscaping. Regarding landscaping, Ms. Kristianson noted that parking islands and a landscape buffer along Arlington Heights Rd. will be added.

Father Foley added that improving accessibility is of high importance to the Parish, as they have a high number of seniors in the congregation that have been unable to enter the existing church without being carried. The parish community would be grateful for an opportunity to address this issue by improving accessibility.

Mr. Hubbard gave a synopsis of the history of the St. James parish site. In 2007, the Village Board granted St. James a Special Use Permit to consolidate their school operations to the west campus, and to make substantial improvements to the west campus. The Special Use Permit also allowed for parking to be shared between the east and west campus. At the time, it was understood that the east campus would remain non-conforming while the west campus was brought up to current standards, and the east campus would be brought up to code at a later date. As the parking on the east campus is currently being modified, the 2007 Special Use Permit will have to be amended to account for this change. Additionally, in order to bring the east campus up to current code standards, a PUD approval will be required for the site, as it will have two principal buildings (the church and the rectory). A Plat of Consolidation will also be required to combine the east campus into one lot of record, to bring the site up to current one lot standards. The entire east campus is currently zoned Institutional, with the exception of the two recently acquired lots. Those two lots will need to be re-designated on the comprehensive plan as Institutional. As part of the Plan Commission process, more information is still needed regarding how the church uses both campuses, specifically anticipated Sunday worship times, how consolidation of worship services would work, and information on the types of activities that are taking place at both campuses to understand how required parking and traffic will be impacted. Staff also recommends that a neighborhood meeting be held prior to the Plan Commission meeting. Mr. Hubbard also noted that perimeter landscaping of the parking lot is not present in all areas, and reiterated that under the 2007 agreement it was decided that the east campus would be brought up to current standards when new development was proposed, and therefore Staff would like to see the east campus brought up to code with this process. The Village would be open to a phased approach to installation of the required improvements. A Design Commission review will also be required, and a variation for parking is required as well. Mr. Hubbard did note, however, that more parking is being added to the site, and that the majority of existing churches in the Village do not meet parking requirements. The parish is being asked to evaluate Sunday parking on Arlington Heights Road. Since they are adding more parking the Village wants to determine if street parking in that location is still needed. The Village will also be evaluating if the current street parking is causing accidents, per Fire Department records. Staff is generally supportive, subject to the petitioner addressing the mentioned concerns.

Commissioner Jensen asked if, after the project is completed, all church services would be taking place on the east campus, and all school and community functions will be taking place on the west campus.

Father Foley confirmed that, in general, that would be the goal.

Commissioner Jensen asked if the petitioner considered an underground vault for water detention.

Ms. Kristianson stated that there is still a vault under the parking area. When the two additional parcels were added, the dry basin (which the parish does want to use) was added into the detention requirements. However, the majority of water detention would still be in the vault under the parking area. Both sum of both detention areas will accommodate for the code

required storm water detention requirements.

Commissioner Jensen stated that he felt better knowing that, because he is not happy with the appearance of the new dry bottom detention area in the Lexington homes subdivision.

Ms. Kristianson stated that it is the parish's goal that the surface detention area would be a grassy area that could be used as a lawn.

Commissioner Jensen Stated that he had no additional questions and that consolidating the east campus into one lot of record made sense to him.

Commissioner Sigalos stated that he had no questions. He stated that it was a good plan to tear down the old school building if it wasn't being used, and that the space could be put to better use.

Commissioner Cherwin stated that the Village's requirements seemed achievable, and asked if the petitioner would be able to address Staff's comments.

Ms. Kristianson stated that the only comment that may be difficult to address would be the landscape buffer along Pine Ave., as putting in the required landscape buffer would result in the loss of those parking spaces, but that the petitioner is willing to find a solution to this issue with Staff. The parish would like to retain those parking spaces.

Commissioner Green stated that that is an issue the community meeting will help to clear up.

Ms. Kristianson stated that she does not anticipate having any other issues besides the landscape buffer that the petitioner would not be able to address.

Commissioner Cherwin asked Mr. Hubbard if, as part of the traffic and parking study, if the spaces along Arlington Heights Rd. would be incorporated into the study.

Mr. Hubbard confirmed that parking along Arlington Heights Rd. would be included in their parking counts.

Commissioner Cherwin stated that it sounded like a great project.

Commissioner Green asked if the petitioner would consider expanding the proposed detention vault, and using the surface detention area for additional parking.

Ms. Kristianson stated that they could, however that was not being proposed at this time because the parish would like to retain on-site green space that could be utilized and act as a buffer.

Commissioner Green stated he understood there would be a cost implication associated with expanding the detention area, and that as a neighbor to the south he would prefer a dry basin to a parking lot next to his home. He clarified that he was asking if a portion of that space could be used to add some additional parking while still providing a buffer. Added spaces would help alleviate some of the Sunday parking on Arlington Heights Rd., which is a hazard. He believes that the neighborhood meeting would be very useful, and he looks forward to hearing the results of that meeting. He stated it was a good project, just needed some fine tuning.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: St. James Parish
Project Address: 831 N. Arlington Heights Rd.
Prepared By: Steve Hautzinger

Date Prepared: October 13, 2017

PETITIONER INFORMATION:

DC Number: 17-121
Petitioner Name: Matt Hichens
Petitioner Address: Newman Architecture
1730 Park Street, Suite 115
Naperville, IL 60563
Meeting Date: October 24, 2017

Requested Action(s):

1. Approval of the proposed architectural design for an addition to an existing church building and corresponding site improvements.

ANALYSIS

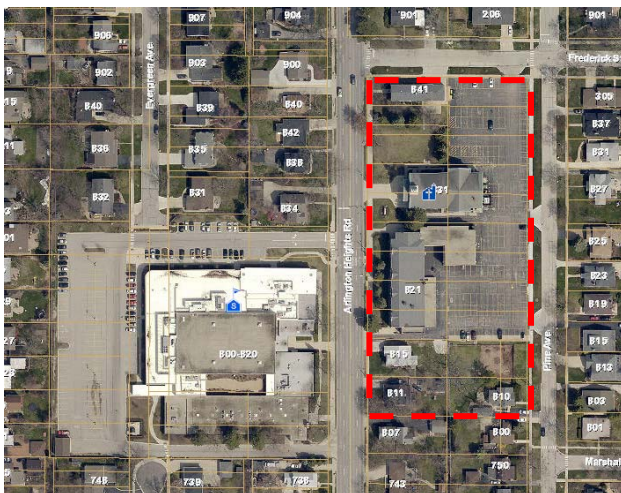
Summary:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

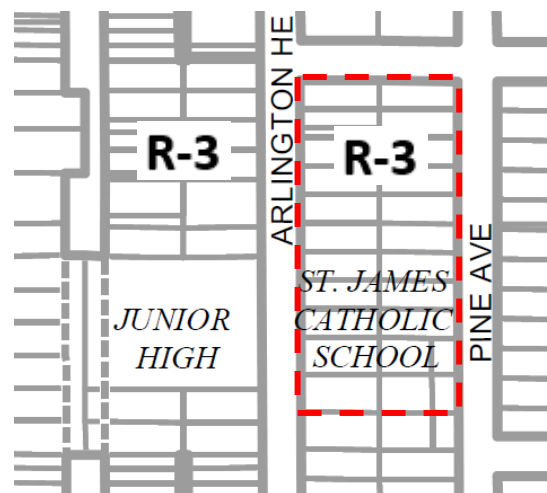
The petitioner is proposing to build a 6,431 sf addition to an existing 7,064 sf church building for a total of 13,495 sf. The proposed addition includes a new accessible building entrance, lobby, and gathering area on the south end of the building, as well as an expanded seating area within a new building addition on the east. The scope of the project also includes extensive site work to create a new parking lot on the south end of the church, adjacent to the new entrance, as well as an expanded parking area on the north side of the building. An existing three-story school building and two single-family houses are proposed to be demolished to create space for the new south parking lot and a storm water detention basin. An existing two-story rectory building at the northwest corner of the site will remain.

This project requires Plan Commission review and Village Board approval for the following: amendment to an existing Special Use, amendment to the Comprehensive Plan, approval as a Planned Unit Development, consolidation of the zoning lots, and a variation for the quantity of off-street parking.

Site:



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>	<i>Comprehensive Plan</i>
Subject Property	R-3, One Family Dwelling District	St. James Parish	Institutional
North	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
South	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
East	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached
West	R-3, One Family Dwelling District	Single Family Residences	Single Family Detached

Historic Preservation:

The church building (831 N. Arlington Heights Road), school building (821 N. Arlington Heights Road), and the single-family house facing Arlington Heights Road (811 N. Arlington Heights Road) were all included in a Community Preservation Report that was prepared for Arlington Heights by the School of the Art Institute of Chicago in 2004. All of the properties in the report are ranked by their historical value as: "Exceptional", "Notable", or "Contributing". The church building is listed as "Exceptional", whereas the school building and single-family home are listed as "Contributing".

The petitioner reported that the existing school building is not being used to its fullest, and it has become a burden to keep viable. Demolition of the school building will not only allow for construction of the new parking area, but it will also create an obstructed view of the beautiful church building from Arlington Heights Road.

Architectural Design:

The existing church building is a great example of classic church architecture. The proposed addition is designed to match the existing building in all respects. Roof lines are being extended, and materials matched as closely as possible. Overall, the proposed building addition is very nicely designed, but Staff offers the following recommendations to further enhance the design:

Limestone Coping. The proposed limestone coping (on the top of the parapet walls at the areas with flat roofs) has a thin, minimal appearance that does not fit well with the ornate detailing on the rest of the building. It is recommended that the coping design be enhanced with additional stone or brick detailing for a more substantial cap on the large walls.

East Elevation. The new east wall is large and flat, and it lacks detail in the center portion of the wall. It is recommended that the wall area under the gable be bumped out slightly to break up the large flat wall. The edges of the bumped out wall should be detailed with limestone quoins to match the existing building.

Limestone Sign. Per Chapter 30, Sign Code, signs containing the names of buildings and/or the date of construction, when cut into any masonry surface, are exempt from permit. Therefore, the proposed "St. James Church" limestone sign is allowed. However, the sign is quite large and simple in design. The sign appears out of scale on the building and it detracts from the building architecture. It is recommended that the sign be omitted, and provide clerestory windows or other architectural detailing to fill the large wall space. The church does have a nicely designed, highly visible ground sign facing Arlington Heights that will remain.

Mechanical Unit Screening:

One new mechanical unit will be located on grade on the north side of the building. The unit will be fully screened from view by masonry walls to match the building.

Trash Dumpster Screening:

A new trash dumpster enclosure is proposed to be located in the parking lot on the north side of the building. The enclosure is proposed to be built with wood fencing material. The enclosure will be highly visible, so it is recommended that it be made of brick to match the building. Additionally, landscaping should be provided around the enclosure.

Landscaping:

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping. The petitioner is required to comply with code requirements for 4" caliper shade trees in all parking islands, a continuous three-foot high parking lot screening along the roadways, and landscaping around the detention basin.

The existing parking area is a large asphalt surface with no landscaped islands or perimeter landscape screening, so the new trees and shrubs throughout the parking area will be a nice improvement. However, the petitioner has not included any foundation plantings around the perimeter of the building. It is recommended that foundation landscaping be provided. The plantings should be layered and consist of a mix of shrubs and perennials.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed architectural design for *St. James Parish* located at 831 N. Arlington Heights Road. This recommendation is subject to compliance with the plans received on 9/29/17, 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 the limestone parapet coping design be enhanced with additional stone or brick detailing for a more substantial cap on the large walls.
2. It is recommended that the wall area under the gable on the east elevation be bumped out slightly to break up the large flat wall. The edges of the bumped out wall should be detailed with limestone quoins to match the existing building.
3. It is recommended that the limestone sign on the west elevation be omitted, and provide clerestory windows or other architectural detailing to fill the large wall space.
4. It is recommended that the trash enclosure be made of brick to match the building, and provide landscaping around the enclosure.
5. It is recommended that foundation landscaping be provided around the perimeter of the building. The plantings should be layered and consist of a mix of shrubs and perennials
6. 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 architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.
7. The petitioner is required to meet all landscape and parking requirements per Chapter 28.
8. All signage must meet code, Chapter 30.

_____, October 13, 2017

Steve Hautzinger AIA, Design Planner

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 17-121

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
OCTOBER 24, 2017

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

Members Present: John Fitzgerald, Chair
Jonathan Kubow
Aaron Coon
Kirsten Kingsley

Members Absent: Ted Eckhardt

Also Present: Ross Duncan, BR Design & Architecture for *Pal-Win Shopping Center*
Indre Gliaudelyte, Owner of *918 N. Illinois Ave.*
Thomas Budzik, Thomas Architects for *133 S. Highland Ave.*
Mark & Mary Ericksen, Owners of *133 S. Highland Ave.*
John Haran, E and J Builders for *1625 N. Chestnut Ave.*
Karen Kristianson, Newman Architecture for *St. James Parish*
Fr. Matt Foley for *St. James Parish*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM OCTOBER 10, 2017

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE MEETING MINUTES OF OCTOBER 10, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 5. CHURCH REVIEWDC#17-121 – St. James Parish – 831 N. Arlington Heights Rd.

Karen Kristianson, representing *Newman Architecture*, and Fr. Matt Foley, representing *St. James Parish*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a 6,431 sf addition to an existing church building. The proposed addition includes a new accessible building entrance, lobby, and gathering area on the south end of the building, as well as an expanded seating area within a new building addition on the east. The scope of the project also includes extensive site work to create a new parking lot on the south end of the church, adjacent to the new entrance, as well as an expanded parking area on the north side of the building. An existing three-story school building and two single-family houses are proposed to be demolished to create space for the new south parking lot and a storm water detention basin. An existing two-story rectory building at the northwest corner of the site will remain. This project requires Plan Commission review and Village Board approval for the following: amendment to an existing Special Use, amendment to the Comprehensive Plan, approval as a Planned Unit Development, consolidation of the zoning lots, and a variation for the quantity of off-street parking.

The church building (831 N. Arlington Heights Road), school building (821 N. Arlington Heights Road), and the single-family house facing Arlington Heights Road (811 N. Arlington Heights Road) were all included in a Community Preservation Report that was prepared for Arlington Heights by the School of the Art Institute of Chicago in 2004. All of the properties in the report are ranked by their historical value as: “Exceptional”, “Notable”, or “Contributing”. The church building is listed as “Exceptional”, whereas the school building and single-family home are listed as “Contributing”. The petitioner reported that the existing school building is not being used to its fullest, and it has become a burden to keep viable. Demolition of the school building will not only allow for construction of the new parking area, but it will also create an obstructed view of the beautiful church building from Arlington Heights Road.

The existing church building is a great example of classic church architecture. The proposed addition is designed to match the existing building in all respects. Roof lines are being extended, and materials matched as closely as possible. Overall, the proposed building addition is very nicely designed, but Staff offers the following recommendations to further enhance the design:

Limestone Coping. The proposed limestone coping (on the top of the parapet walls at the areas with flat roofs) has a thin, minimal appearance that does not fit well with the ornate detailing on the rest of the building. It is recommended that the coping design be enhanced with additional stone or brick detailing for a more substantial cap on the large walls.

East Elevation. The new east wall is large and flat, and it lacks detail in the center portion of the wall. It is recommended that the wall area under the gable be bumped out slightly to break up the large flat wall. The edges of the bumped out wall should be detailed with limestone quoins to match the existing building.

Limestone Sign. Per Chapter 30, Sign Code, signs containing the names of buildings and/or the date of construction, when cut into any masonry surface, are exempt from permit. Therefore, the proposed “St. James Church” limestone sign is allowed. However, the sign is quite large and simple in design. The sign appears out of scale on the building and it detracts from the building architecture. It is recommended that the sign be omitted, and provide clerestory windows or other architectural detailing to fill the large wall space. The church does have a nicely designed, highly visible ground sign facing Arlington Heights that will remain.

One new mechanical unit will be located on grade on the north side of the building. The unit will be fully screened from view by masonry walls to match the building. A new trash dumpster enclosure is proposed to be located in the parking lot on the north side of the building. The enclosure is proposed to be built with wood fencing material. The enclosure

will be highly visible, so it is recommended that it be made of brick to match the building. Additionally, landscaping should be provided around the enclosure.

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping. The petitioner is required to comply with code requirements for 4" caliper shade trees in all parking islands, a continuous three-foot high parking lot screening along the roadways, and landscaping around the detention basin. The existing parking area is a large asphalt surface with no landscaped islands or perimeter landscape screening, so the new trees and shrubs throughout the parking area will be a nice improvement. However, the petitioner has not included any foundation plantings around the perimeter of the building. It is recommended that foundation landscaping be provided. The plantings should be layered and consist of a mix of shrubs and perennials. Mr. Hautzinger reported that the petitioner submitted a revised landscape plan today, which was not part of the packet provided to the commissioners, that includes additional landscaping added to the site, primarily focused around the entrance and along the building.

Staff recommends approval of the project, with these recommendations listed in the Staff report.

Ms. Kristianson said the primary purpose of this project is provide accessible entry into the church; the existing church is not accessible, and the new grade-level entry with elevator will provide not only access to the church level but also to the lower level meeting rooms, as well as provide handicap accessible bathrooms and parking. Donations are funding this project and they are working the best they can with the funds they have available with the architecturally significant building, and they intend to make the addition blend as seamless as possible.

In response to Staff comments, Ms. Kristianson said they are not opposed to increasing the thickness of the limestone parapet, maybe an 8-inch coping instead of 4 or 5-inch coping with a corbel brick underneath to give more of a crown to those single-story areas. In regards to the east elevation, the existing conditions there are very tight and they would like to keep a small landscape buffer, as well as not lose any of the parking directly behind or to the east of the church. They can look at other options for the limestone sign, although clerestory windows may not work because the bathrooms are located right behind. The trash enclosure will match the wood enclosure across the street at the school and be heavily landscaped, and the intent is to have landscaping at the perimeter of the building foundation.

Commissioner Kubow felt the architecture for the proposed addition was very nice and fit with the classic architecture of the existing church; however, he felt strongly that the wall signage felt out of place and unnecessary, and took away from the overall architecture of the addition. He agreed with Staff's recommendation to enhance the limestone parapet coping, and felt that no more than an 8-inch coping would be appropriate and not take away from the front elevation. He also agreed that the east elevation was very large and flat and he suggested a slight bump out in this area. Overall, he really liked the design of the new addition, as well as the landscaping being presented. He questioned the current use of the school to the south and Fr. Foley replied that the building is currently being used for storage.

Commissioner Kingsley felt the proposed addition was nicely done and she agreed with most of Staff's comments. She really appreciated that the petitioner wanted to replicate the existing church building with the design being proposed that will make the addition as nice as the existing building. The church is a beautiful building that makes a statement because of how it is situated on the property; it is a little gem. However, because of its uniqueness, she wished the existing church could remain as it is and not be wrapped with the addition; how thin it is, how well-proportioned it is, and how it can be seen from both the north and south on Arlington Heights Road. She appreciated all the details being put into the building and that most of the windows are being relocated or built to match. She agreed with the comments about the east elevation, and suggested adding quoins that come down from the gable returns, or adding a limestone column similar to the front elevation. She also agreed with the comments about the sign on the west elevation; it seems to diminish the grandeur of the church, it was unnecessary, and it should be eliminated. She felt that the addition should be pushed back slightly on the south elevation, to give more relief to the elevation as well as add some kind of fenestration there. Ms. Kristianson explained that the addition could only be pushed back another foot, in order to maintain the existing doors that go into the narthex, and that some type of masonry relief could be added to the elevation because of the ductwork going through there for the bathrooms. Commissioner Kingsley said that she was in support of trying to make the addition fit in with the existing building, but felt the cornice being proposed

was a sad compromise. She felt strongly that the detail at the top of the walls should be more grand, even if it is with a flat roof behind, because this will at least look similar to what is on the front elevation, or go less in the areas where there is coping stone. She agreed with Staff that the trash enclosure should be something nicer than wood, and if it is going to be wood, then it should be white instead of natural wood. She also pointed out that the trash enclosure was different on the landscape plan, and Ms. Kristianson replied that the revised landscape plan is probably more accurate than the original plan. Commissioner Kingsley had no further comments.

Commissioner Coon felt it was unfortunate that the existing church gets lost in the addition on the west elevation. He understood that the addition could not be pushed back much further, but he felt there was at least 30-inches to work with there, and pushing it back even 2-feet would be enough of a change in the west elevation to make the addition less continuous with the part of the church that is so special and so historic. He also preferred another plan option for the bathrooms on the west elevation; take some of the windows and put them back over on the side elevation. Fr. Foley explained that the new gathering space would also be used for small funeral wakes prior to the service. Ms. Kristianson reiterated that there are currently no accessible bathrooms on the main level of the church, and they are trying to align the windows to get natural light into the new gathering space with the existing windows on the south elevation.

Commissioner Coon reiterated the suggestion to push the west elevation back as much as possible. He agreed with Commissioner Kubow's comment that the wall sign seems like a guilty response to having too much blank wall, and felt that adequate landscaping will help soften the large wall with the proper placement of trees that will mature over time. He also said that although he liked that the windows were repeated and the quoins on the corners were repeated, he felt that it fell apart at the top. The limestone band with the 3 steps and the small detail at the top works well proportionately with the quoins; however, that detail or a slightly smaller version of it, or an adaption of that frieze detail, would help a lot with pulling the existing vernacular into the new addition. Because of the ceiling height, Commissioner Coon also had concerns about exposed plumbing vents, and Ms. Kristianson explained that no plumbing would be visible. Commissioner Coon also agreed with the comment that some relief is needed on the east side and quoin detailing added at the corners. Overall, he felt the petitioner did a great job with the church addition, with a few minor details to make it even better. He was in support of the project.

Chair Fitzgerald felt the petitioner did a great job with the addition that looks beautiful on the existing beautiful church building, and he agreed with the comments already made. He added a comment that the perimeter shrubs being proposed are too similar in appearance and will appear sloppy; therefore, he suggested plantings that are either purposely different, or just use one type of planting. He also wanted to require evergreens for year round interest, especially along Arlington Height Road.

PUBLIC COMMENT

Tom Walters, 727 N. Arlington Heights Rd. He said that he has full faith in everything the church is proposing to do and he supports the project. His concern is with parking. He stated that there have been six accidents in five years out in front of his home, with parked cars backing up to his driveway. This is a dangerous area and he asked if parking on Arlington Heights Road could be removed. Chair Fitzgerald explained that this issue is not under the purview of this commission; however, these concerns are now part of the record and will be included in the Plan Commission review. Mr. Hautzinger added that parking will be discussed in detail at the Plan Commission hearing for the project, which he encouraged the residents to attend. Mr. Walters asked whether parking on Arlington Heights Road is an IDOT matter or something the Village can make a recommendation on, and Staff directed him to contact the Village for further information or to attend the Plan Commission hearing.

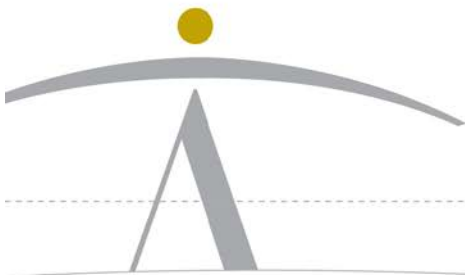
There was no further discussion from the commissioners.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR *ST. JAMES PARISH* LOCATED AT 831 N. ARLINGTON HEIGHTS ROAD. THIS APPROVAL IS BASED ON THE ARCHITECTURAL PLANS RECEIVED ON 9/29/17, 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 STUDY THE CORNICE/COPING STONE DETAIL AT THE FLAT ROOF AREAS, WITH A SUGGESTION TO MIMIC THE STONE ENTABLATURE DETAILING ON THE FRONT OF THE BUILDING.
2. A REQUIREMENT TO OMIT THE STONE SIGN ON THE FRONT WALL OF THE BUILDING, AND WORK WITH STAFF TO STUDY OTHER OPTIONS TO DETAIL THE LARGE WALL.
3. A REQUIREMENT TO CHANGE THE WOOD TRASH ENCLOSURE TO BRICK, TO MATCH THE BUILDING.
4. A REQUIREMENT TO WORK WITH STAFF TO REVIEW THE TYPE OF PLANTINGS SPECIFIED FOR THE PERIMETER SCREENING.
5. A REQUIREMENT TO BUMP OUT THE EAST WALL UNDER THE GABLE WITH QUOIN DETAILING AT THE CORNERS.
6. A REQUIREMENT TO MOVE THE NEW WEST WALL BACK AS FAR AS POSSIBLE WITHOUT IMPACTING THE EXISTING INTERIOR DOORWAY.
7. A RECOMMENDATION TO REVISIT THE LOCATION OF THE NEW BATHROOMS TO ALLOW FOR MORE WINDOWS ON THE WEST WALL OF THE ADDITION.
8. 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.

Mr. Hautzinger clarified that the requirement for landscaping pertains to Chair Fitzgerald's previous comments that the various specified plants are too similar to one another, and that either one consistent type of shrub be used, or make them distinctly different. Also, provide salt tolerant evergreen shrubs facing Arlington Heights Road for year round screening.

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



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

September 21, 2017

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Attention:

Mr. Sam Hubbard, Development Planner
Department of Planning and Community Development

Re: **St. James Parish – Plan Commission Submittal**
Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Mr. Hubbard:

Thanks to you and your staff for reviewing the progress design and documents for the above referenced project to date. On behalf of the Parish, please find our enclosed Plan Commission Application. Our organization, Newman Architecture, Inc. does a great deal of work with the Archdiocese of Chicago and we are pleased to be working with St. James Parish as they plan for their future. We are also pleased to be working in the Village of Arlington Heights and we appreciate your guidance and input.

The following is a brief narrative describing the project.

The St. James Parish campus is bisected by Arlington Heights Road into two distinct areas, and all the work being considered for this project is on the EAST side of Arlington Heights Road.

The first part of the project would see the complete demolition of the existing three-level school along (the east side of) Arlington Heights Road. The building is not being used to its fullest and has become a burden to keep viable.

The demolition of the existing school will allow for the expansion of the existing church and parking areas on this portion of the campus. The expansion (building additions) will primarily be on the south

and east sides of the church and will encompass both existing floor levels; church level and lower level.

The primary goal of the project is to make the entire building handicapped accessible. The new addition to the south will include a new covered entrance at grade-level. Within the new grade-level lobby, there will be an elevator providing vertical access to all levels; the lobby level, the church level, and the lower level. The new addition will also include accessible toilet rooms.

Within the existing structure, interior spaces will be renovated and improved. At the church level, the sanctuary (altar area) will be relocated to the east to allow for more seating. In the lower level, more defined meeting spaces will be created with proper egress corridors for exiting.

From an architectural perspective, the intent is to match the existing building character in all respects. Roof lines will be extended and materials will be matched as closely as possible. The goal is to make it feel like the building was constructed all at one time, in lieu of an old church with a new addition on one side. Internally, the design features of the church will not be removed, they will simply be extended into the new areas available.

With regards to the extended parking area, we are pleased to note the addition of approximately 50 parking spaces on this side of the campus. These additional parking spaces exceed the number necessary for the additional seating being provided in pews.

Once again, thank you for your time and consideration. We look forward to working closely with the Village on this exciting project.

Sincerely,



Matthew E. Hitchens, A.I.A.
Principal

Please find the information below **(in bold)** from St. James Parish to address the questions included in the preliminary comments letter received from the Village of Arlington Heights dated July 21, 2017.

Background information on St. James Church:

# of members	2100 families
# of employees	20 in Parish Center 53 School Employees

Average attendance Sat/Sun masses (based on annual count in October)

Sat: 5pm.: 415

Sunday: 7am-158, 8:30am - 388, 10am - 760, 11:30am - 433 & 5pm – 370

Live on campus?	2 Priests reside in the rectory at 841 N Arl Hgts Rd
Hrs of operation	Parish Office Hours: Mon – Thurs 9:00 am – 8:00 pm Friday 9:00 am – 6:00 pm Saturday and Sunday: 9:00 am – 1:00 pm School Hours: 8:45 am – 3:35 pm

Activities/community programming; start/end time, day of week, location in Church, & # attendees for each

Weddings	Fri. and Sat. as needed in Church; varied attendees
Funerals	Mon. thru Sat. as needed 10am in Church; varied attendees
PADS	Wed. 6:30pm-Thurs 6:30am Church basement; average attendees 30
Other	Thursday Adoration in Church 9am –4pm

What will the Parish Center be used for now that Masses will be in Church?

Athletics & Family programs after school and on Saturdays (8:00 – 3:00)
School will use the facility during the school day and for afterschool activities

What is the timing/staggering of all future Sunday Services?

90 Minutes (same as current schedule)

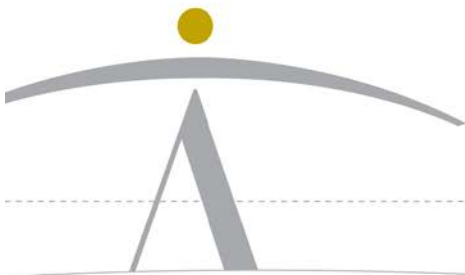
What is the Sanctuary seating comprised of?

Majority of seating will be continuous rows of seating (pews or chairs) with open accessible spaces to accommodate wheelchairs and walkers

Projected growth of the congregation over the next 5-10 yrs: **200 additional**

What activities will take place in the proposed gathering space:

Children Liturgy of the Word during Mass



newman architecture

1730 Park Street, Suite 115
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T 630.420.1600 F 630.420.1987
newmanarchitecture.com

September 21, 2017

Re: St James Parish - Special Use Criteria Response

Demolition of Existing School Building and Addition / Renovation at Existing Church
831 North Arlington Heights Road

Please accept the following response to the Special Use Criteria questions:

1. That said special use is deemed necessary for the public convenience at this location.

The expansion of the existing church will provide accessibility to both the church and lower level meeting rooms in the building. The introduction of an accessible entry, handicap accessible toilet rooms and an elevator will allow all patrons to fully participate in the St. James community. The enlarging of the existing sanctuary will also allow all masses to occur on the east side of the campus. Currently the community is divided into multiple masses on each side of the campus. The enlarged worship area, as well as, the new accessible building components will allow the St. James Community to gather together as one.

2. 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.

This project will not be detrimental to the health, safety, morals or general welfare of persons residing or working in the area. By providing handicapped accessible and additional parking is a benefit to those not only visiting the building, but the neighboring properties as well.

The removal of the unused, existing school as well as the newly acquired homes in disrepair to the south will improve the general welfare of the neighborhood.

The building addition is designed is to match the existing building character in all respects, making it feel like the building was constructed all at one time, helping to preserve the look and feel of the existing neighborhood.

3. **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.**

St. James Parish is an integral part of this community since 1905 and intends to remain a permanent and prominent fixture in the community. The Parish will comply with the codes and ordinances of Arlington Heights as they pertain to the Project.

EDWARD J. MOLLOY & ASSOCIATES

A DIVISION OF THOMAS A. MOLLOY, LTD. - PROFESSIONAL LAND SURVEYING
1236 MARK STREET, BENSENVILLE, ILLINOIS 60106 (630) 595-2600 Fax (630) 595-4700
e-mail: tmolloy@ejmolloy.com

ALTA/NSPS LAND TITLE SURVEY

OF

PARCEL 1:
THE NORTH 62 FEET OF THE SOUTH 190 FEET OF THE WEST 165 FEET (EXCEPT A STRIP ALONG THE WEST OF SAID TRACT USED FOR A ROAD) OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THE NORTH 62 FEET OF THE SOUTH 190 FEET OF THE EAST 88 FEET OF THE WEST 253 FEET OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN;

ALSO THE NORTH 62 FEET OF LOT 19 IN BLOCK 5 IN D.W. MILLER'S ARLINGTON HEIGHTS ACRE ADDITION ON THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 23, 1901 AS DOCUMENT NO. 3188548.

PARCEL 3:
THE NORTH 64 FEET OF THE SOUTH 137 FEET OF THE EAST 88 FEET OF THE WEST 253 FEET OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
THE SOUTH 64 FEET OF THE NORTH 126 FEET OF LOT 19 IN BLOCK 5 IN D.W. MILLER'S ARLINGTON HEIGHTS ACRE ADDITION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 23, 1901 AS DOCUMENT NO. 3188548.

PARCEL 5:
LOTS 1 THROUGH 18, BOTH INCLUSIVE, IN D.W. MILLER'S ARLINGTON HEIGHTS ACRE ADDITION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 23, 1901 AS DOCUMENT NO. 3188548.

PARCEL 6:
THE NORTH 64 FEET OF THE SOUTH 137 FEET OF THE WEST 165 FEET (EXCEPT A STRIP ALONG THE WEST OF SAID TRACT USED FOR A ROAD) OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S NOTES

TITLE COMMITMENT PERTAINING TO PARCELS 1, 2, 3, 4 AND 5, THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE PERTAINING TO PARCELS 1, 2, 3, 4 AND 5, AS REFERENCED IN SCHEDULE B OF FIDELITY NATIONAL TITLE INSURANCE COMPANY FOR TITLE INSURANCE ORDER NUMBER 287436 WITH AN EFFECTIVE DATE OF AUGUST 16, 2017.

NO SURVEY RELATED MATTERS

TAX PARCEL PERMANENT INDEX NUMBERS:

03-29-108-004-0000
03-29-108-009-0000
03-29-108-010-0000
03-29-108-011-0000
03-29-108-012-0000
03-29-108-014-0000
03-29-108-015-0000
03-29-108-019-0000
03-29-108-020-0000
03-29-108-021-0000
03-29-108-022-0000

TITLE COMMITMENT PERTAINING TO PARCEL 6, THIS SURVEY REFLECTS CERTAIN MATTERS OF TITLE PERTAINING TO PARCEL 6, AS REFERENCED IN SCHEDULE B OF FIDELITY NATIONAL TITLE INSURANCE COMPANY FOR TITLE INSURANCE ORDER NUMBER 287436 WITH AN EFFECTIVE DATE OF JUNE 15, 2017.

NO SURVEY RELATED MATTERS

TAX PARCEL PERMANENT INDEX NUMBERS:

03-29-108-013-0000

TABLE A - ITEM 1 STATEMENT AS TO MONUMENTS PLACED: SEE DRAWING FOR ALL MONUMENTS PLACED OR FOUND WHILE COMPLETING THE FIELD SURVEY.

TABLE A - ITEM 2 STATEMENT AS TO ADDRESS: THE COMMONLY KNOWN ADDRESS OF THE PROPERTY IS 811-841 N. ARLINGTON HEIGHTS ROAD AND 810-818 N. PINE AVENUE, ARLINGTON HEIGHTS, ILLINOIS.

TABLE A - ITEM 3 STATEMENT AS TO FLOOD ZONE CLASSIFICATION: OUR EXAMINATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP COMMUNITY-PANES NO. 17031C0200A, WITH A MAP REVISION DATE OF AUGUST 19, 2008, SHOWS THAT THE SOUTHERN PORTION OF THE PROPERTY FALLS WITHIN SHADDED ZONE "X" DEFINED AS AREAS OF 0.2% ANNUAL CHANCE FLOOD. AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AND THAT THE NORTHERLY PORTION OF THE PROPERTY DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AND THAT SAID PORTION OF THE PROPERTY DOES FALL WITHIN ZONE "X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN. SEE DRAWING FOR APPROXIMATE LIMITS OF ZONE X AND SHADDED ZONE X.

TABLE A - ITEM 4 STATEMENT AS TO GROSS LAND AREA: THE PROPERTY CONTAINS 147,222 SQUARE FEET OR 3.3797 ACRES.

TABLE A - ITEM 6(A) & 6(B) STATEMENT REGARDING ZONING CLASSIFICATION AND RESTRICTIONS: SURVEYOR HAS NOT BEEN PROVIDED WITH ZONING CLASSIFICATION OR RESTRICTIONS BY THE OWNER. OUR EXAMINATION OF THE OFFICIAL VILLAGE OF ARLINGTON HEIGHTS ZONING MAP FINDS THE PROPERTY TO BE ZONED "R-3".

TABLE A - ITEM 7(A) STATEMENT AS TO EXTERIOR DIMENSIONS OF BUILDINGS AT GROUND LEVEL: SEE DRAWING FOR EXTERIOR DIMENSIONS OF BUILDINGS AT GROUND LEVEL.

TABLE A - ITEM 7(B)(1) STATEMENT REGARDING SQUARE FOOTAGE OF BUILDING FOOTPRINT: SEE DRAWING FOR THE APPROXIMATE SQUARE FOOTAGE OF THE EXTERIOR FOOTPRINT OF ALL BUILDINGS AT GROUND LEVEL.

TABLE A - ITEM 7(C) STATEMENT AS TO MEASURED HEIGHT OF ALL BUILDINGS ABOVE GRADE: SEE DRAWING FOR THE MEASURED HEIGHT OF ALL BUILDINGS ABOVE GRADE.

TABLE A - ITEM 8 STATEMENT AS TO SUBSTANTIAL FEATURES OBSERVED: SURVEYOR HAS SHOWN LOCATION OF VISIBLE FEATURES EXISTING ON THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE.

TABLE A - ITEM 9 STATEMENT AS TO PAINT STRIPPED PARKING SPACES: THE LAND SURVEYED HEREON CONTAINS A TOTAL OF 137 EXISTING PAINT STRIPPED PARKING SPACES INCLUDING 6 DESIGNATED HANDICAP PARKING SPACES.

TABLE A - ITEM 10(A) STATEMENT AS TO DIVISION OR PARTY WALLS: SURVEYOR FINDS NO DIVISION OR PARTY WALLS WITH RESPECT TO ADJOINING PROPERTIES.

TABLE A - ITEM 11 STATEMENT REGARDING EXISTING UTILITIES: SURVEYOR HAS SHOWN LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE.

TABLE A - ITEM 14 STATEMENT REGARDING DISTANCE TO NEAREST INTERSECTING STREET: SEE DRAWING FOR THE DISTANCE TO THE NEAREST INTERSECTING STREET.

TABLE A - ITEM 16 STATEMENT REGARDING EARTH MOVING AND BUILDING CONSTRUCTION: SURVEYOR FINDS NO OBSERVABLE EVIDENCE OF EARTH MOVING OR BUILDING CONSTRUCTION.

TABLE A - ITEM 17 STATEMENT REGARDING CHANGES IN STREET RIGHT-OF-WAY LINES: SURVEYOR HAS NO KNOWLEDGE OF ANY CHANGES IN STREET RIGHT-OF-WAY LINES CONTEMPLATED OR PROPOSED AND FINDS NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

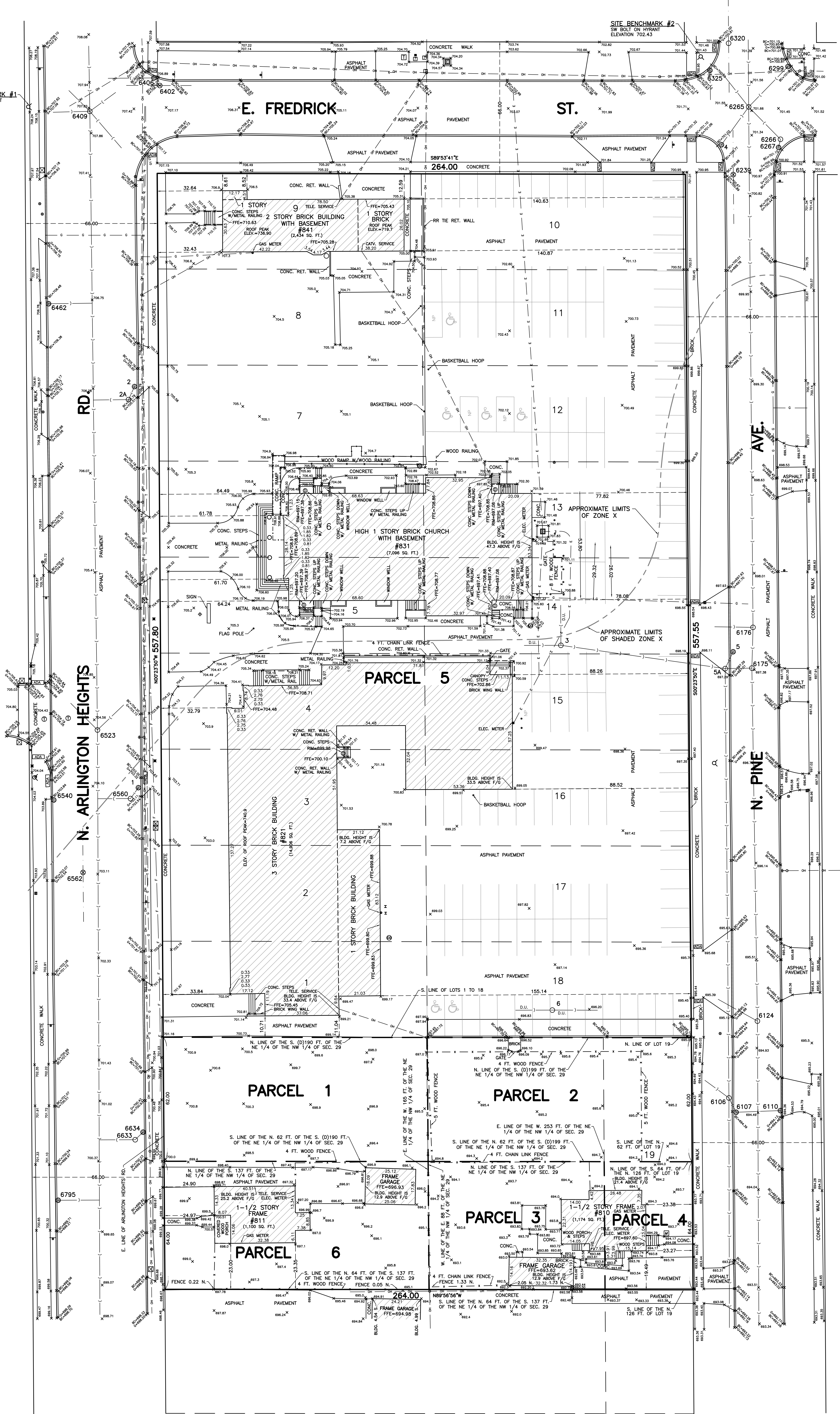
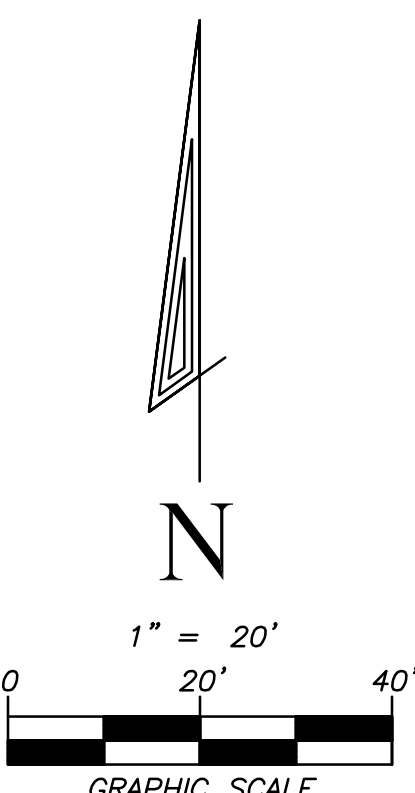
TABLE "A" ITEM 18 STATEMENT OF WETLAND AREAS: SURVEYOR FINDS NO INDICATION OF WETLAND AREAS AS DELINEATED BY APPROPRIATE AUTHORITIES ON THE PROPERTY.

TABLE "A" ITEM 19 STATEMENT OF OFFSITE EASEMENTS: SURVEYOR FINDS NO OFFSITE EASEMENTS OR SERVICES IMPROVING THE SURVEYED PROPERTY THAT ARE DISCLOSED IN THE RECORD DOCUMENTS.

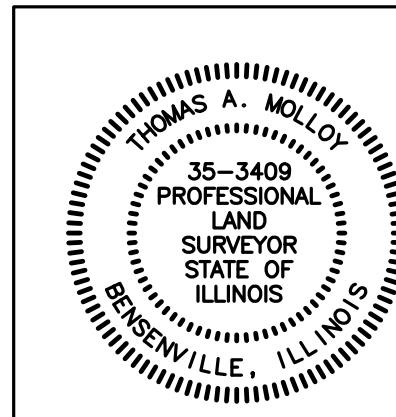
TABLE A - ITEM 20 STATEMENT REGARDING PROFESSIONAL LIABILITY INSURANCE: PROFESSIONAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF \$1,000,000 TO BE IN EFFECT THROUGHOUT THE CONTRACT TERM. CERTIFICATE OF INSURANCE TO BE FURNISHED UPON REQUEST.

LEGEND:

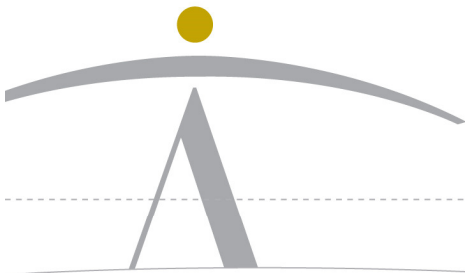
- | | |
|---|--|
| <ul style="list-style-type: none"> Manhole Storm Catch Basin/Inlet Fire Hydrant w/B-Box Water Valve Vault Light Pole Traffic Sign Utility Pole w/Overhead Wire Utility Pole w/Light & Overhead Wire Anchor for Power Pole Traffic Signal Pole Electric Vault Concrete Filled Post Clean Out Drain Gas Valve Telephone Manhole Telephone Pedestal/Box | <ul style="list-style-type: none"> Telephone Vault Electric Meter Mailbox I Beam Post Underground Electric Lines Per Point Markings Underground Gas Lines Per Point Markings Underground Telephone Lines Per Point Markings Depressed Curb No Parking Finished Floor Elevation Dead ADA ADA Rumble Strip Back of Curb Elevation Gutter Elevation Hard Surface Elevation Ground Elevation |
|---|--|



STATE OF ILLINOIS
COUNTY OF DUPAGE
I, THOMAS A. MOLLOY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR HEREBY CERTIFY TO:
THE CATHOLIC BISHOP OF CHICAGO, A CORPORATION SOLE OF ILLINOIS;
FIDELITY NATIONAL TITLE INSURANCE COMPANY;
FIRST AMERICAN TITLE INSURANCE COMPANY;



THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10(A), 11, 14, 16, 17, 18, 19 AND 20 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 4, 2017. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
SIGNED AT BENSENVILLE, ILLINOIS THIS 21ST DAY OF SEPTEMBER, A.D. 2017
EDWARD J. MOLLOY AND ASSOCIATES, A DIVISION OF THOMAS A. MOLLOY, LTD.
AN ILLINOIS PROFESSIONAL DESIGN FIRM - LICENSE NO. 184-004840
THOMAS A. MOLLOY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3409
VALID ONLY WITH EMBOSSED SEAL (EXPIRES NOVEMBER 30, 2018 AND IS RENEWABLE)



newman architecture

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September 27, 2017

Mr. Sam Hubbard, Development Planner
Planning & Community Development
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James Parish
Church Renovation and Addition Project
Neighborhood Meeting

Mr. Hubbard:

On Sunday, September 24, Parish Representatives and members of the Design Team presented the above referenced project to the surrounding neighbors of St. James Parish. In anticipation of the upcoming Plan Commission Meeting, the Parish invited all neighbors within 250 feet of the campus. The goal of the presentation was to inform the neighbors of future on-site development being planned for the east side of the St James campus and to respond to any questions.

In general, the presentation, as well as the question and answer period, was positive and well received. Of the 150 households invited (which is more than the 120 households required), sixteen (16) persons were in attendance, representing ten (10) households. All aspects of the project itself (within the bounds of the property lines) were favorable to the attendees with no exceptions.

However, there were a few concerns voiced about some exiting conditions outside of the church property. There were as follows:

- With parking currently being allowed on both sides of North Pine Avenue (east of the Church), some suggested that Pine Ave. should be converted to a one-way street. As an alternative, some suggested that parking should only be allowed on one side of the street.
- With additional on-site parking being provided as a part of this project, some suggested that the parking along Arlington Heights Road should be discontinued.
- The resident just south of the proposed development (along Arlington Heights Road) was not pleased that the existing house to his north was being demolished as a part of this project. He believes this lowers his property value.

design for the human element

All questions and concerns were responded to in a positive manner and the Parish encouraged further discussion on the items above. Perhaps the Planning and Community Development Team can consider the concerns above in advance of the scheduled Plan Commission Meeting. We would expect these concerns to be raised at that meeting.

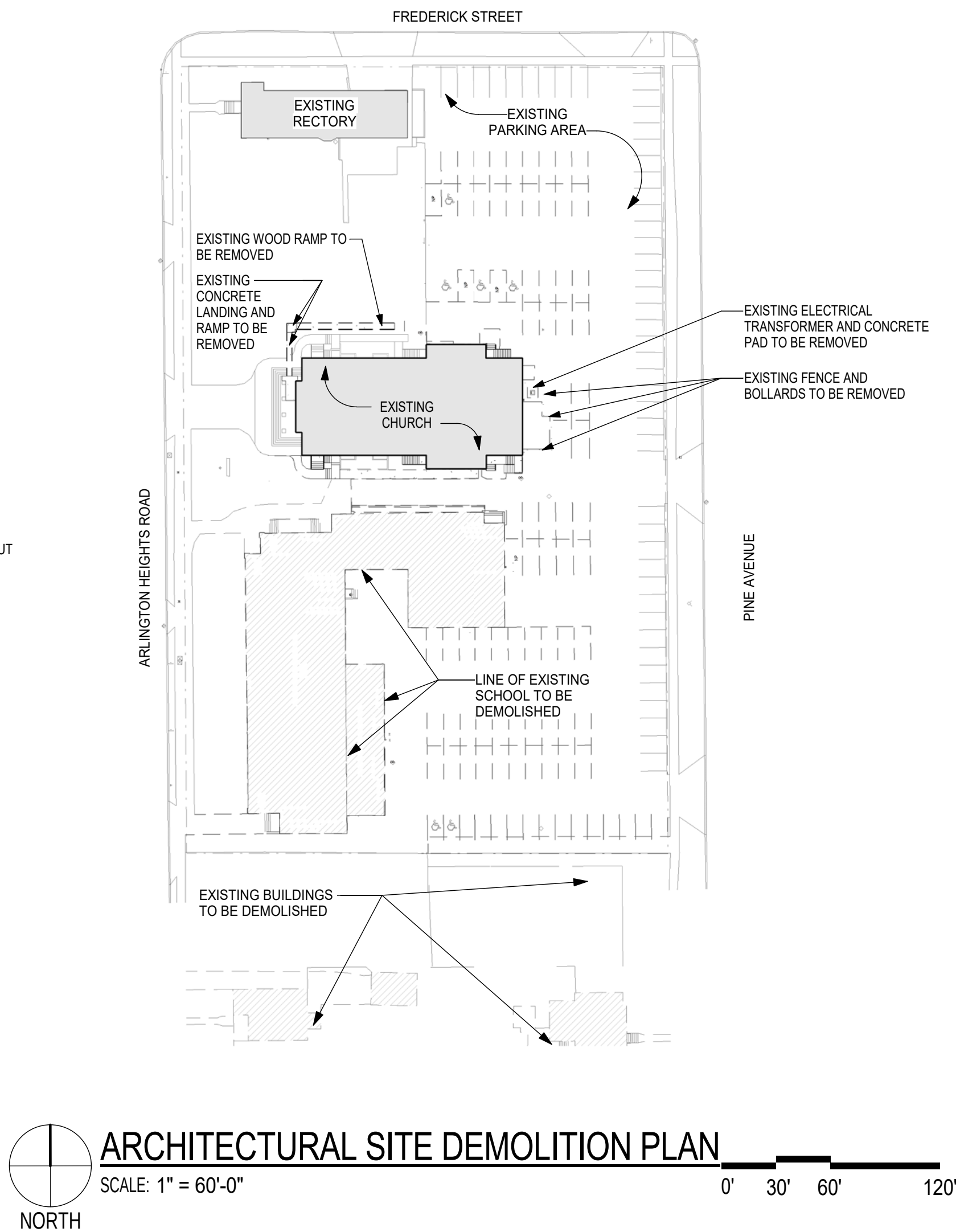
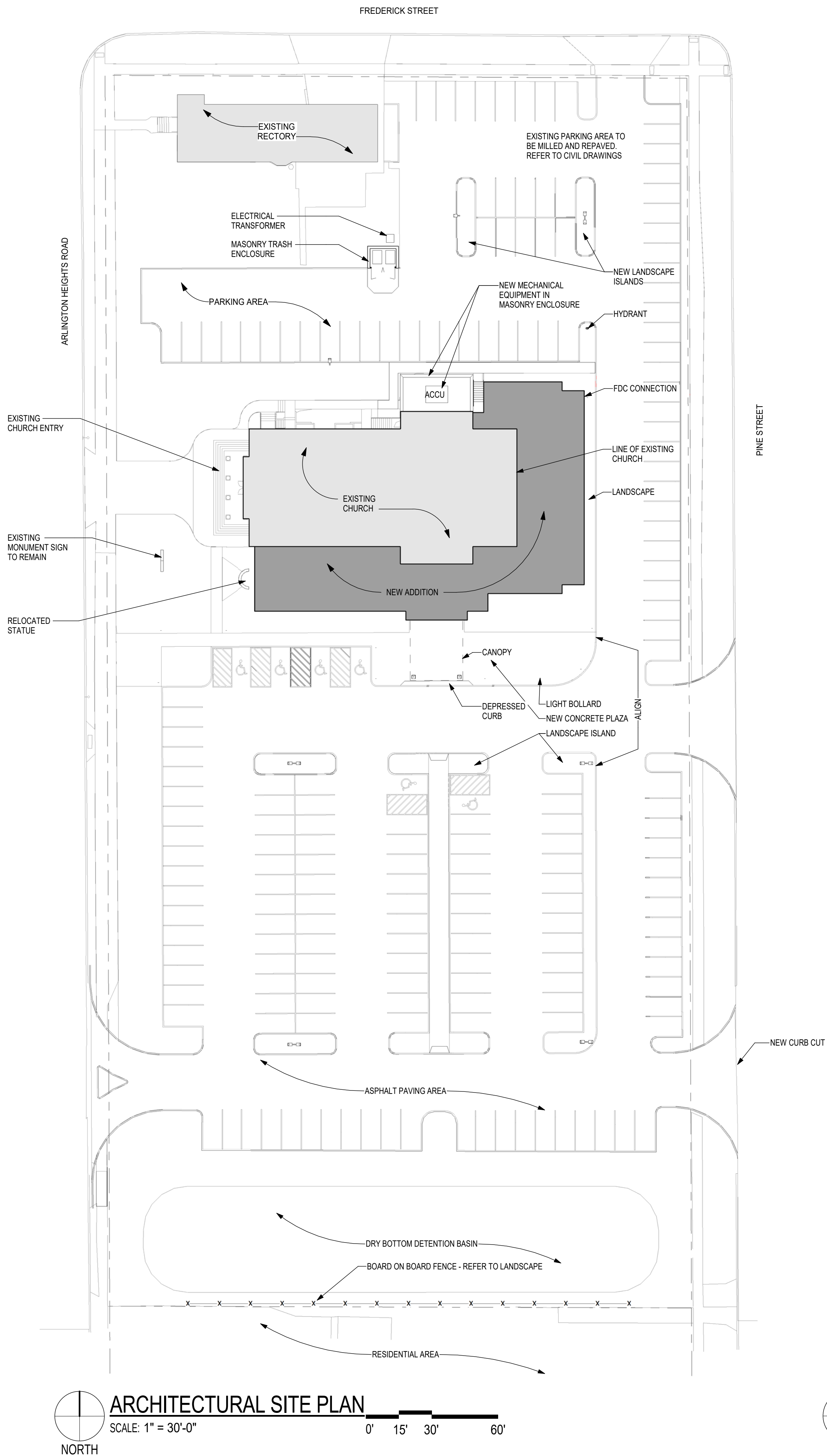
If you have any questions or comments, please do not hesitate to contact me or Debbie Bolash with St. James Parish.

Sincerely,

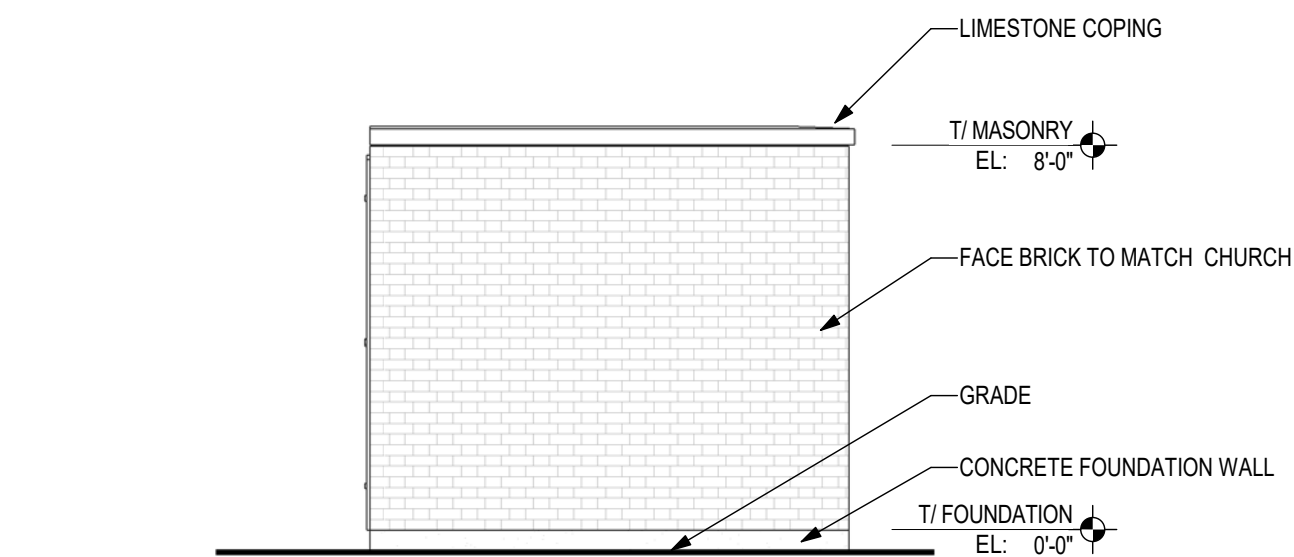
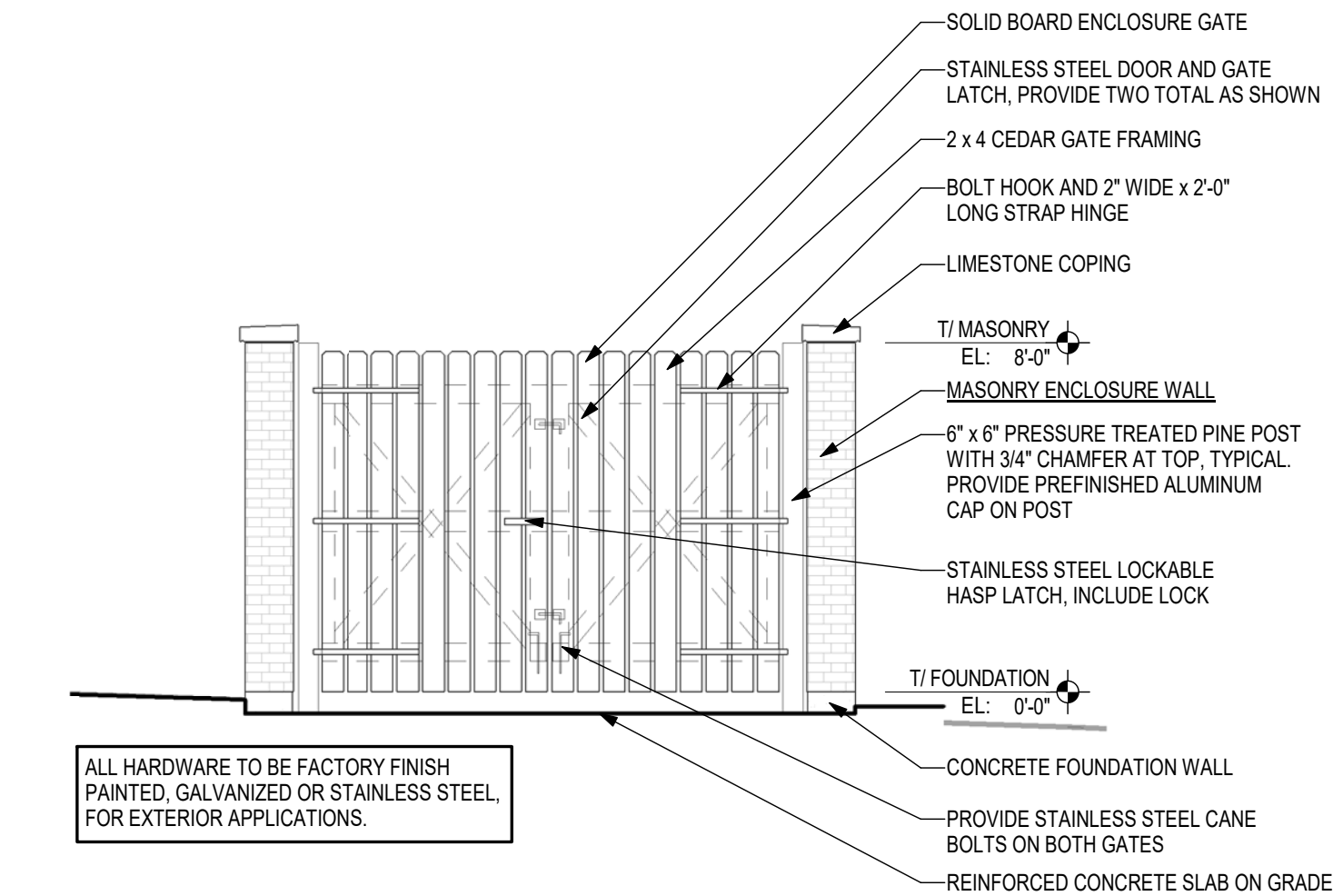


Matthew E. Hichens, AIA
Principal
Newman Architecture

12/21/2017 9:37:29 AM
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SITE INFORMATION	
EXISTING SITE:	113,959 SQ. FT. (2.62 ACRES)
EXISTING CHURCH FOOTPRINT:	7,064 SQ. FT.
EXISTING RECTORY FOOTPRINT:	2,340 SQ. FT.
EXISTING SCHOOL FOOTPRINT:	14,856 SQ. FT.
EXISTING F.A.R.:	54% (61,341 SQ. FT.)
EXISTING BUILDING LOT COVERAGE:	21% (24,260 SQ. FT.)
EXISTING IMPERVIOUS SURFACE COVERAGE:	70% (80,019 SQ. FT.)
PROPOSED SITE: (INCORPORATION OF 2 SOUTH PARCELS)	147,253 SQ. FT.
NEW CHURCH FOOTPRINT:	13,495 SQ. FT.
EXISTING RECTORY FOOTPRINT:	2,340 SQ. FT.
NEW F.A.R.:	21.5% (31,670 SQ. FT.)
NEW BUILDING LOT COVERAGE:	11% (15,835 SQ. FT.)
NEW IMPERVIOUS SURFACE COVERAGE:	64% (94,560 SQ. FT.)
SETBACKS:	
NORTH:	138'-6"
SOUTH:	311'-8"
EAST:	47'-0"
WEST:	61'-5" (EXISTING CHURCH WALL)
PARKING - EXISTING:	135 SPACES
PARKING - PROPOSED:	179 SPACES
HANDICAP:	6 SPACES
TOTAL PARKING:	185 SPACES



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1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 FAX (630) 420-1987 www.newmanarchitecture.com

PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING

ARCHITECTURAL DEMOLITION AND NEW SITE PLANS

RESUBMITTED 12/20/17

PROJECT 2017028 DATE: 9/27/17

A1



PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

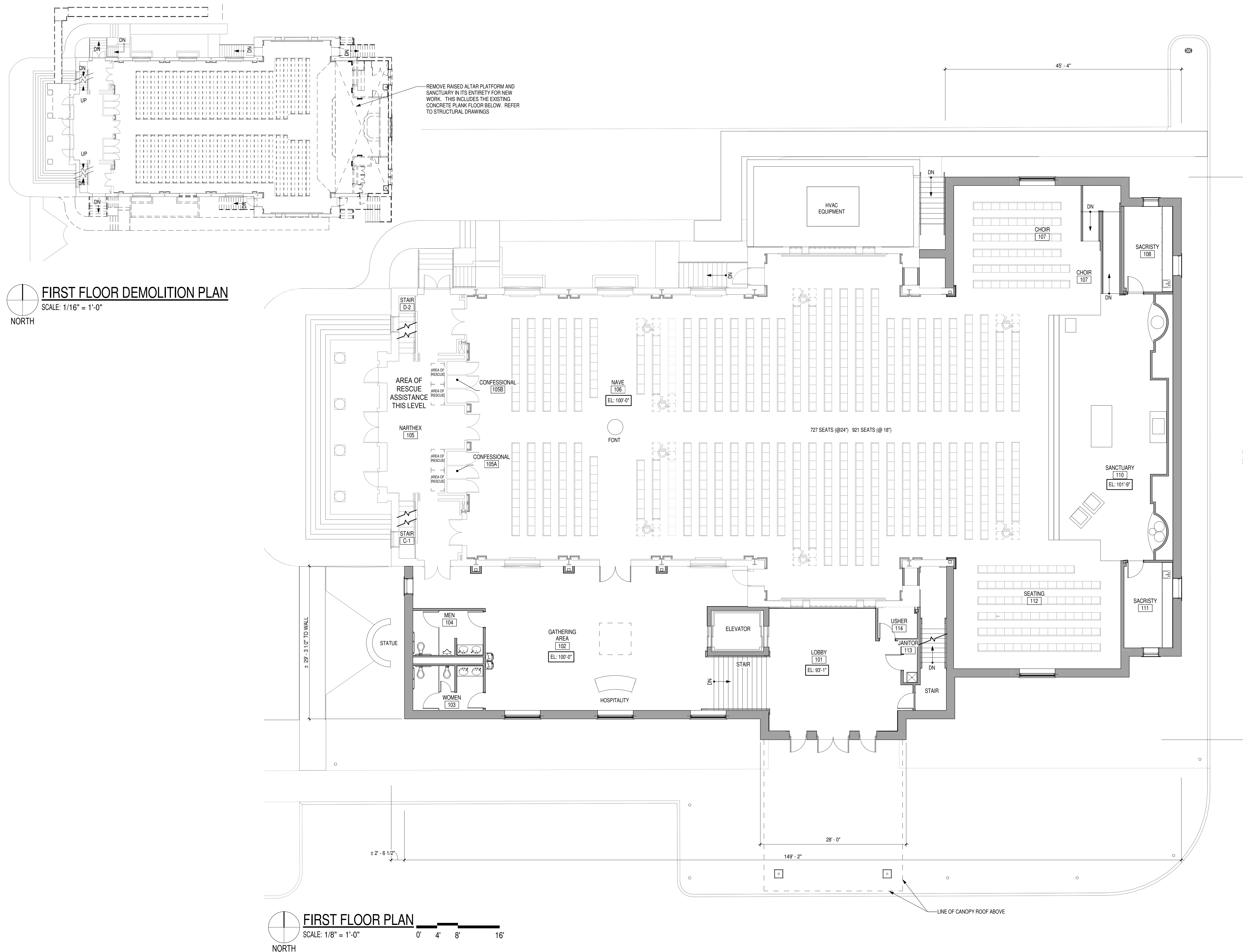
FIRST FLOOR PLAN

RESUBMITTED 11/30/17

PROJECT NO.: 2017028

DATE: 9/27/17

A2



11/30/2017 3:38:51 PM COPYRIGHT 2017 NEWMAN ARCHITECTURE, INC.



PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

LOWER LEVEL FLOOR
PLAN

RESUBMITTED 11/30/17

PROJECT NO.: 2017028 DATE: 9/27/17

A3





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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

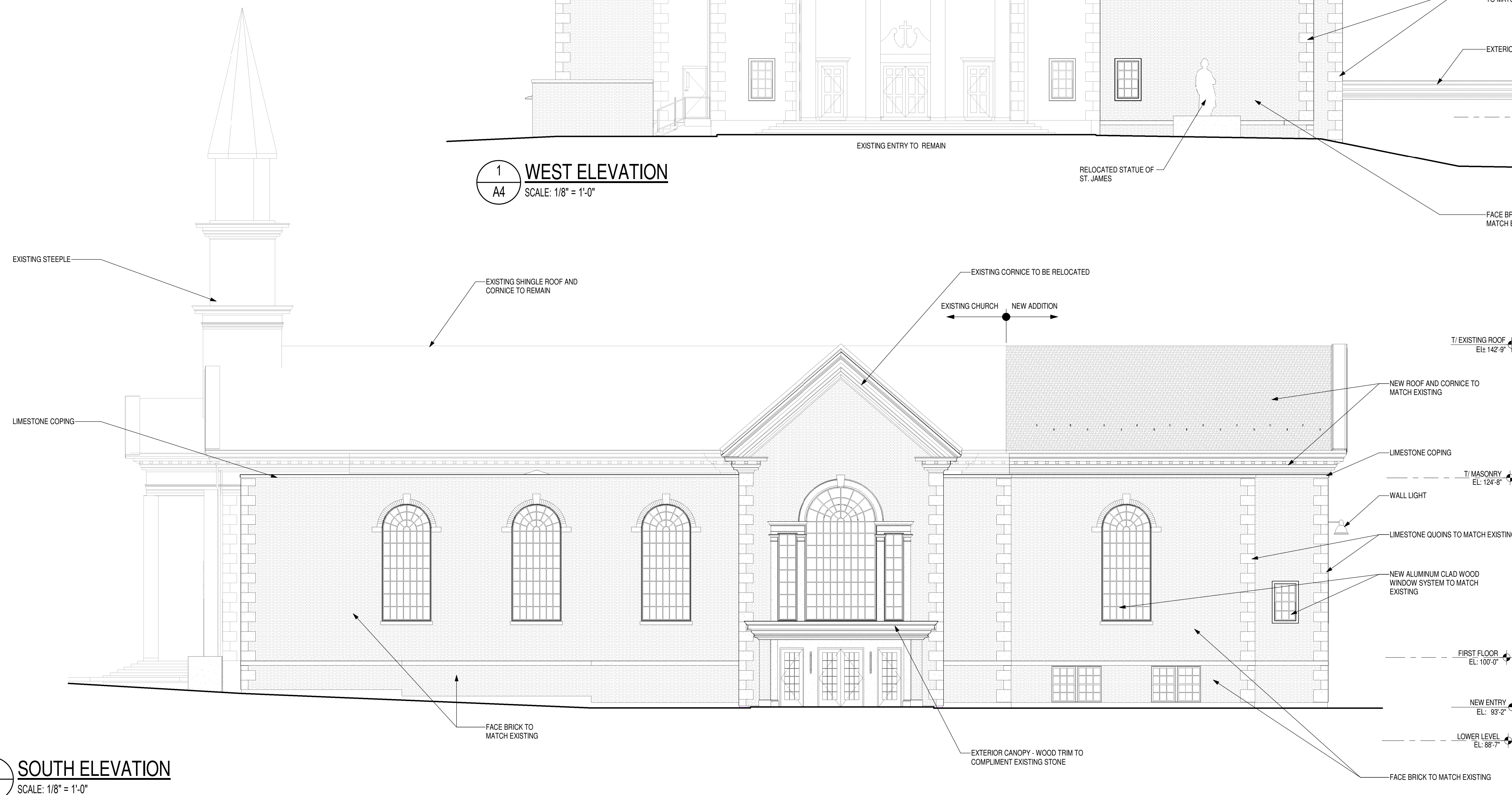
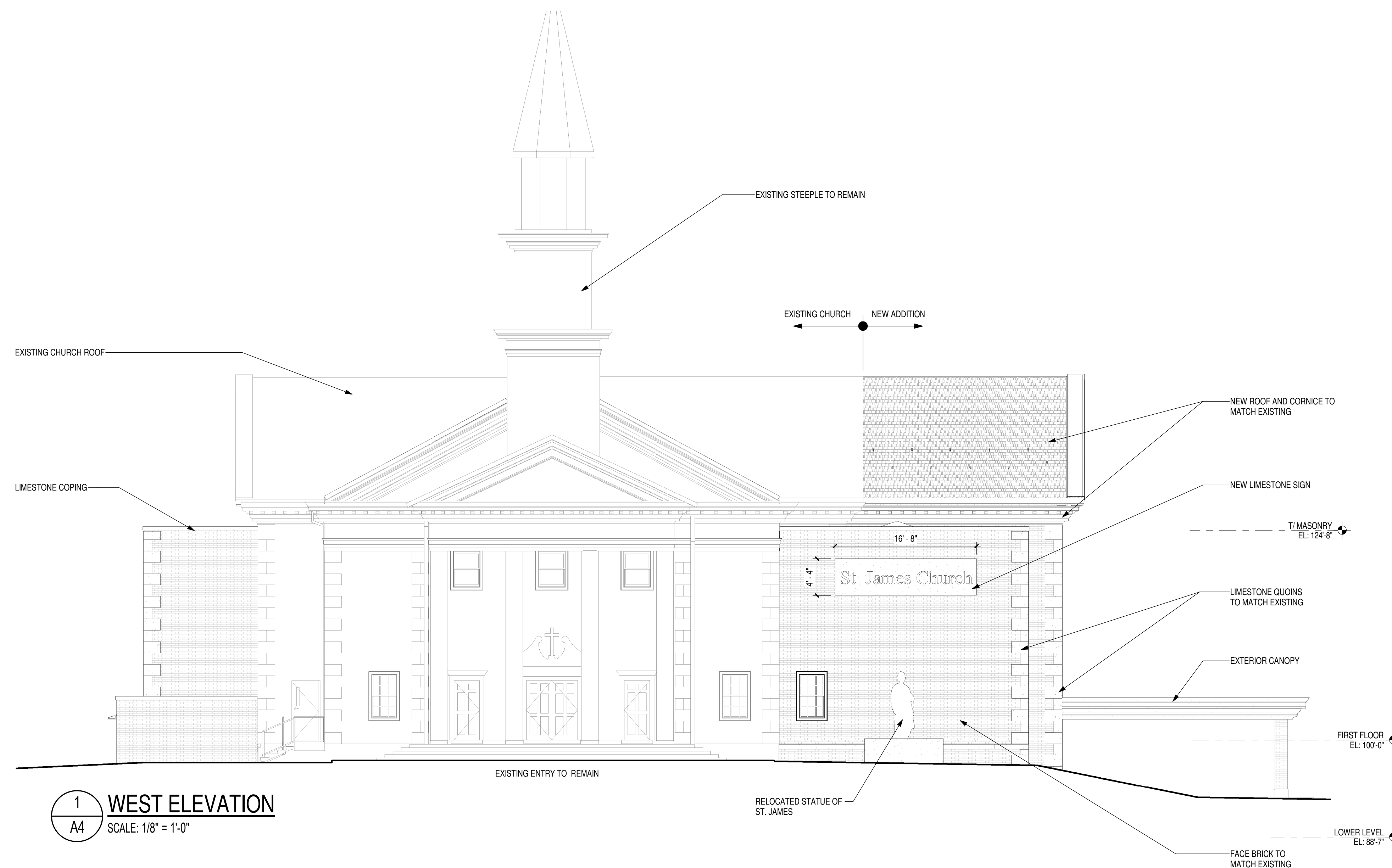
DRAWING TITLE:

EXTERIOR ELEVATIONS

PROJECT NO.: 2017028

DATE: 9/19/17

A4





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PROJECT NAME:
VILLAGE SUBMITTAL

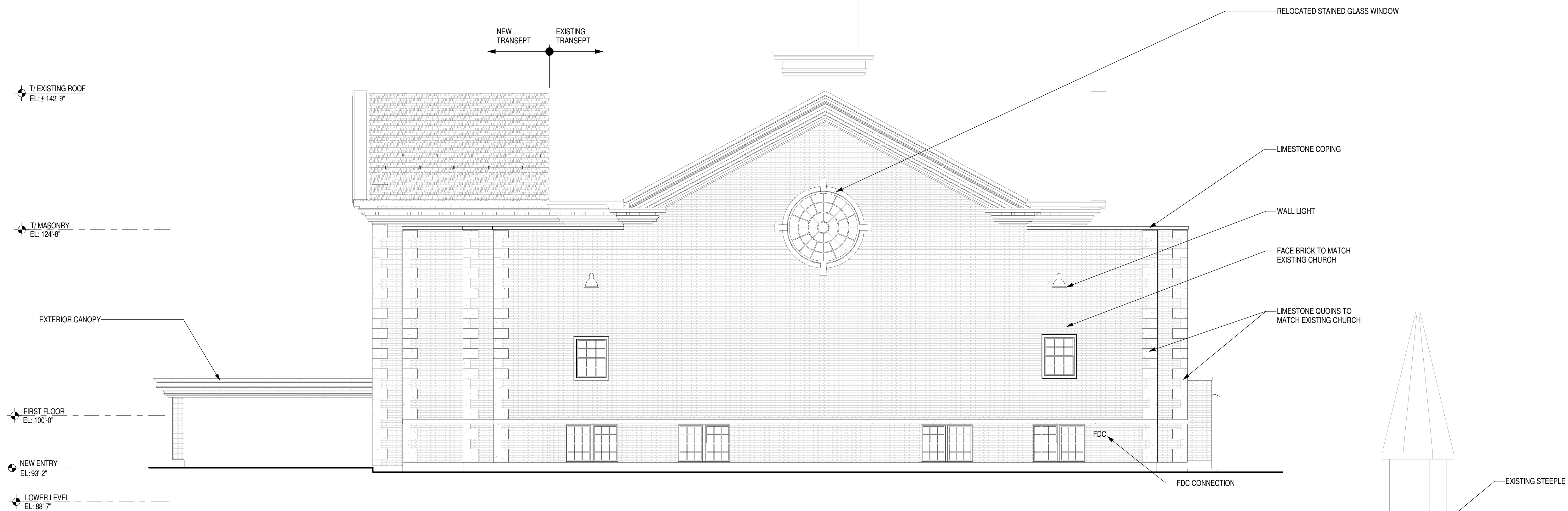
**CHURCH ADDITION
AND RENOVATION**
831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

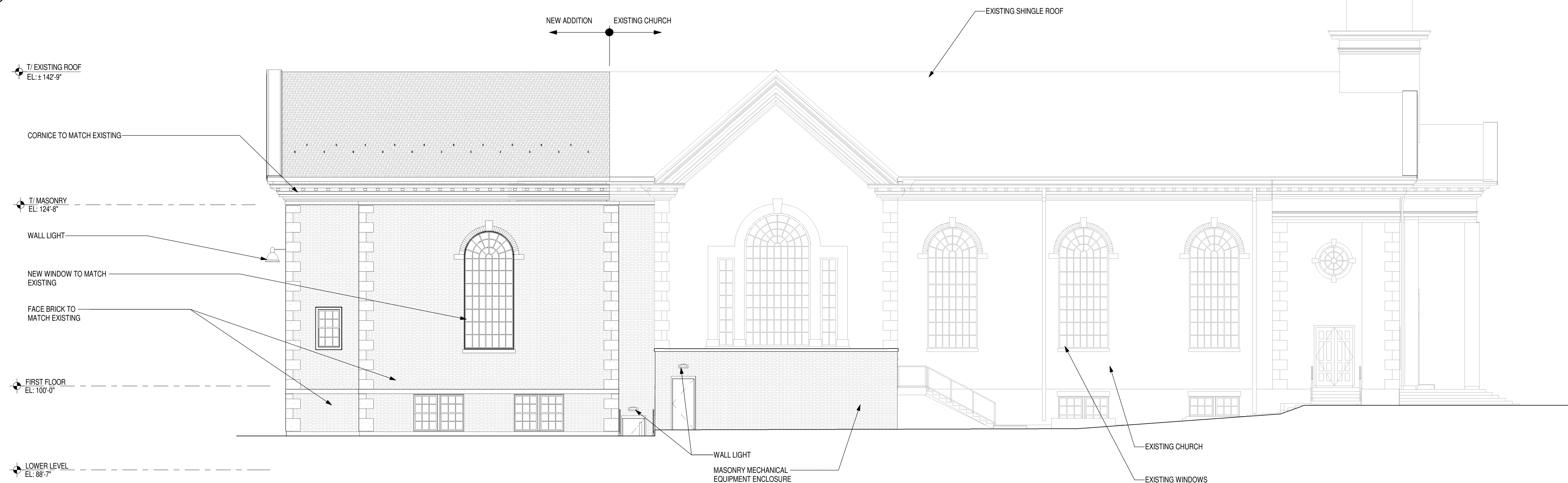
DRAWING TITLE:
EXTERIOR ELEVATIONS

RESUBMITTED 11/1/17
PROJECT NO.: 2017028 DATE: 9/27/17

A5



1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



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



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PROJECT NAME:

VILLAGE SUBMITTAL

**CHURCH ADDITION
AND RENOVATION**

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

**CONCEPTUAL
RENDERINGS**

PROJECT NO.: 2017028

DATE: 9/19/17

A6



PERSPECTIVE VIEW - LOOKING NORTH



AERIAL VIEW - LOOKING NORTHEAST



AERIAL VIEW - LOOKING NORTHWEST



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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

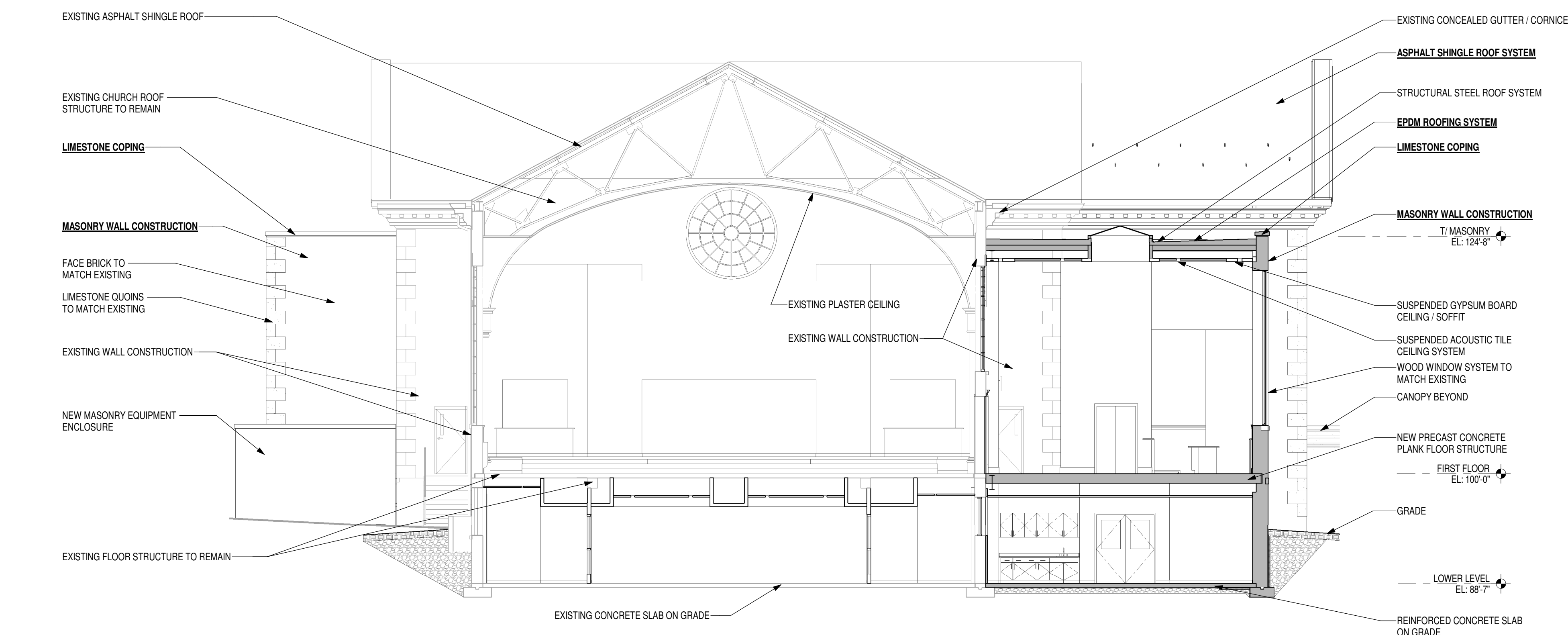
DRAWING TITLE:

BUILDING SECTIONS

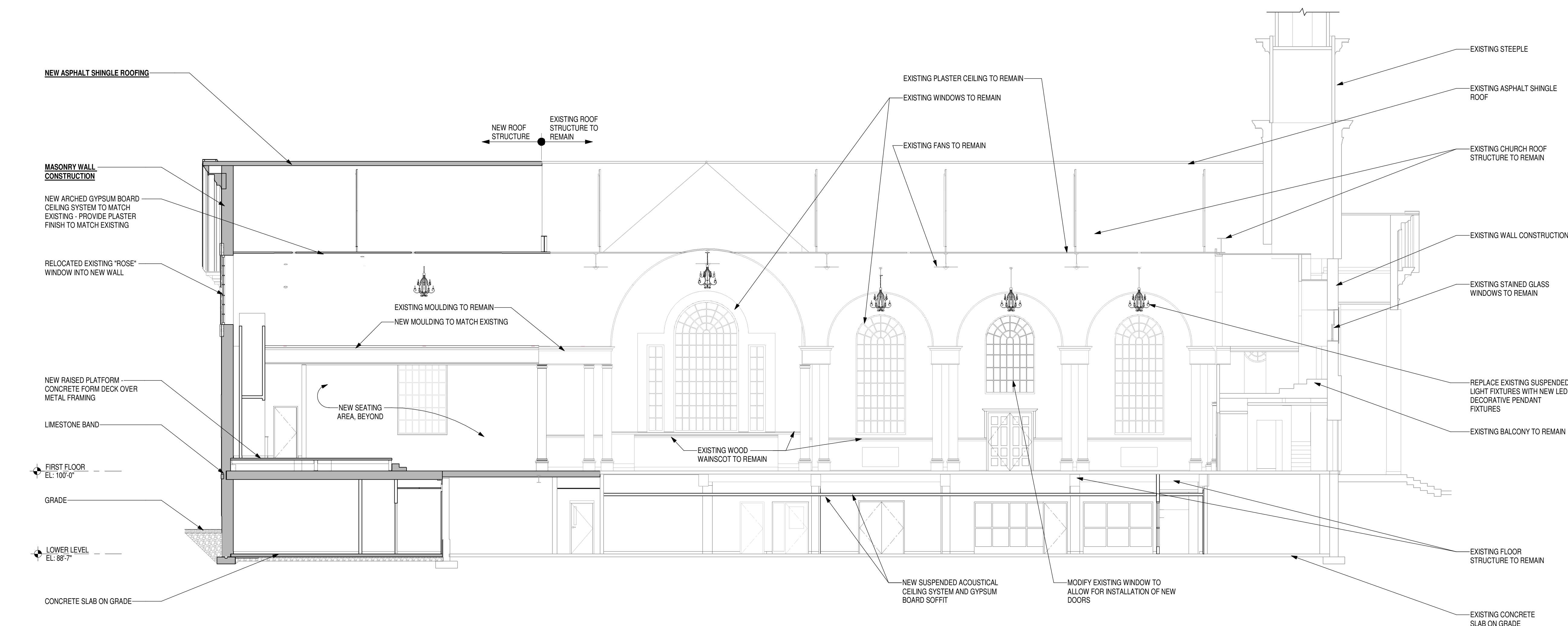
PROJECT NO.: 2017028

DATE: 9/19/17

A7



1 BUILDING SECTION
SCALE: 1/8" = 1'-0"



2 BUILDING SECTION
SCALE: 1/8" = 1'-0"

St. James Parish Logistics Plan



- * Approximate # Workers: 10-35 w/parking within job fence
- * Construction Staging within job fence
- * Material Storage within job fence
- * Arlington Heights Road partial lane closure for curb cut connection approximately 5 days in April 2018 & 3 days in November 2018
- * Construction Vehicles will range from dump trucks for material haul off during excavation, concrete trucks for foundations work, mobile crane for structural steel & precast placement, and material delivery trucks

St. James Parish
Addition and Renovation
Preliminary Schedule

ID		Task Mode	Task Name	Duration	Start	Finish	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
17			PRECONSTRUCTION	123 days	Thu 10/5/17	Fri 3/30/18																								
1			MILESTONES	346 days	Fri 11/3/17	Tue 3/19/19																								
2			Contractor Selection	0 days	Fri 11/3/17	Fri 11/3/17																								
3			Commissioning Board Meeting	0 days	Thu 11/30/17	Thu 11/30/17																								
4			Village Board Meeting	0 days	Thu 12/14/17	Thu 12/14/17																								
5			Issue Construction Set / GMP Documents for Bidding	0 days	Wed 1/17/18	Wed 1/17/18																								
6			GMP Approved	0 days	Wed 2/7/18	Wed 2/7/18																								
7			Demolition Permit Approval	0 days	Wed 2/14/18	Wed 2/14/18																								
8			Abatement Starts	0 days	Thu 2/22/18	Thu 2/22/18																								
9			Planning Commission Final Meeting	0 days	Mon 3/19/18	Mon 3/19/18																								
10			Village Board Final Meeting	0 days	Mon 3/26/18	Mon 3/26/18																								
11			Building Permit Approval	0 days	Fri 3/30/18	Fri 3/30/18																								
12			Easter Sunday	0 days	Sun 4/1/18	Sun 4/1/18																								
13			Construction Starts	0 days	Mon 4/2/18	Mon 4/2/18																								
14			Building Enclosure Complete	0 days	Mon 10/29/18	Mon 10/29/18																								
15			Substantial Completion	0 days	Tue 3/12/19	Tue 3/12/19																								
16			Owner Move In	5 days	Wed 3/13/19	Tue 3/19/19																								
46			CONSTRUCTION	341 days	Mon 11/6/17	Tue 3/12/19																								

Project: Preliminary Schedule -
Date: Thu 11/16/17

Task  Milestone  Summary  Critical 

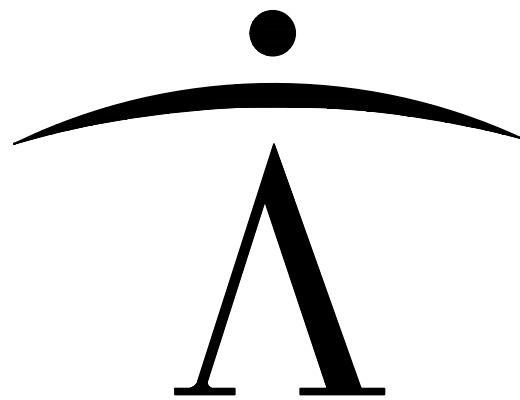
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FINAL ENGINEERING PLANS

ST.JAMES

831 N. ARLINGTON HEIGHTS RD.

ARLINGTON HEIGHTS, IL 60004



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1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
(630) 420-1600 FAX (630) 420-1987 www.newmanarchitecture.com

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TEL: (800) 244-4444

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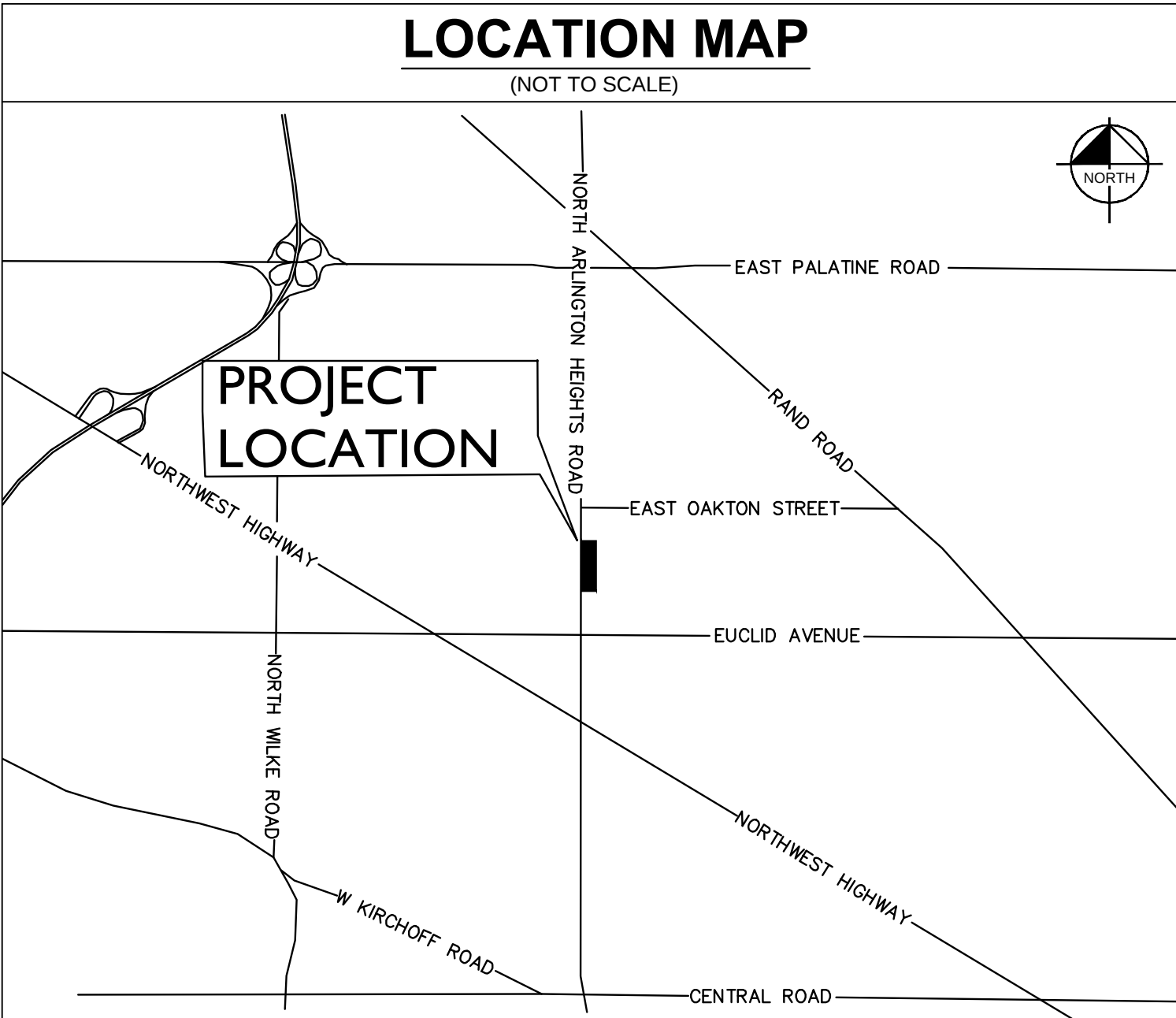
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BENSENVILLE, IL 60106
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CONTACT: BRIAN EVENSON



Sheet List Table	
Sheet Number	Sheet Title
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C1.0	GENERAL NOTES
C1.1	MWRD GENERAL NOTES
V0.0	SURVEY (BY OTHERS)
C2.0	EXISTING CONDITIONS & DEMOLITION PLAN
C3.0	SITE PLAN
C4.0	EROSION CONTROL PLAN
C4.1	EROSION CONTROL DETAILS
C5.0	GRADING PLAN
C6.0	UTILITY PLAN
C7.0	CONSTRUCTION DETAILS
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C7.4	CONSTRUCTION DETAILS

IDOT STANDARDS (IN CONSTRUCTION DETAILS)
424026-01
424001-09
606001-05
701901-03
701606-09

LEGAL DESCRIPTION
BEING IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 29, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

BENCHMARKS
<u>SITE BENCHMARKS:</u> (LOCATIONS SHOWN ON SURVEY) SBM #1 SE BOLT ON HYDRANT. <u>ELEVATION=710.78</u> SBM #2 SW BOLT ON HYDRANT. <u>ELEVATION=702.43</u> <u>VILLAGE OF ARLINGTON HEIGHTS BENCHMARKS:</u> BENCHMARK #42 SQUARE CUT ON THE EAST SIDE OF A FLAG POLE CONCRETE BASE, OPPOSITE TRANS AMERICA INSURANCE BUILDING, 51.9' FROM THE SOUTHEAST CORNER OF BUILDING AND 52.0' FROM NORTHEAST CORNER OF BUILDING, 58 ± WEST OF THE CENTERLINE OF ARLINGTON HEIGHTS ROAD AND 198 ±NORTH OF THE CENTERLINE OF OAKTON STREET. <u>ELEVATION=698.45</u> (NAVD 1988)

PROFESSIONAL ENGINEER'S CERTIFICATION

I, ERIC TRACY, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF NEWMAN ARCHITECTURE BY KIMLEY-HORN AND ASSOCIATES, INC. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS ____ DAY OF _____, A.D., 2017.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 062-067482
MY LICENSE EXPIRES ON NOVEMBER 30, 2017

PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION
AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

TITLE SHEET

RESUBMITTED 11/30/17

PROJECT NO.: 168144008 DATE: 10/5/17

C0.0

GENERAL NOTES

- EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

EDWARD J. MOLLOY & ASSOCIATES, LTD.
1336 MARK STREET
BENSENVILLE, IL 60106
TEL: (630) 595-2600

COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.
- COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER, ANY BRAGING, SHEETING OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.
- THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
- EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:
 - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
 - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
 - "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
 - REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE VILLAGE OF ARLINGTON HEIGHTS, UNLESS OTHERWISE NOTED ON THE PLANS.
 - THE NATIONAL ELECTRIC CODE.
 - ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
- STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INDETERMINATE OR INCONCLUSIVE INFORMATION OR CONDITIONS OF THE PROJECT OR THE WORK MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS, SHALL BE CONSIDERED AS PART OF THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE, ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT THEM TO THE SURVEYOR OR ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY IN THE EVENT OF DISAGREEMENT BETWEEN THE CONTRACTOR'S PLANS, SPECIFICATIONS, AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THE CONTRACTOR'S OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS KIMLEY-HORN AND ASSOCIATES, INC. THE VILLAGE OF ARLINGTON HEIGHTS, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.
- EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
- OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EASEMENTS.
- THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.
- NOTIFICATION OF COMMENCING CONSTRUCTION:
 - THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES, THE VILLAGE OF ARLINGTON HEIGHTS, AND THE OWNER SUFFICIENTLY IN ADVANCE OF CONSTRUCTION TO ALLOW THEM TO INTERFERE.
 - FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN THE TESTING COMPANIES TO BE UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY THE VILLAGE OF ARLINGTON HEIGHTS.
- ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ANY SIGNS, LIGHT STANDARDS, OR UTILITY POLES THAT THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
- ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER IDOT SECTION 201.05, THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.
- LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN AS EARLY AS POSSIBLE AND AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THE CONTRACTOR'S WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.
- ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.
- ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.
- REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CURLVENTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE COLLECTION, HAULING AND DISPOSAL REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
- NO UNDERGROUND WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE OF ARLINGTON HEIGHTS. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE VILLAGE OF ARLINGTON HEIGHTS PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET, AS NECESSARY.
- WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE MERGED INTO THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT, DRAINAGE STRUCTURES AND STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. NO EXTRA PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL UTILITIES (1-800-892-0123) AND THE VILLAGE OF ARLINGTON HEIGHTS FOR UTILITY LOCATIONS.
- THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE ACCESS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONTRACTOR AGREEMENT WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.
- ANY FIELD LIES ENCOUNTERED SHALL BE INSPECTED BY THE ENGINEER. THE DRAIN TILE SHALL BE CONNECTED TO THE STORM SEWER SYSTEM AND A RECORD KEPT BY THE CONTRACTOR. THE WORK SHALL BE LOCATIONS AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, FIRE HYDRANTS, AND

- B-BOXES ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THE CONTRACTOR'S ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL TO THESE ADJUSTMENTS TO FINISHED GRADE. WILL NOT ALLEVATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE VILLAGE OF ARLINGTON HEIGHTS UPON FINAL INSPECTION OF THE PROJECT.
- HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADE. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM, IF AVAILABLE. DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OR USING THE HYDRANT AT THE CONTRACTOR'S OWN EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 - TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.
 - IF SOFT, SPONGY, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED Limestone BEDDING MATERIAL. IF ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. ANY UNDERCUTS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTH GREATER THAN TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING.
 - THE TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY THE CONTRACTOR, AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE ITEM. PLANS FOR THE SITE DETERMINING, IF EMPLOYED, SHALL BE SUBMITTED TO AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR DEWATERING DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE OWNER.
 - AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE PROPER INLET PROTECTION DEVICES FOR PROTECTION OF THE PIPES. THE PURPOSE OF THE PROTECTION IS THE INLET PROTECTION WILL BE TO MINIMIZE THE AMOUNT OF SILTATION THAT NORMALLY WOULD ENTER THE STORM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS.
 - AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
 - EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH IEPA REGULATIONS AND IDOT STANDARDS FOR SOIL EROSION AND SEDIMENTATION CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, HAS DEVELOPED.
 - THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) AND THE VILLAGE OF ARLINGTON HEIGHTS. REQUIREMENTS AND GOVERNING VILLAGE OF ARLINGTON HEIGHTS. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THE EROSION CONTROL DRAWINGS AND SPECIFICATIONS AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC.. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE SWPPP AND FOR MONITORING AND MAINTAINING THE SWPPP. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL SWPPP DOCUMENTATION CURRENT AND READILY AVAILABLE ON THE PROJECT SITE AT ALL TIMES FOR REVIEW BY THE OWNER, ENGINEER, AND REGULATORY AGENCIES. KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR SUPPLIERS, WHICH CONTRIBUTE TO DEFICIENCIES IN THE SWPPP OR ANY VIOLATIONS RESULTING FROM INADEQUATE EROSION CONTROL PROTECTION AND/OR DOCUMENTATION.
 - THE PAVEMENT SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO KEEP A SWEEPER ON-SITE AT ALL TIMES.
 - ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.
 - ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.
 - ALL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR, IF REQUESTED BY THE VILLAGE OF ARLINGTON HEIGHTS OR ENGINEER, COPIES OF ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW AND APPROVAL.
 - PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.
 - WHEN REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER WHEN RECORD DRAWINGS CAN BE PREPARED. RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, INVERT, RIM, AND SPOT GRADE ELEVATIONS, AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE OWNER.
 - BEFORE ACCEPTANCE, ALL WORK SHALL BE INSPECTED BY THE VILLAGE OF ARLINGTON HEIGHTS, AS NECESSARY.
- ### EARTHWORK NOTES
- GENERAL
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.
 - ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND BE KNOWLEDGEABLE OF ALL SITE CONDITIONS.
 - THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC., MUST BE ACCOUNTED FOR.
 - THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL NEGATE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SILT AND FILTER FENCING, ETC., TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC., SHALL OCCUR BEFORE GRADING BEGINS.
 - PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE. THE RADIUS OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.
 - TOPSOIL EXCAVATION INCLUDES:
 - EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STOPPING TOPSOIL OR FILLING AREAS.
 - PLACEMENT OF EXCAVATED MATERIAL IN OWNER-DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE.
 - TOPSOIL STOCKPILED FOR RESPAED SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSSED OF OFF-SITE.
 - TOPSOIL RESPAED SHALL INCLUDE HAULING AND SPREADING SIX (6) INCHES OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.
 - MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.
 - EARTH EXCAVATION INCLUDES:
 - EXCAVATION OF SUBSURFACE MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET FOR PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.
 - PLACEMENT OF SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED DENSITY.
 - STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL. WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION, IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.
 - COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS.
 - UNSUITABLE MATERIAL: UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW GRADE. SUCH MATERIALS SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE ENGINEER WITH THE CONCURRENCE OF THE OWNER.
 - MISCELLANEOUS. THE CONTRACTOR SHALL:
 - SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPILL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.
 - SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL. IN ALL AREAS THAT WILL BE SOFT DUE TO EXCESS MOISTURE CONTENT, THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.
 - PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.
 - BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.
 - TESTING AND FINAL ACCEPTANCE
 - THE CONTRACTOR SHALL PROVIDE AS A MINIMUM A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE COURSE MATERIAL. THIS SHALL BE WITNESSED BY THE ENGINEER AND THE OWNER. (SEE PAVING SPECIFICATIONS.)
 - ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL OR OTHERWISE CORRECTED AND APPROVED BY THE ENGINEER.

PAVING NOTES

- GENERAL
 - PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND COMPACTION; PLACEMENT OF SUBBASE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING, AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.
 - COMPACTION REQUIREMENTS [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)]: SUBGRADE = 93% SUBBASE = 93% AGGREGATE BASE COURSE = 95% BITUMINOUS COURSE = 95% OF MAXIMUM DENSITY, PER ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) HIGHWAY STANDARDS.
 - IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING WARNING AND TRAFFIC MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE AND THEIR INSTALLATION SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND IN ACCORDANCE WITH THE VILLAGE OF ARLINGTON HEIGHTS CODE.
 - SUBGRADE PREPARATION
 - EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS ONE (1) INCH OF FINISHED GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPERLY PREPARED AND THAT THE FINISHED TOP SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS, UNLESS THE CONTRACTOR ADVISES THE ENGINEER IN WRITING PRIOR TO THE GRADING FOR BASE COURSE CONSTRUCTION. IT IS UNDERSTOOD THAT THE CONTRACTOR HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.
 - PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF-ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS:
 - SCARIFY, DISC, AND AERATE.
 - REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL.
 - REMOVE AND REPLACE WITH GRANULAR MATERIAL.
 - USE OF GEOTEXTILE FABRIC.
 - MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE ONE-QUARTER (1/4) INCH TO ONE-HALF (1/2) INCH IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA.
 - PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE-GRADED TO WITHIN 0.4 FEET (1/2 INCH) OF FINAL GRADE. THE CONTRACTOR SHALL DEVELOP A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS AND A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT TWENTY-EIGHT (28) DAYS. ALL CURBS SHALL BE BROOM-FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL.
 - PRIOR TO PLACEMENT OF THE BASE COURSE, THE SUBGRADE SHALL BE APPROVED BY THE TESTING ENGINEER.
 - CONCRETE WORK
 - ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) INCHES THICK. CONCRETE SHALL BE PLACED IN A MINIMUM OF 3,500 PSI COMPRESSIVE STRENGTH AT FOURTEEN (14) DAYS AND A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT TWENTY-EIGHT (28) DAYS. ALL CURBS SHALL BE BROOM-FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL.
 - CONCRETE CURB AND GUTTER COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CORRELATION STANDARDS AND THE PAVEMENT CROSS SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PER-MOLDED FIBER EXPANSION JOINTS, WITH TWO (2) INCH EPOXY-CURED STEEL DOWEL BARS, SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES.
 - CURBS SHALL BE DEPRESSED AND MEET THE SLOPE REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINES AND OTHER LOCATIONS, AS DIRECTED BY THE VILLAGE OF ARLINGTON HEIGHTS, AND THE OWNER FOR PROVIDING ACCESSIBILITY.
 - THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.
 - CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5-FOOT INTERVALS AND 1/2-INCH PRE-MOLDED FIBER EXPANSION JOINTS AT 20-FOOT INTERVALS AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, AND OTHER STRUCTURES.
 - CONCRETE CURING AND PROTECTION SHALL BE PER IDOT STANDARDS. TWO (2) COATS OF IDOT APPROVED CURING AGENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
 - THE COST OF AGGREGATE BASE OR SUBBASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM.
 - FLEXIBLE PAVEMENT
 - THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, AND DRIVE AVULES SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENT SHALL CONSIST OF AGGREGATE BASE COURSE, TYPE B, BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, II-N, 95, AND BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX 95, OF THE THICKNESS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS.
 - ALL TRAFFIC SHALL BE KEPT OFF THE COMPLETED AGGREGATE BASE UNTIL THE BINDER COURSE IS LAID. THE AGGREGATE BASE SHALL BE UNIFORMLY PRIME COATED AT A RATE OF 0.4 TO 0.5 GALLONS PER SQUARE YARD PRIOR TO PLACING THE BINDER COURSE. PRIME COAT MATERIALS SHALL BE IDOT APPROVED.
 - PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED AND TACK-COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE ANY NECESSARY EQUIPMENT AND STAFF NECESSARY. INCLUDING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER, TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE. THE TACK COAT SHALL BE UNIFORMLY APPLIED TO THE BINDER COURSE AT A RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS PER IDOT STANDARDS.
 - SEAMS IN B&M, BINDER, AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6 INCHES.
 - TESTING AND FINAL ACCEPTANCE.
 - THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE ENGINEER.
 - PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN DIRECTED IN ORDER TO CONFIRM THE PLAN THICKNESS, DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD REQUIRED BY IDOT STANDARDS.
 - WHEN REQUIRED BY THE VILLAGE OF ARLINGTON HEIGHTS, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD REQUIRED BY IDOT STANDARDS.
 - FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.
 - ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS CODE. WHEN CONFLICTS ARISE BETWEEN MUNICIPAL CODE, GENERAL NOTES AND SPECIFICATIONS, THE MORE STRINGENT SHALL TAKE PRECEDENCE.
- ### SIGNAGE AND PAVEMENT MARKING NOTES
- ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARDS.
 - SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0.080-INCH THICK FLAT ALUMINUM PANELS WITH REFLECTORIZED LEGEND ON THE FACE. LEGEND SHALL BE IN ACCORDANCE WITH THE MUTCD.
 - POSTS: SIGN POSTS SHALL BE A HEAVY-DUTY STEEL "U" SHAPED CHANNEL WEIGHING 3.0 POUNDS/FOOT, SUCH AS A TYPE B METAL POST, AS PER THE IDOT STANDARDS (OR 2-INCH PERFORATED STEEL TUBE). SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT STANDARDS.
 - PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE PUBLIC RIGHT-OF-WAY, SUCH AS STOP LINES, CENTERLINES, CROSSWALKS, AND DIRECTIONAL ARROWS, SHALL BE REFLECTORIZED THERMOPLASTIC.
 - PAVEMENT MARKINGS ON BIKE PATHS, PARKING LOT STALLS, AND SIMILAR "LOW-WEAR" APPLICATIONS, SHALL BE PAINT IN ACCORDANCE WITH IDOT STANDARDS.
 - COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD AND LOCAL CODE. STANDARD PARKING SPACES SHALL BE PAINTED WHITE OR YELLOW PER LOCAL CODE.
 - THERMOPLASTIC MARKINGS SHALL BE INSTALLED WHEN THE PAVEMENT TEMPERATURE IS 55 DEGREES FAHRENHEIT AND HIGHER. PAINT MARKINGS MAY BE INSTALLED WHEN THE AIR TEMPERATURE IS 50 DEGREES FAHRENHEIT AND RISING.
- ### SANITARY SEWER NOTES
- SANITARY SEWER PIPE: ALL SANITARY SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN, UNLESS OTHERWISE NOTED ON THE PLANS. ALL SANITARY SEWER PIPE SHALL BE CONSTRUCTED OF 18" OR 24" DIAMETER PRECAST CONCRETE PIPE (PCP) CONFORMING TO ANSI A21.51 (AWWA C151), CEMENT MORTAR LINING SHALL CONFORM TO ANSI A21.51 (AWWA C104). THE JOINTS SHALL BE PUSH-ON COMPRESSION GASKET JOINTS CONFORMING TO ANSI A21.11 (AWWA C111). THE SIZE AND TYPE MUST BE APPROVED BY THE ENGINEER. THE VILLAGE OF ARLINGTON HEIGHTS PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL WATERMAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:

PIPE SIZE	CODE	PIPE MATERIAL
18" - 24"	PCP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)
3" - 12"	PVC	POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
12" - 48"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)

 - BAND-SEAL OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE WITH MINIMUM BEDDING THICKNESS OF 4 INCHES. THE MINIMUM DIAMETER OF THE STONE SHALL BE FOUR (4) INCHES OR MORE THAN EIGHT (8) INCHES. AS A MINIMUM, THE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 704.01 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF ILLINOIS OR ASTM C-33. THE GRADATION SHALL CONFORM TO GRADATION CA-11 OR CA-13 OF THE ILLINOIS STANDARD SPECIFICATIONS AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
 - ALL UNSUITABLE MATERIALS SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED GRAVEL OR STONE, AS PER IDOT STANDARDS.
 - ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF TWO (2) FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL PER IDOT STANDARDS AND THOROUGHLY MECHANICALLY COMPACTED IN 9-INCH THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED.

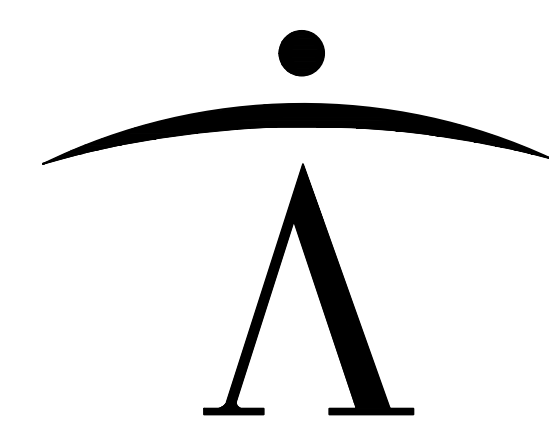
- ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
 - CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE VILLAGE OF ARLINGTON HEIGHTS.
 - WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) REQUIREMENTS, AS SPECIFIED IN THE STANDARDS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.
 - NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE, EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES:
 - IF NECESSARY PERMISSION SHALL BE OBTAINED FROM THE VILLAGE OF ARLINGTON HEIGHTS IN WRITING PRIOR TO BEGINNING CONSTRUCTION.
 - THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18 INCHES ABOVE THE BOTTOM OF THE SANITARY SEWER.
 - ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMBINED SEWER AREAS) SHALL HAVE A MINIMUM OF 18 INCHES ABOVE THE GROUND SURFACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER REMOVAL OF THE WATER TIGHT BOOT, CONFORMING TO ASTM C-923, SHALL BE USED AT THE PIPE-STRUCTURE CONNECTION.
 - ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER-TIGHT FLEEVES. THE BOTTOM OF THE MANHOLE SHALL HAVE A CONCRETE BENCH Poured TO FACILITATE SMOOTH SLOPES.
 - FRAMES AND LIDS: SEE DETAILS FOR ALL SANITARY SEWER MANHOLE FRAMES AND LIDS. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF-SEALING WITH AN "O" RING GASKET. THE LIDS SHALL HAVE THE WORD "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN THE FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE.
 - A MAXIMUM OF TWELVE (12) INCHES OF CONCRETE-ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE.
 - CLEANING: ALL MANHOLES AND PIPES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS, AND ALL VISIBLE LEAKAGE ELIMINATED, BEFORE FINAL INSPECTION AND ACCEPTANCE.
 - TESTING: DEFLECTION, AIR, AND LEAKAGE TESTING WILL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE IN ACCORDANCE WITH THE STANDARDS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.
 - TESTING THE ALIGNMENT/STRAIGHTNESS SHALL BE IN ACCORDANCE WITH THE VILLAGE OF ARLINGTON HEIGHTS CODE.
 - TELEVISION: IF REQUIRED BY THE VILLAGE OF ARLINGTON HEIGHTS, ALL SANITARY SEWERS SHALL BE TELEVIEWED, AND A COPY OF THE TAPE AND A WRITTEN REPORT SHALL BE SUBMITTED AND REVIEWED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD METHOD OF TEST FOR "EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE" (ASTM D-2412). PRE-APPROVED TESTS SHALL BE CONDUCTED TO IDENTIFY DEFECTS. THE TESTS TO BE USED, TESTS SHALL ALSO BE CONDUCTED TO DEMONSTRATE JOINT PERFORMANCE AT FIVE (5) PERCENT MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT.
 - CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO THE LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT.
- ### STORM SEWER NOTES
- STORM SEWER PIPE, ALL STORM SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN, UNLESS OTHERWISE NOTED ON THE PLANS. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE, IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR STORM SEWER PIPE, CONFORMING TO ASTM C76. THE SIZE AND TYPE MUST BE APPROVED BY THE ENGINEER. THE VILLAGE OF ARLINGTON HEIGHTS PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL STORM SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:

PIPE SIZE	CODE	PIPE MATERIAL
18" - 60"	RCP	REINFORCED CONCRETE PIPE (ASTM C76); SEE IDOT SPECS FOR PIPE CLASS
3" - 12"	PVC	POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
12" - 48"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)

 - BAND-SEAL OR SIMILAR COUPLING SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.
 - ALL FOOTING DRAIN DISCHARGE PIPES AND DOWN SPOUTS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
 - CONSTRUCTION: ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
 - COVER: THE CONTRACTOR SHALL MAINTAIN AT LEAST TWO (2) FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MOUND OVER ANY PIPES THAT HAVE LESS THAN TWO (2) FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADE.
 - STRUCTURES: MANHOLE, CATCH BASIN, AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITH CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM OF 4 FEET IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH "O" RING OR BUTYL ROPE. A MAXIMUM OF TWELVE (12) INCHES OF ADJUSTING RINGS SHALL BE USED.
 - A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES.
 - THE FRAME, GATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE STYLE SHOWN ON THE PLANS.
 - CLEANING: THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.
 - THE STORM SEWER SHALL BE TELEVIEWED IF REQUIRED BY THE VILLAGE OF ARLINGTON HEIGHTS.
 - MANHOLES, CATCH BASINS, INLETS, FRAMES, GRATES, AND OTHER STRUCTURES SHALL BE CONSTRUCTED OF THE TYPE, STYLE, AND SIZE AS SET FORTH WITH THE ORDINANCES AND STANDARDS OF THE VILLAGE OF ARLINGTON HEIGHTS.
 - ALL PVC PIPES CONNECTED TO REINFORCED CONCRETE PIPE SHALL BE CORED AND BOOTED PER THE VILLAGE OF ARLINGTON HEIGHTS REQUIREMENTS.
- ### WATERMAIN NOTES
- WATERMAIN PIPE: ALL WATERMAIN PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN, UNLESS OTHERWISE NOTED ON THE PLANS. ALL WATERMAIN PIPE SHALL BE CONSTRUCTED OF 18" OR 24" DIAMETER PRECAST CONCRETE PIPE (PCP) CONFORMING TO ANSI A21.51 (AWWA C151), CEMENT MORTAR LINING SHALL CONFORM TO ANSI A21.51 (AWWA C104). THE JOINTS SHALL BE PUSH-ON COMPRESSION GASKET JOINTS CONFORMING TO ANSI A21.11 (AWWA C111). THE SIZE AND TYPE MUST BE APPROVED BY THE ENGINEER. THE VILLAGE OF ARLINGTON HEIGHTS PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL WATERMAIN PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:

PIPE SIZE	CODE	PIPE MATERIAL
18" - 24"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)
3" - 36"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)

 - FITTINGS: ALL FITTINGS SHALL BE OF DUCTILE IRON WITH CEMENT MORTAR LINING AND MECHANICAL JOINTS CONFORMING TO ANSI A21.10 (AWWA C110).



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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION AND RENOVATION

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ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

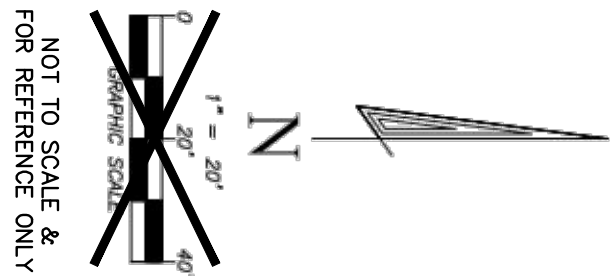
MWRD GENERAL NOTES

RESUBMITTED 11/30/17

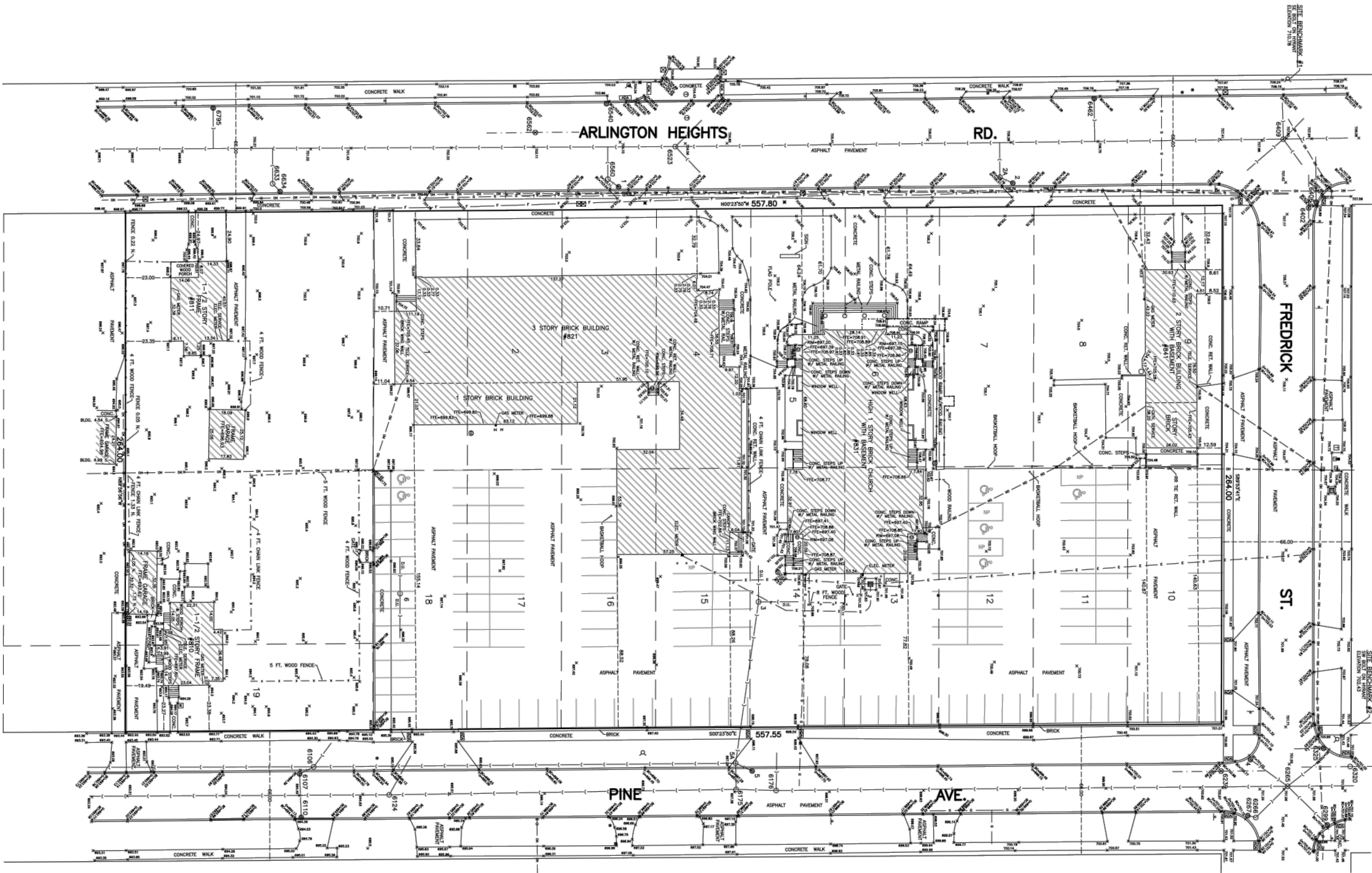
PROJECT NO.: 168144008 DATE: 10/5/17

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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 _____ 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 _____ 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). CONVERSION FACTOR IS _____ FT. 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:	<table><tr><th>PIPE MATERIAL</th><th>PIPE SPECIFICATIONS</th><th>JOINT SPECIFICATIONS</th></tr><tr><td>VITRIFIED CLAY PIPE</td><td>ASTM C-700</td><td>ASTM C-425</td></tr><tr><td>REINFORCED CONCRETE SEWER PIPE</td><td>ASTM C-76</td><td>ASTM C-443</td></tr><tr><td>CAST IRON SOIL PIPE</td><td>ASTM A-74</td><td>ASTM C-564</td></tr><tr><td>DUCTILE IRON PIPE</td><td>ANSI A21.51</td><td>ANSI A21.11</td></tr><tr><td>POLYVINYL CHLORIDE (PVC) PIPE</td><td></td><td></td></tr><tr><td>6-INCH TO 15-INCH DIAMETER SDR 26</td><td>ASTM D-3034</td><td>ASTM D-3212</td></tr><tr><td>18-INCH TO 27-INCH DIAMETER F/DY=46</td><td>ASTM F-679</td><td>ASTM D-3212</td></tr><tr><td>HIGH DENSITY POLYETHYLENE (HDPE)</td><td></td><td></td></tr><tr><td>WATER MAIN QUALITY PVC</td><td></td><td></td></tr><tr><td>4-INCH TO 36-INCH</td><td>ASTM D-2241</td><td>ASTM D-3139</td></tr><tr><td>4-INCH TO 12-INCH</td><td>AWWA C900</td><td>ASTM D-3139</td></tr><tr><td>14-INCH TO 48-INCH</td><td>AWWA C905</td><td>ASTM D-3139</td></tr></table> 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. <table><tr><th>PIPE MATERIAL</th><th>PIPE SPECIFICATIONS</th><th>JOINT SPECIFICATIONS</th></tr><tr><td>POLYPROPYLENE (PP) PIPE</td><td></td><td></td></tr><tr><td>12-INCH TO 24-INCH DOUBLE WALL</td><td>ASTM F-2736</td><td>D-3212, F-477</td></tr><tr><td>30-INCH TO 60-INCH TRIPLE WALL</td><td>ASTM F-2764</td><td>D3212, F-477</td></tr></table> 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 EXERCISED 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.	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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.
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| —○—○— | Manhole | □ | Telephone Vault |
| —○—○— | Storm Catch Basin/Joint | □ | Electric Meter |
| —○—○— | Fire Hydrant W/B-Box | □ | 1 Beam Post |
| —○—○— | Water Valve Vault | □ | Underground Electric Lines |
| —○—○— | Light Pole | □ | Underground Gas Lines |
| —○—○— | Lamp | □ | Per Pole Workings |
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| —○—○— | Electric Vault | □ | ADA Inside Strip |
| —○—○— | Concrete Field Post | □ | ADA Outside Strip |
| —○—○— | Open Out | □ | Gravel Surface Elevation |
| —○—○— | Open Valve | □ | Gravel Surface Elevation |
| —○—○— | Telephone Manhole | □ | Gravel Surface Elevation |
| —○—○— | Telephone Pedestal/Box | □ | Gravel Surface Elevation |



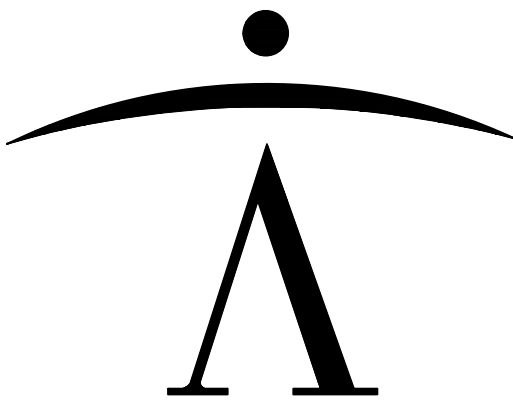
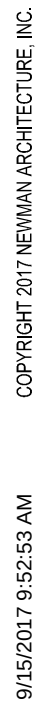
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REFERENCE: BENCHMARK, ALTA OF ARLINGTON HEIGHTS, ILLINOIS, NO. 40, SQUARE CORNER ON THE EAST END OF A 1/4 SECTION 18, TOWNSHIP 36N, RANGE 12E, COUNTY OF COOK, ILLINOIS, 1911. THE BENCHMARK IS A 1/4 SECTION 18, TOWNSHIP 36N, RANGE 12E, COUNTY OF COOK, ILLINOIS, 1911. THE BENCHMARK IS A 1/4 SECTION 18, TOWNSHIP 36N, RANGE 12E, COUNTY OF COOK, ILLINOIS, 1911. THE BENCHMARK IS A 1/4 SECTION 18, TOWNSHIP 36N, RANGE 12E, COUNTY OF COOK, ILLINOIS, 1911.

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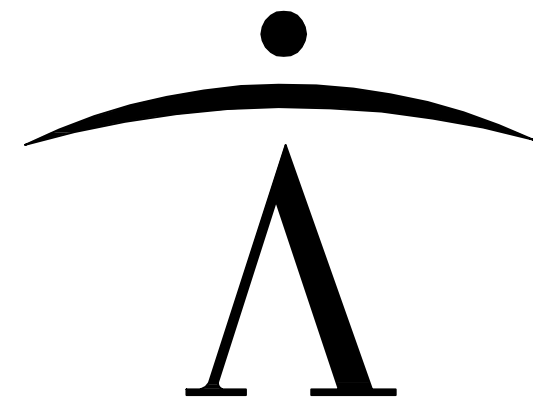
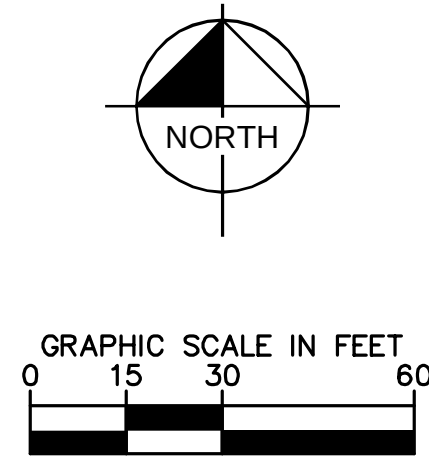
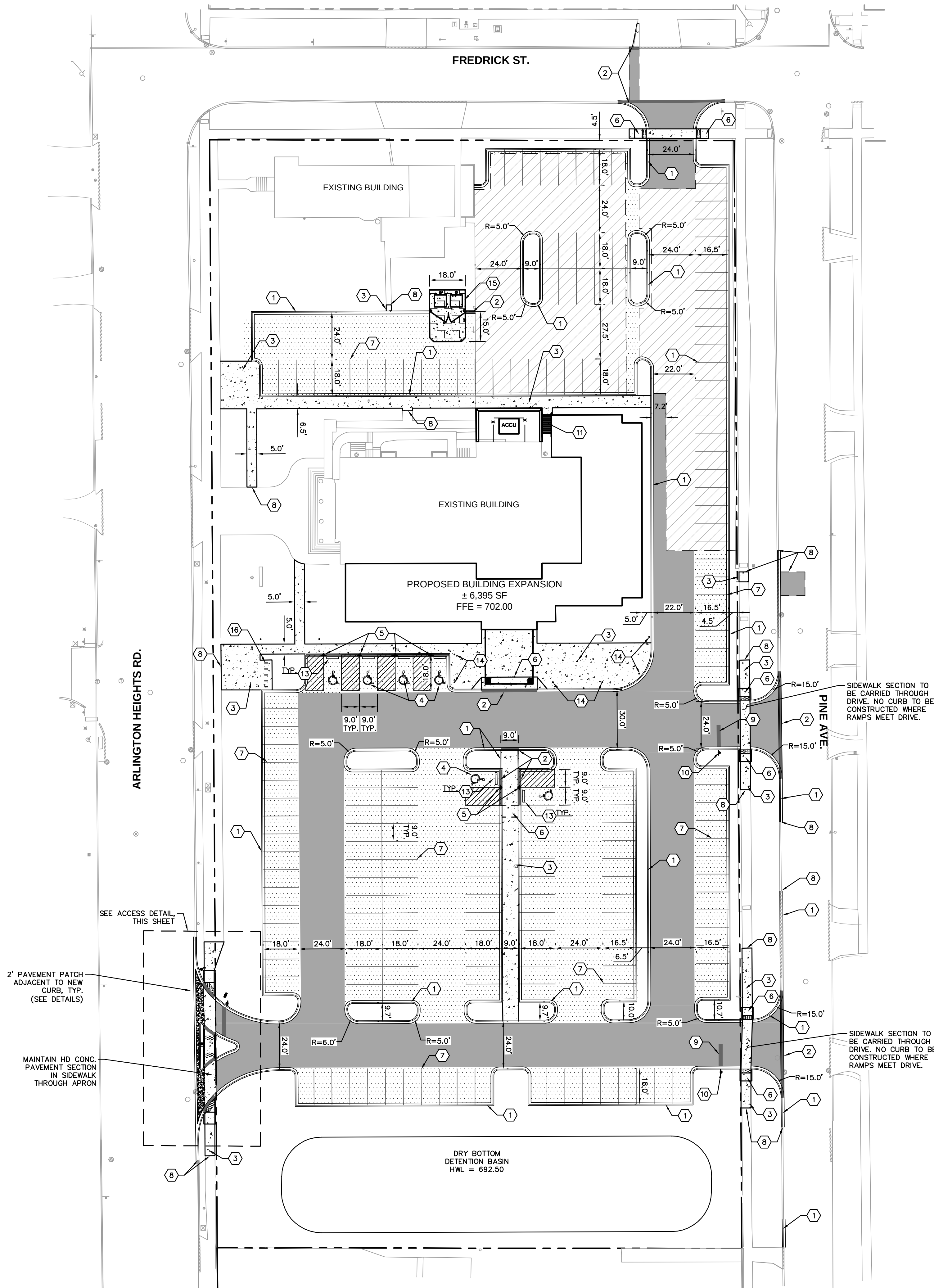
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ALTA/NSPS LAND TITLE SURVEY
OF
ST. JAMES PARISH, ARLINGTON HEIGHTS, ILLINOIS



AND
THE ARCHDIOCESE OF CHICAGO

COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIALS, TRASH AND OTHER DEBRIS. FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE. SUBSEQUENT FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS CONSENT EXCAVATION FOR NEW WORK IS REQUIRED.

C2.0



newman architecture
1730 Park Street, Suite 115, Naperville, Illinois 60563-2611
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PROJECT NAME:
VILLAGE SUBMITTAL
**CHURCH ADDITION
AND RENOVATION**
831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

KEY NOTES

- 1 B6.12 CONCRETE CURB AND GUTTER, TYP. (SEE DETAILS)
- 2 DEPRESSED CURB AND GUTTER
- 3 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
- 4 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
- 5 ACCESSIBLE PARKING SIGN, TYP. (MUTCD R7-8, SEE DETAILS)
- 6 ACCESSIBLE RAMP (SEE DETAILS)
- 7 4" WIDE PAINTED WHITE SOLID LINE, TYP.
- 8 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
- 9 24" WIDE STOP BAR, TYP. (SEE DETAILS)
- 10 STOP SIGN, TYP. (MUTCD R1-1, SEE DETAILS)
- 11 PROPOSED STAIRS (SEE ARCHITECTURAL PLANS)
- 12 NO LEFT TURN SIGN (MUTCD R3-2, 36"x36")
- 13 WHEEL STOP (SEE DETAILS)
- 14 ILLUMINATED LIGHT POST (SEE ARCHITECTURAL PLANS)
- 15 TRASH ENCLOSURE
- 16 BIKE RACKS (SEE ARCHITECTURAL PLANS)
- 17 RIGHT TURN ONLY SIGN (MUTCD R3-5, 30"x36")
- 18 DO NOT ENTER SIGN (MUTCD R5-1, 30"x30")

GENERAL NOTES

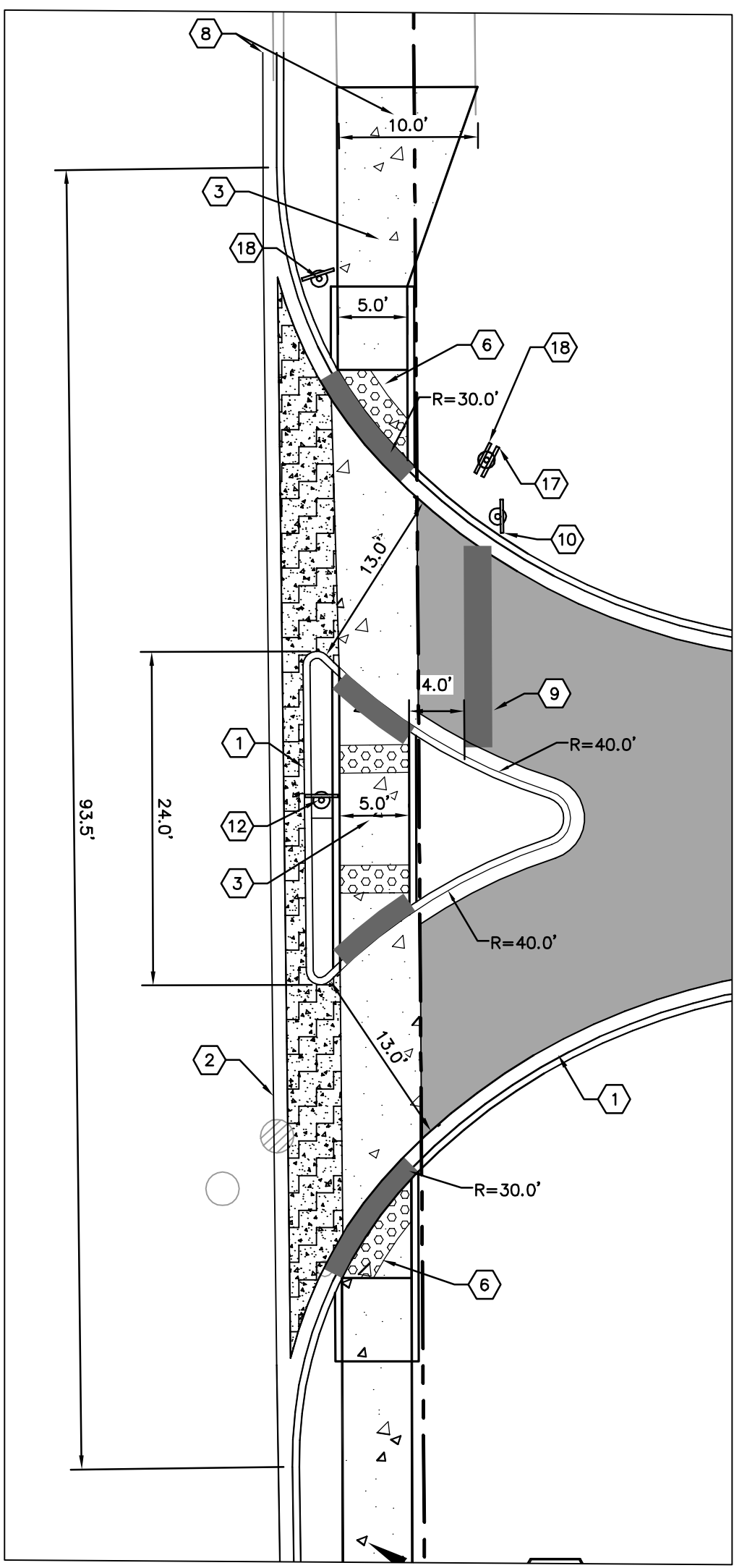
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3'-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PAVING AND CURB LEGEND

- STANDARD DUTY ASPHALT PAVEMENT
SEE DETAIL THIS SHEET FOR PAVEMENT SECTION
- HEAVY DUTY ASPHALT PAVEMENT
SEE DETAIL THIS SHEET FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
*SEE ARCHITECTURAL PLANS FOR SCOURING PATTERN
- CONCRETE SIDEWALK
SEE DETAIL THIS SHEET FOR PAVEMENT SECTION
*SEE ARCHITECTURAL PLANS FOR SCOURING PATTERN
- 1.5" STANDARD DUTY ASPHALT MILL & OVERLAY
VARIABLE DEPTH, SEE DETAILS
- STANDARD PITCH CONCRETE CURB AND GUTTER
- REVERSE PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

PARKING SUMMARY

STANDARD PARKING SPACES PROVIDED	= 179 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 6 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 6 SPACES
TOTAL PARKING SPACES PROVIDED	= 185 SPACES

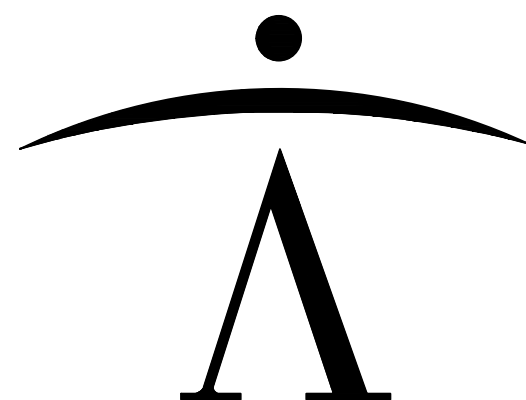
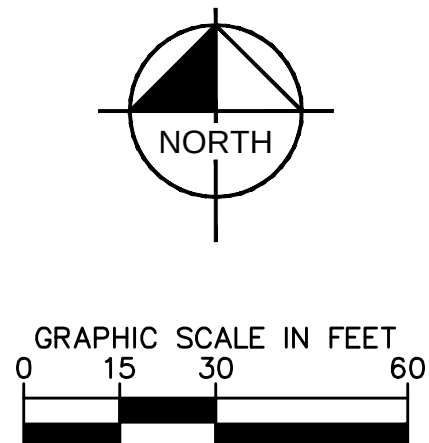
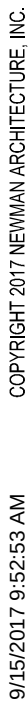


ACCESS DETAIL
1"=10'

DRAWING TITLE:

SITE PLAN

REVISED 01/04/18
PROJECT NO.: 168144008 DATE: 10/5/17



Participating Consultants

PROJECT NAME:

831 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE

EROSION CONTROL PLAN

PROJECT NO.: 168144008 DATE: 10/5/17

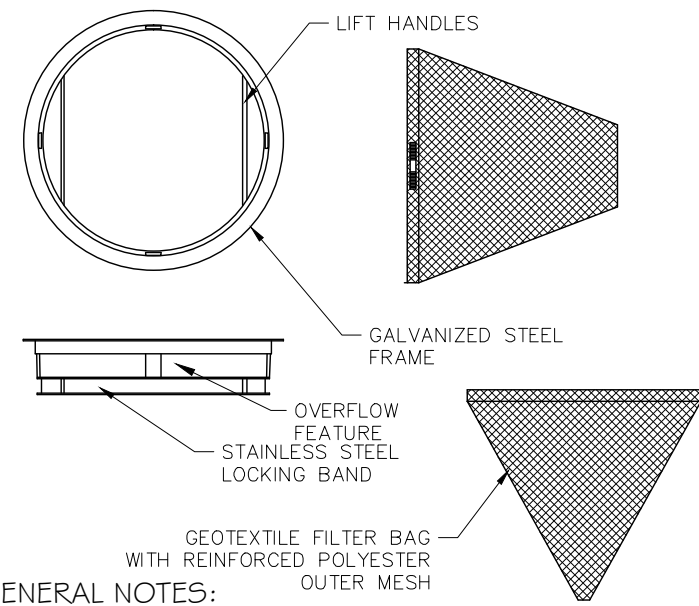
C4.0

	(TS) TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
	(EB) TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
	(CE) CONSTRUCTION (SEE EROSION CONTROL DETAILS)
	(SF) SILT FENCE (SEE EROSION CONTROL DETAILS)
	(IP) INLET PROTECTION (SEE EROSION CONTROL DETAILS)
	(CW) CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
	(SS) TEMPORARY SOIL STOCKPILE
	(LD) LIMITS OF DISTURBANCE
	EXISTING CONTOURS
	PROPOSED CONTOURS

- I. ROUGH GRADING
CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING. AS NEEDED TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
- II. UTILITY INSTALLATION
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
- III. PAVING
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
- IV. FINAL GRADING/SOIL STABILIZATION AT THE CONCLUSION OF THE PROJECT AS LANDSCAPING
ALL TEMPORARY EROSION CONTROL MEASURES TO BE MAINTAINED THROUGHOUT THE PROJECT AND DIRECTED BY THE LOCAL MUNICIPALITY.

- CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO CONCLUDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS COMPLETED. THE CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
4. BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OUT.
5. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
6. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES MUST BE CHOSEN PRIOR TO THE CONSTRUCTION OF THE FENCE OR FENCES AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE CITY ENGINEER. UTILITY DEVIATIONS, MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL DEPARTMENT DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
7. CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN TIGRIS OR EQUIVALENT), ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
8. PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
9. PERMANENT, PLANT, PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
10. ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
11. ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT HAS ACCUMULATED AND SPOILED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS OTHERWISE LESS THAN 7 DAYS AFTER THE RAINFALL EVENT. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. (ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER CONTRACTOR IS RESPONSIBLE FOR CORRECTING ALL APPROPRIATE VIOLATIONS AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
12. ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE LIKE USING A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
13. SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY THE ENGINEER AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
15. PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
16. SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OR ADMINISTRATOR.
17. STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SSC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
18. ALL TEMPORARY SSC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
19. WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXHAUSTATIONS MUST BE TREATED THROUGH SEDIMENT CONTROL AND/OR FILTRATION DEVICES. WHEN Dewatering DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
20. SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
 - 20.1. WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE, THE STABILIZATION MEASURE COVERING THE STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - 20.2. WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE STOPPED ON THE DAY WHEN CONSTRUCTION ACTIVITY CEASES. THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

C4.0



GENERAL NOTES:

ALL PRODUCTS MANUFACTURED BY INLET AND PIPE PROTECTION, INC OR APPROVED EQUAL.

NOTE: INLET FILTERS ARE SLIGHTLY SMALLER THAN THE INLET GRATE SIZES. WHEN IDENTIFYING OR SPECIFYING FILTERS/CASTINGS PLEASE REFER TO THE DIAMETER "D" OR WIDTH "W" AND HEIGHT "H" OF FILTER FRAMES OR CASTING GRATES. YOU MAY ALSO REFER TO OUR CASTING CROSS REFERENCE GUIDE FOR IDOT STANDARDS.

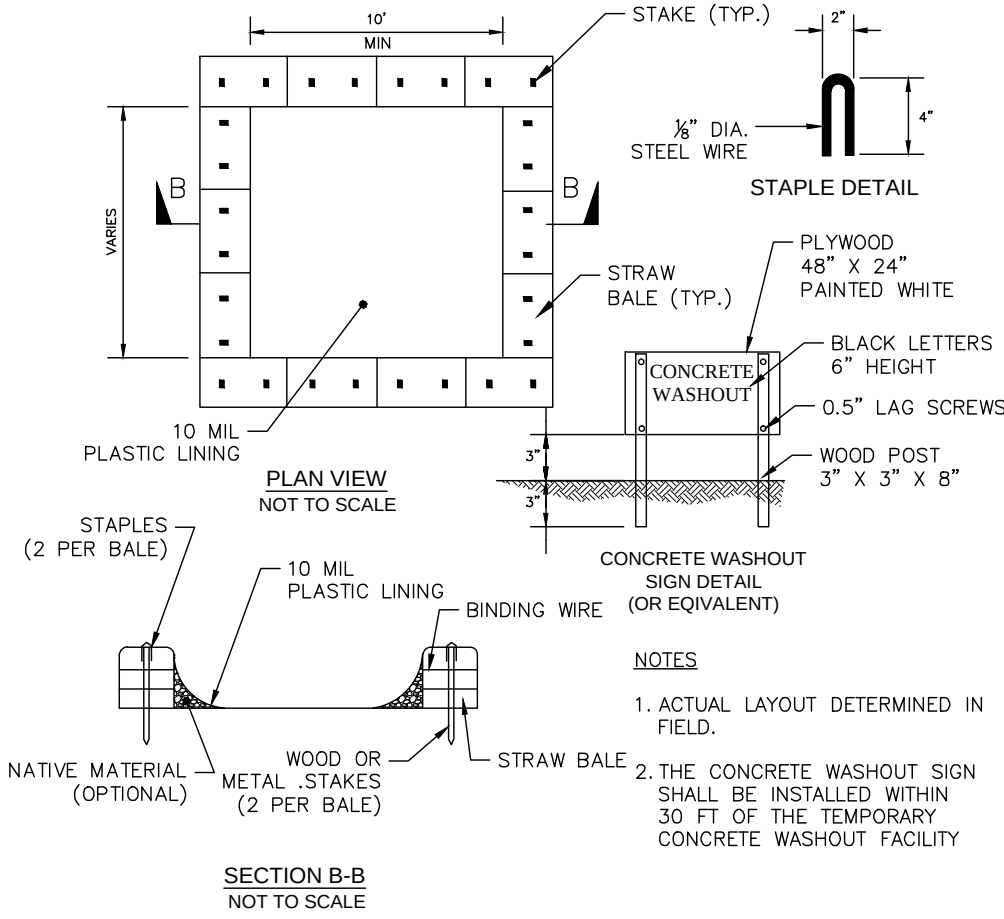
IDOT TYPE 1 ROUND INLET FILTER DEPICTED

NOTE: ROUND AND SQUARE INLET FILTERS AVAILABLE FOR MOST NEENAH AND EAST JORDAN BEEHIVE, ROLL CURB AND CURB BOX FRAME TYPES.

ALL IPP INLET FILTERS TO CONFORM TO IDOT SPECIFICATIONS AS OUTLINED IN ARTICLE 1081.15 OF IDOT'S STANDARD SPECIFICATIONS GUIDE.

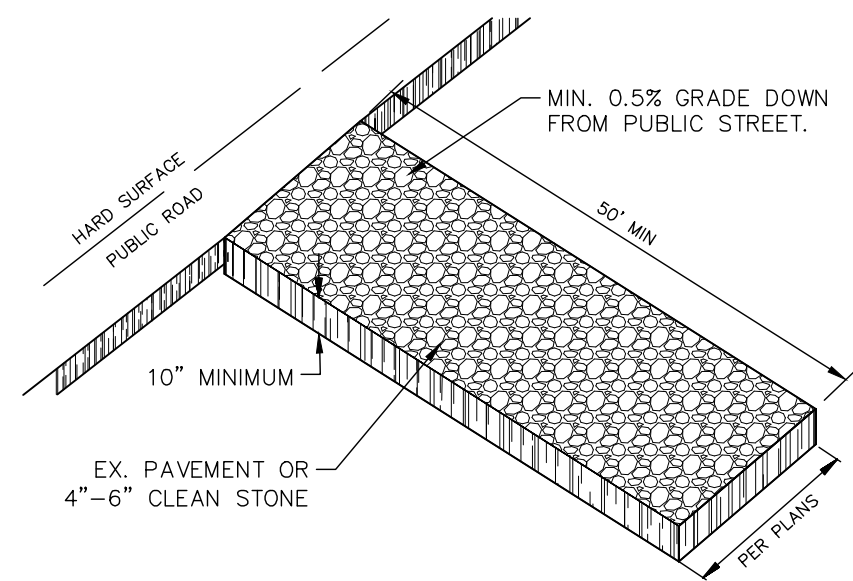
INLET PROTECTION

N.T.S.



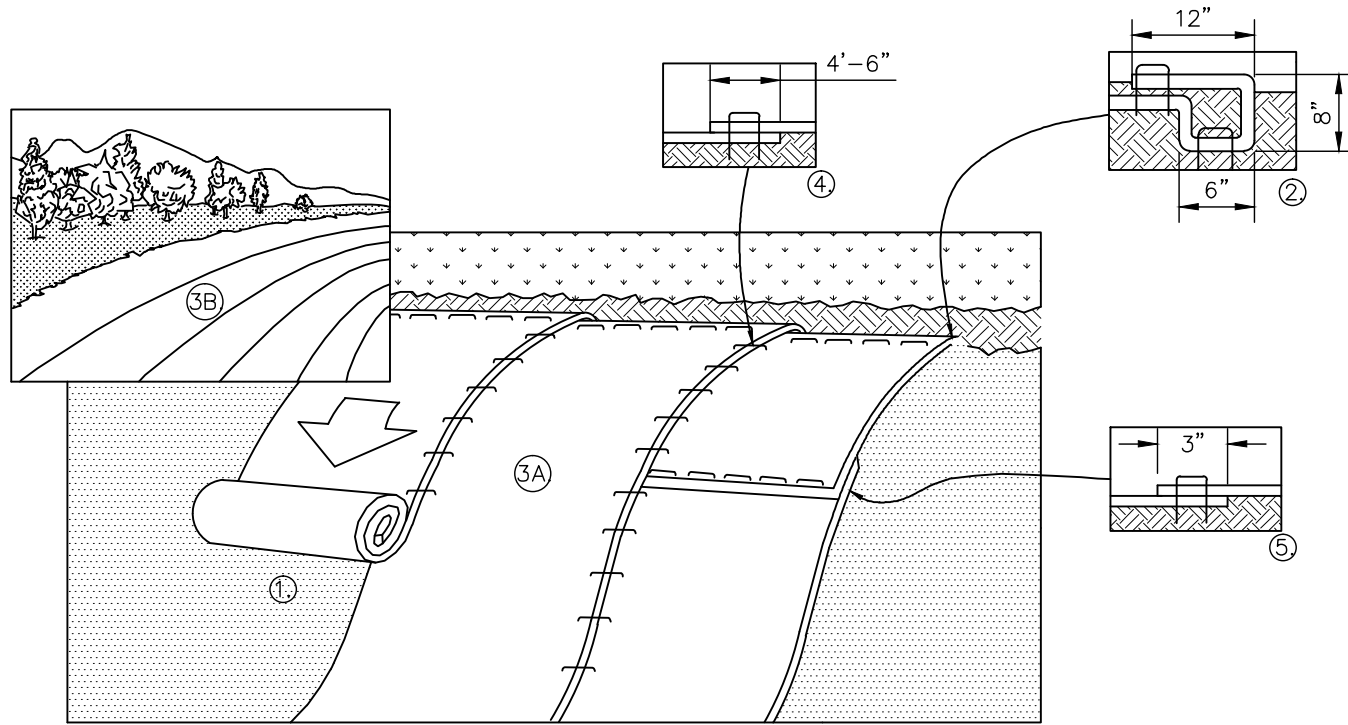
CONCRETE WASHOUT

N.T.S.



CONSTRUCTION ENTRANCE

N.T.S.



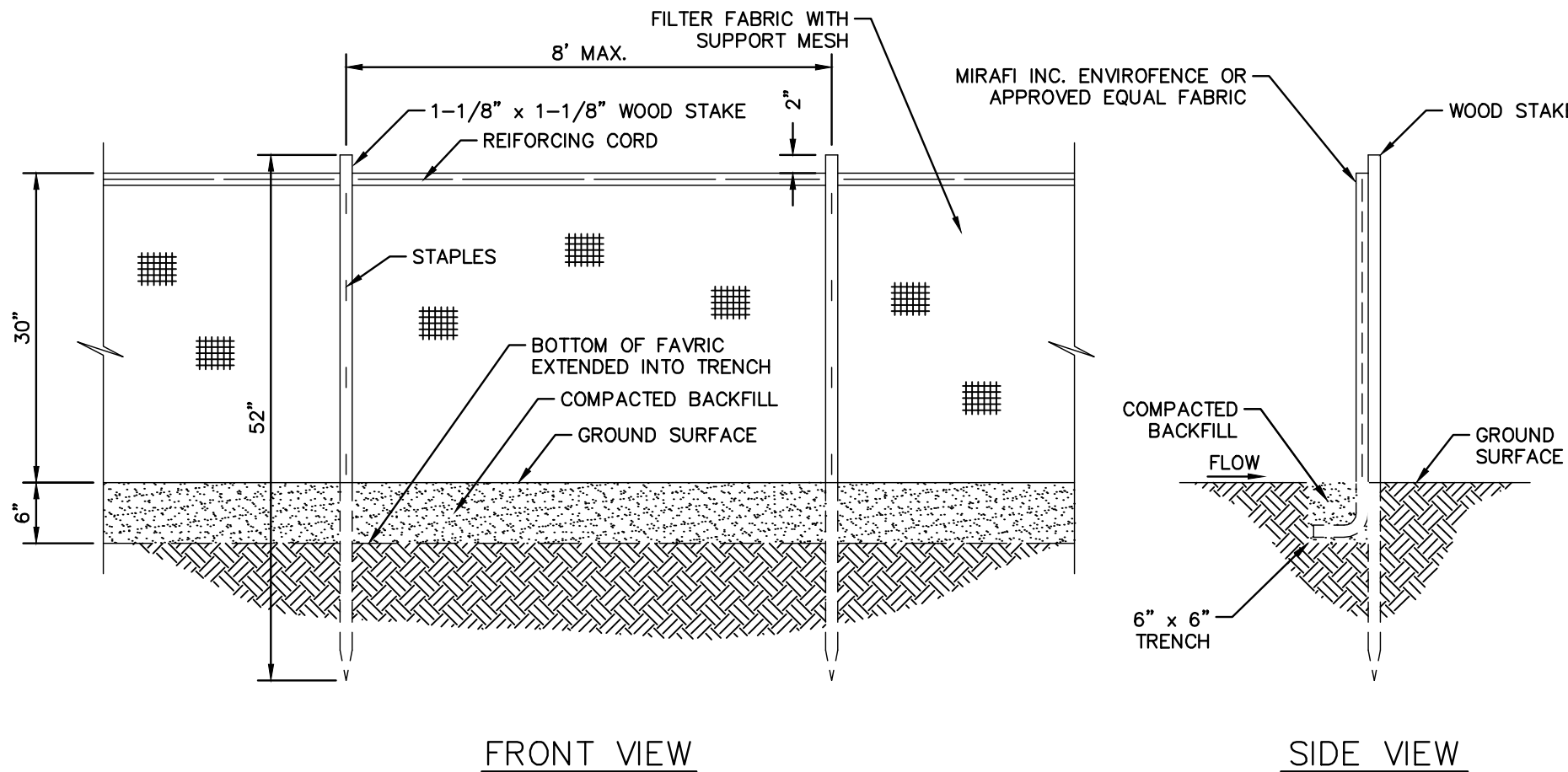
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH AS SHOWN IN DETAIL 2. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
3. ROLL THE BLANKETS (A) DOWN OR (B) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURES RECOMMENDATION.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH MINIMUM 6" OVERLAP. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.
6. PLACE STAPLES/STAKES PER MANUFACTURER'S RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED.

NOTES:

1. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.
2. FOLLOW EROSION CONTROL TECHNOLOGY COUNCIL SPECIFICATION FOR PRODUCT SELECTION.

EROSION CONTROL BLANKET (SLOPE INSTALLATION)

N.T.S.

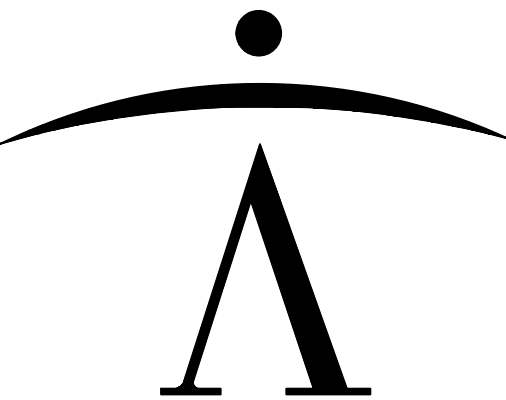


FRONT VIEW

SIDE VIEW

SEDIMENTATION/SILT FENCE

N.T.S.



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PROJECT NAME:

VILLAGE SUBMITTAL

CHURCH ADDITION
AND RENOVATION

831 N. ARLINGTON HEIGHTS ROAD
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FOR
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DRAWING TITLE:

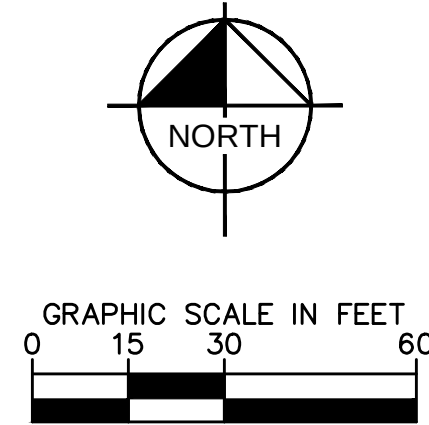
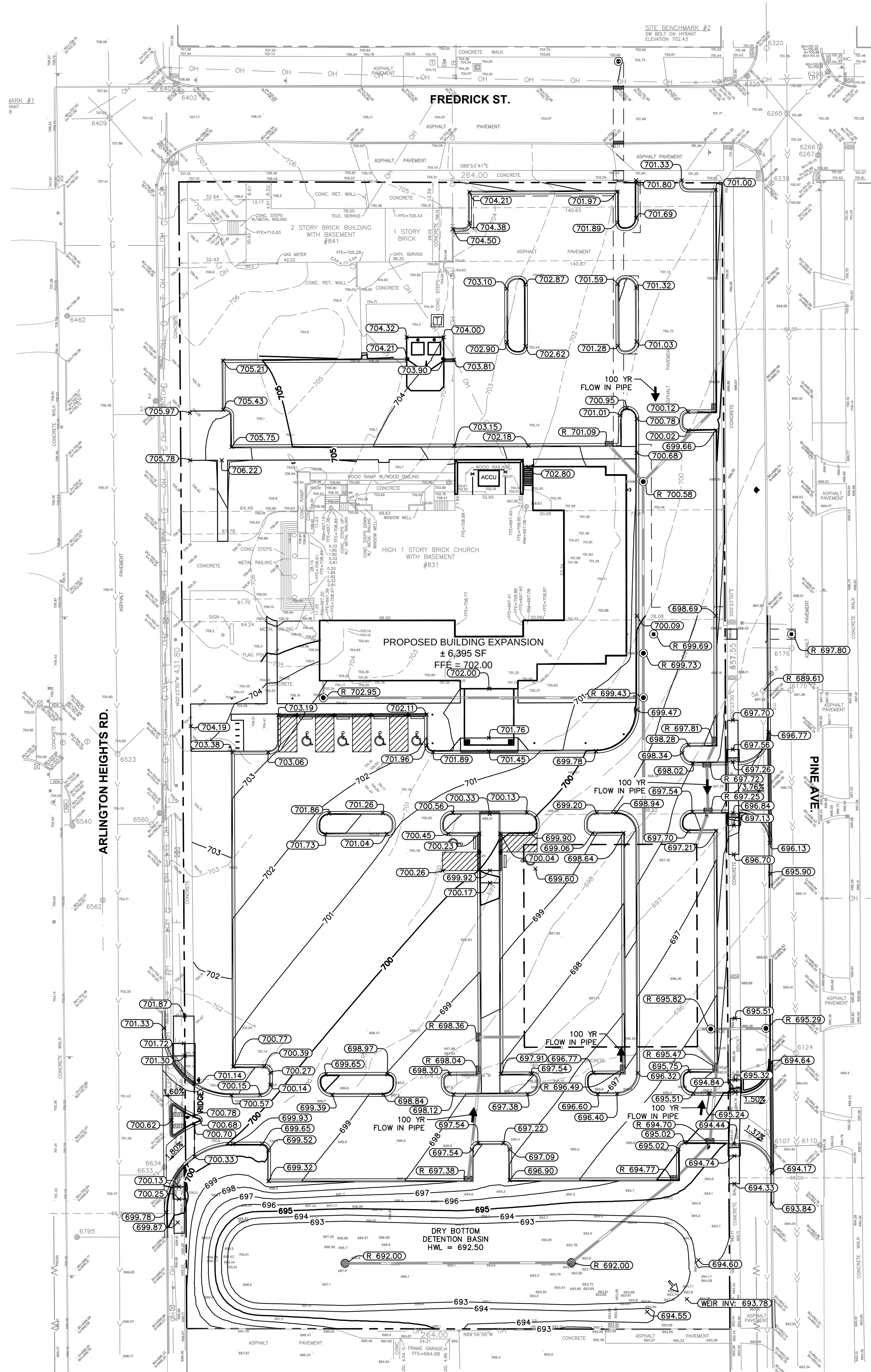
EROSION
CONTROL
DETAILS

RESUBMITTED 11/30/17

PROJECT NO.: 168144008

DATE: 10/5/17

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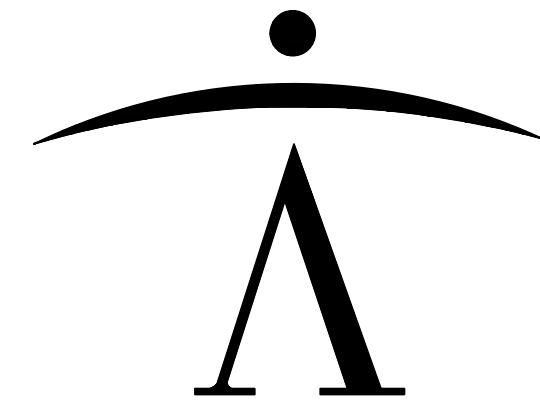


GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- TC = TOP OF CURB
- ME = MATCH ELEVATION
- TF = TOP OF FOUNDATION
- R = RIM ELEVATION
- TW = TOP OF WALL
- FG = FINISHED GRADE
- TS = TOP OF STAIRS
- BS = BOTTOM OF STAIRS
- PROPOSED CONTOUR
- RIDGE LINE
- SLOPE AND FLOW DIRECTION
- 100-YEAR OVERLAND OVERFLOW ROUTE
- DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
- REVERSED PITCH CURB AND GUTTER



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PROJECT NAME:

VILLAGE SUBMITTAL

**CHURCH ADDITION
AND RENOVATION**

831 N. ARLINGTON HEIGHTS ROAD
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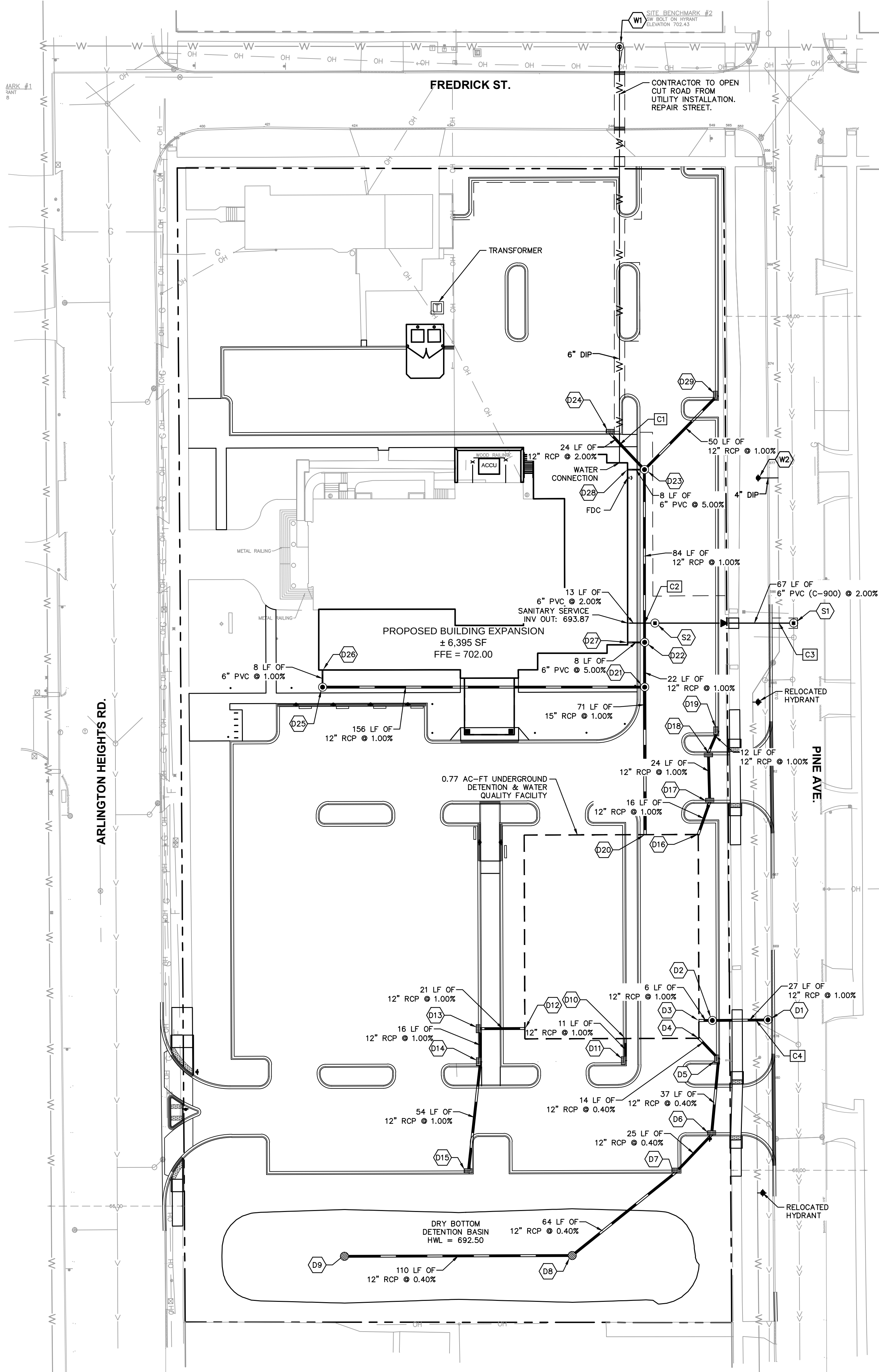
DRAWING TITLE:

GRADING PLAN

RESUBMITTED 11/30/17

PROJECT NO.: 168144008 DATE: 10/5/17

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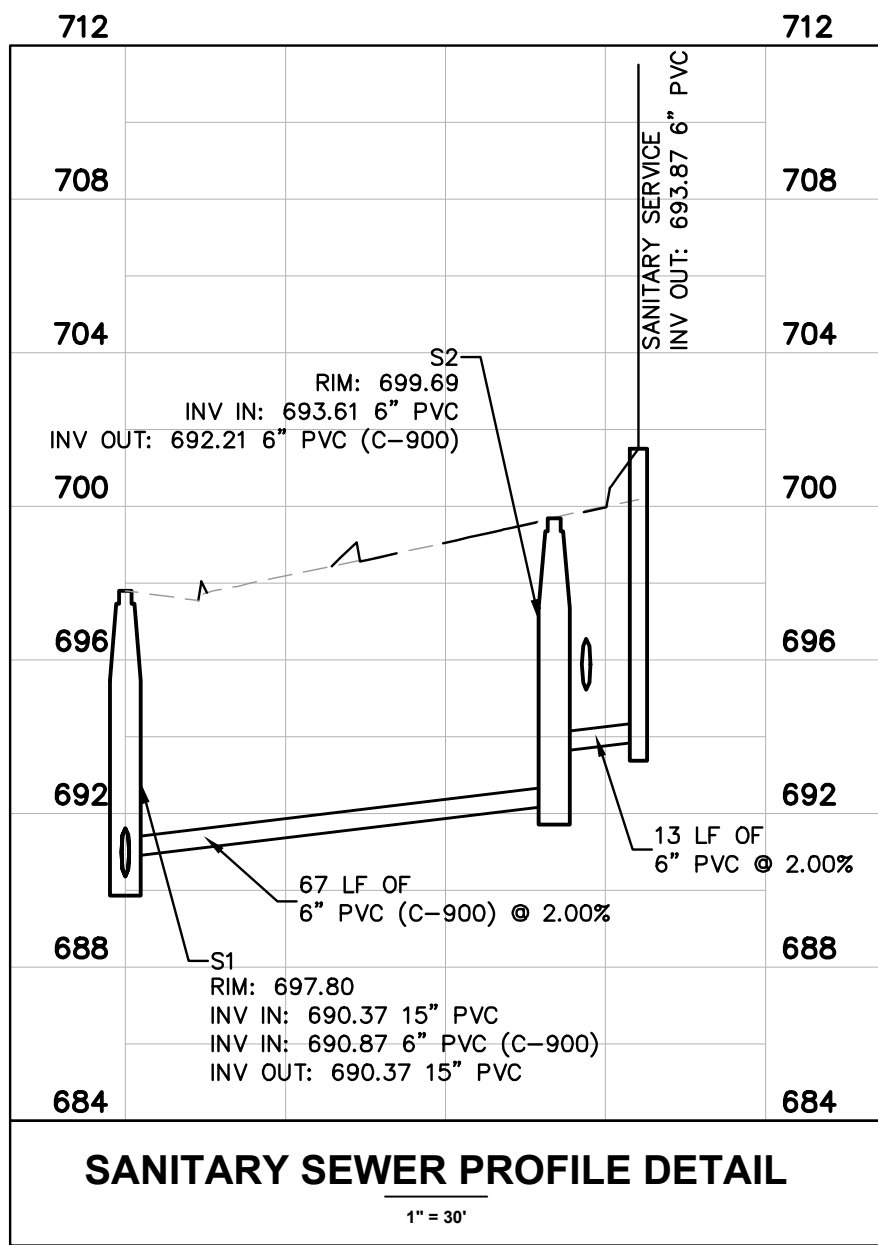
STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D1	5' DIA. STORM MH WITH DOGHOUSE CONNECTION TO EXISTING STORM SEWER. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF EX. SEWER PRIOR TO ORDERING MATERIALS. RIM: 685.29 INV IN: 687.23 (W) INV IN: 686.66 (N) INV OUT: 686.66 (S)
D2	5' DIA. OUTLET CONTROL STRUCTURE (SEE DETAILS) RIM: 695.82 INV IN: 688.69 (W) INV OUT: 687.50 (E)
D5	4' DIA. STORM MH RIM: 695.47 INV IN: 688.89 (S) INV OUT: 688.89 (NW)
D6	4' DIA. STORM MH RIM: 694.70 INV IN: 689.04 (SW) INV OUT: 689.04 (N)
D7	4' DIA. STORM MH RIM: 694.77 INV IN: 689.14 (SW) INV OUT: 689.14 (NE)
D8	4' DIA. STORM MH RIM: 692.00 INV IN: 689.39 (W) INV OUT: 689.39 (NE)
D9	2' STORM INLET RIM: 698.84 INV OUT: 689.84 (E)
D11	2' STORM INLET RIM: 696.49 INV OUT: 691.85 (N)
D13	4' DIA. STORM MH RIM: 698.36 INV IN: 693.27 (S) INV OUT: 692.27 (E)
D14	4' DIA. STORM MH RIM: 698.04 INV IN: 693.43 (S) INV OUT: 693.43 (N)
D15	2' STORM INLET RIM: 697.38 INV OUT: 693.97 (N)
D17	4' DIA. STORM MH RIM: 697.25 INV IN: 693.94 (N) INV OUT: 691.94 (S)
D18	4' DIA. STORM MH RIM: 697.72 INV IN: 694.18 (NE) INV OUT: 694.18 (S)
D19	2' STORM INLET RIM: 697.81 INV OUT: 694.30 (SW)
D21	4' DIA. STORM MH RIM: 699.43 INV IN: 695.08 (N) INV IN: 696.85 (W) INV OUT: 693.08 (S)
D22	4' DIA. STORM MH RIM: 699.73 INV IN: 695.29 (N) INV IN: 697.09 (W) INV OUT: 695.29 (S)
D23	4' DIA. STORM MH RIM: 700.58 INV IN: 698.09 (W) INV IN: 697.01 (NW) INV IN: 696.13 (NE) INV OUT: 696.13 (S)
D24	2' STORM INLET RIM: 701.09 INV OUT: 697.49 (SE)
D25	4' DIA. STORM MH RIM: 702.95 INV IN: 698.40 (N) INV OUT: 698.40 (E)
D29	2' STORM INLET RIM: 699.80 INV OUT: 696.63 (SW)

MISC. STORM TABLE	
STRUCTURE NAME:	DETAILS:
D3	CONNECTION TO UNDERGROUND DETENTION INV OUT: 688.75 (E)
D4	CONNECTION TO UNDERGROUND DETENTION INV IN: 688.84 (SE)
D10	CONNECTION TO UNDERGROUND DETENTION INV IN: 691.74 (S)
D12	CONNECTION TO UNDERGROUND DETENTION INV IN: 692.05 (W)
D16	CONNECTION TO UNDERGROUND DETENTION INV IN: 691.78 (N)
D20	CONNECTION TO UNDERGROUND DETENTION INV IN: 692.36 (N)
D26	ROOF DRAIN CONNECTION INV OUT: 698.49 (S)
D27	ROOF DRAIN CONNECTION INV OUT: 697.50 (E)
D28	ROOF DRAIN CONNECTION INV OUT: 698.50 (E)

SANITARY STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
S1	4' DIA. SANITARY DROP MH CONNECTION TO EXISTING 12" COMBINED SEWER. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF EX. SEWER PRIOR TO ORDERING MATERIALS. RIM: 697.80 INV IN: 690.37 (N) INV IN: 690.87 (W) INV OUT: 690.37 (S)
S2	4' DIA. SANITARY MH RIM: 699.69 INV IN: 693.61 (W) INV OUT: 692.21 (E)

WATER STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
W1	PRESSURE CONNECT TO EXISTING 6" WATERMAIN IN 5' VALVE VAULT. FG ELEV: 702.70
W2	FIRE HYDRANT FG ELEV: 702.00

UTILITY CROSSING LEGEND			
	12" STORM WATER	B/P = 697.18 T/P = 695.93	
	12" STORM SANITARY	B/P = 695.22 T/P = 694.22	
	4" WATER	B/P = 691.9*	
	4" WATER 12" STORM	B/P = 689.5* T/P = 688.39	
* EXISTING WATERMAIN ELEVATIONS ARE ASSUMED TO BE 5.5' BELOW EXISTING GRADES. CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, AND DEPTH OF EXISTING WATERMAIN PRIOR TO ORDERING MATERIAL. NOTIFY ENGINEER OF ANY DISCREPANCIES.			
NOTE: WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT SEWER MAIN OR WATER MAIN IS TO BE ENCASED FOR 10'-FT ON EACH SIDE OF A CROSSING WHERE THERE IS LESS THAN 18-IN SEPARATION.			



UTILITY NOTES

GENERAL UTILITY NOTES

- ALL WATER LINES ≥ 3" SHALL BE DUCTILE IRON PIPE, CLASS 52.
- ALL SANITARY SEWER LINES SHALL BE PVC MEETING ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
- CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
- CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
- PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALLS ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
- CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
- ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
- SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
- LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
- SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
- STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS.
- CONTACT AND COORDINATE THE RELOCATION OF HYDRANTS WITH PUBLIC WORKS DISTRIBUTION UNIT AT 847-368-5800

UTILITY LEGEND

	EX. WATER LINE
	EX. HYDRANT
	EX. COMBINED SEWER LINE
	EX. STORM DRAIN LINE
	EX. STORM STRUCTURE/INLET
	EX. GAS LINE
	EX. GAS METER
	EX. GAS VALVE
	EX. UNDERGROUND ELECTRIC LINE
	EX. UNDERGROUND TELEPHONE LINE
	EX. FIBER OPTICS LINE
	EX. LIGHT POLE
	EX. ELECTRIC STRUCTURE
	PROPOSED UNDERGROUND ELECTRIC LINE
	GAS LINE (BY GAS COMPANY)
	PROPOSED PHONE LINE
	PROPOSED STORM SEWER LINE
	PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)
	PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1786)
	PROPOSED OPEN LID CURB STRUCTURE (B6.12 C&G USE NEENAH R-3281-A)
	PROPOSED SANITARY SEWER LINE
	PROPOSED SANITARY MANHOLE
	PROPOSED STORM/SANITARY CLEANOUT
	PROPOSED WATER LINE
	PROPOSED VALVE VAULT
	PROPOSED VALVE BOX
	PROPOSED FIRE HYDRANT
	PROPOSED LIGHT POLE
	PROPOSED TRANSFORMER PAD (BY OTHERS)

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PROJECT NAME:
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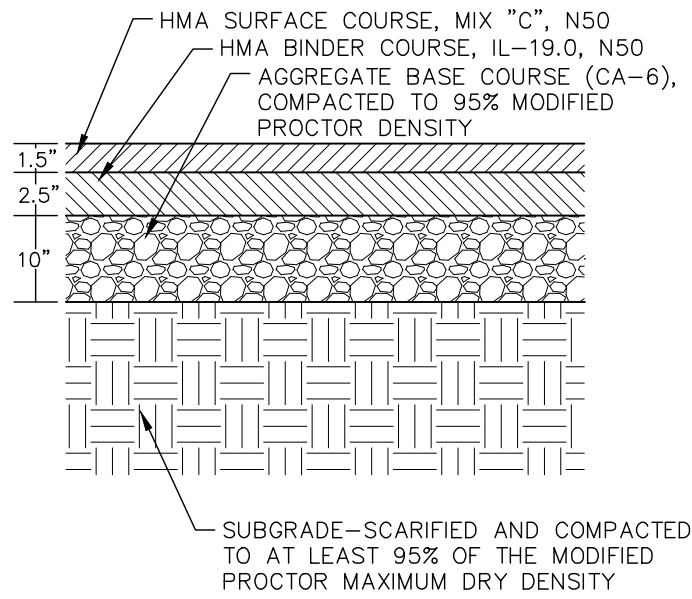
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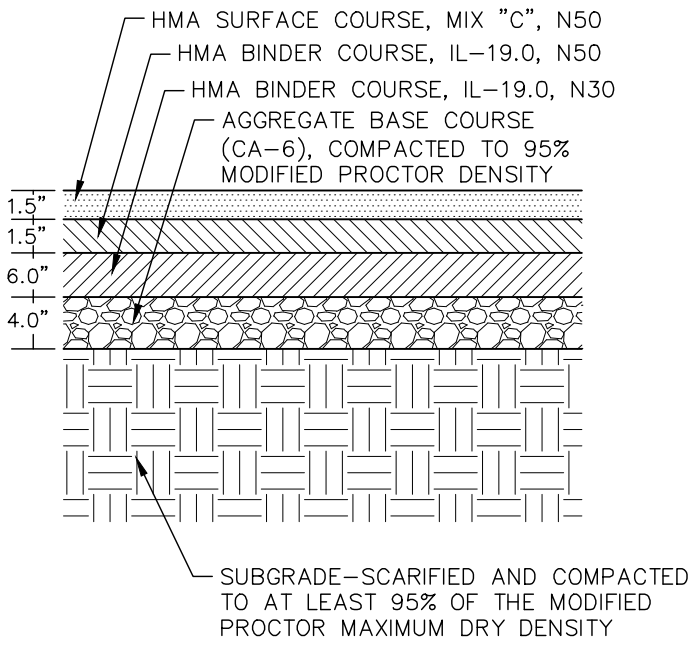
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PROJECT NO.: 168144008 DATE: 10/5/17

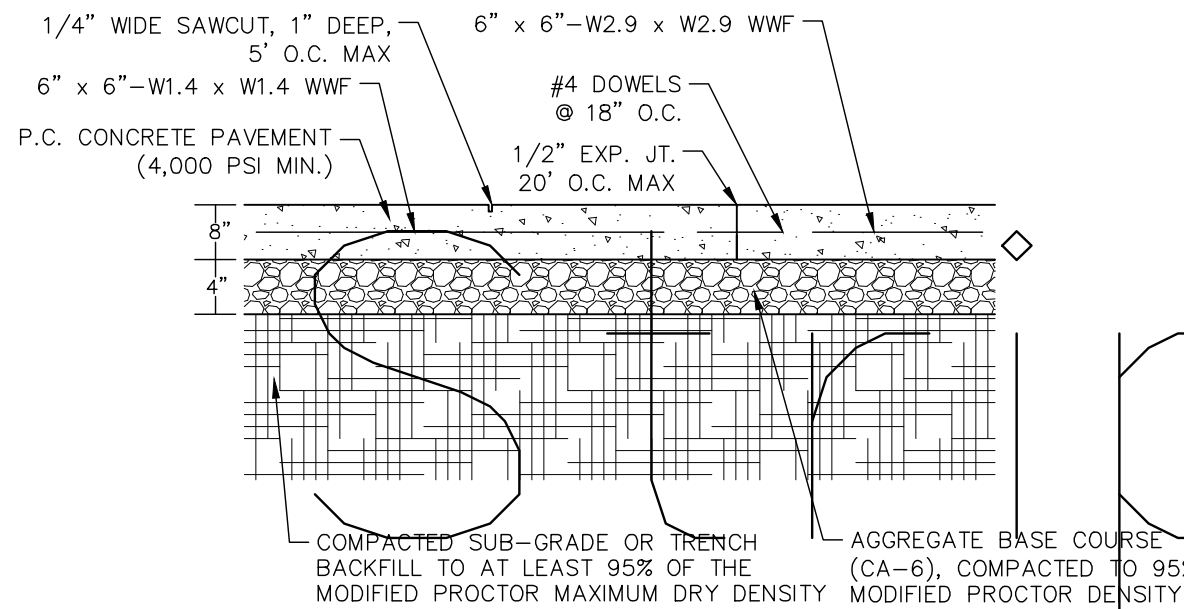
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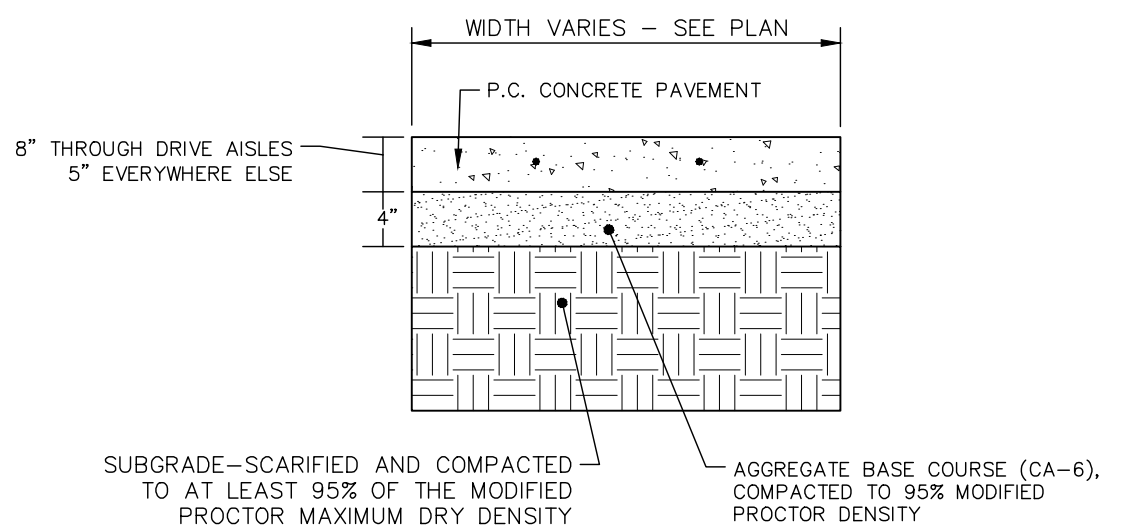
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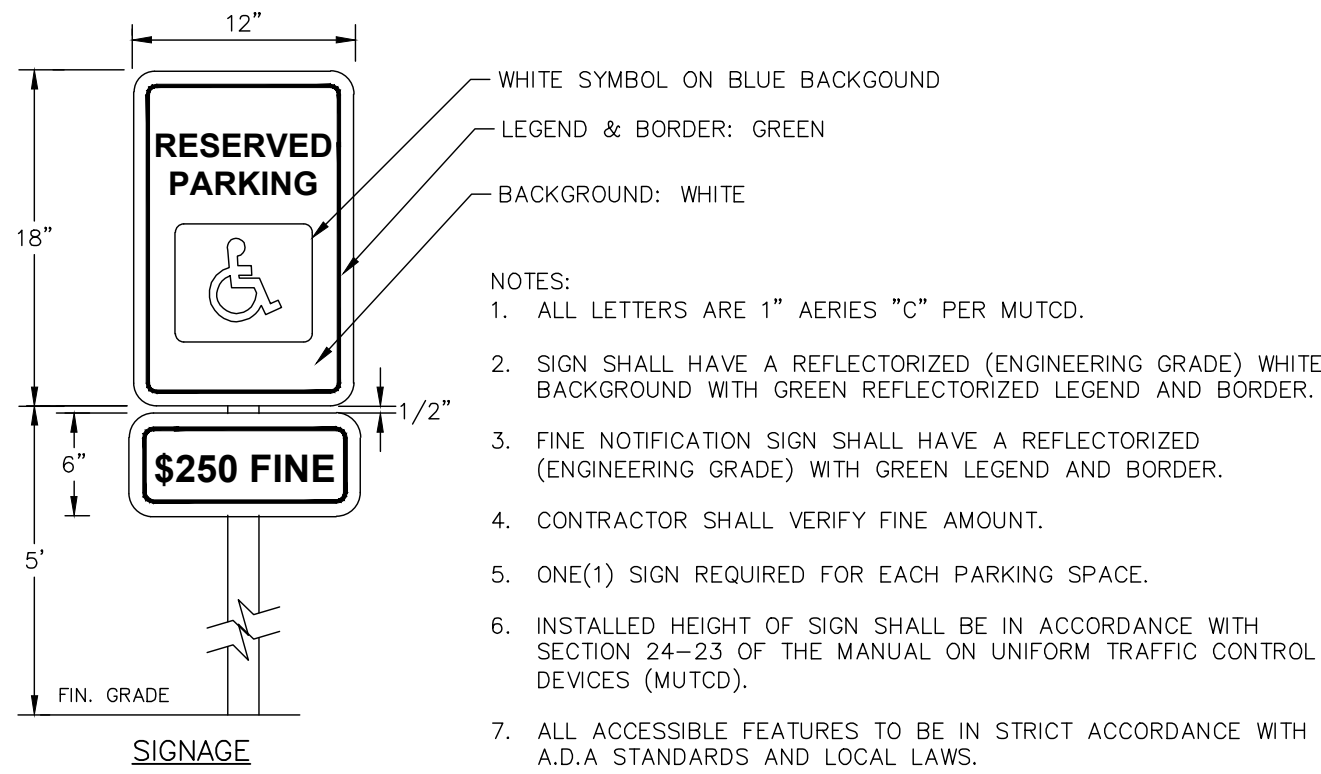
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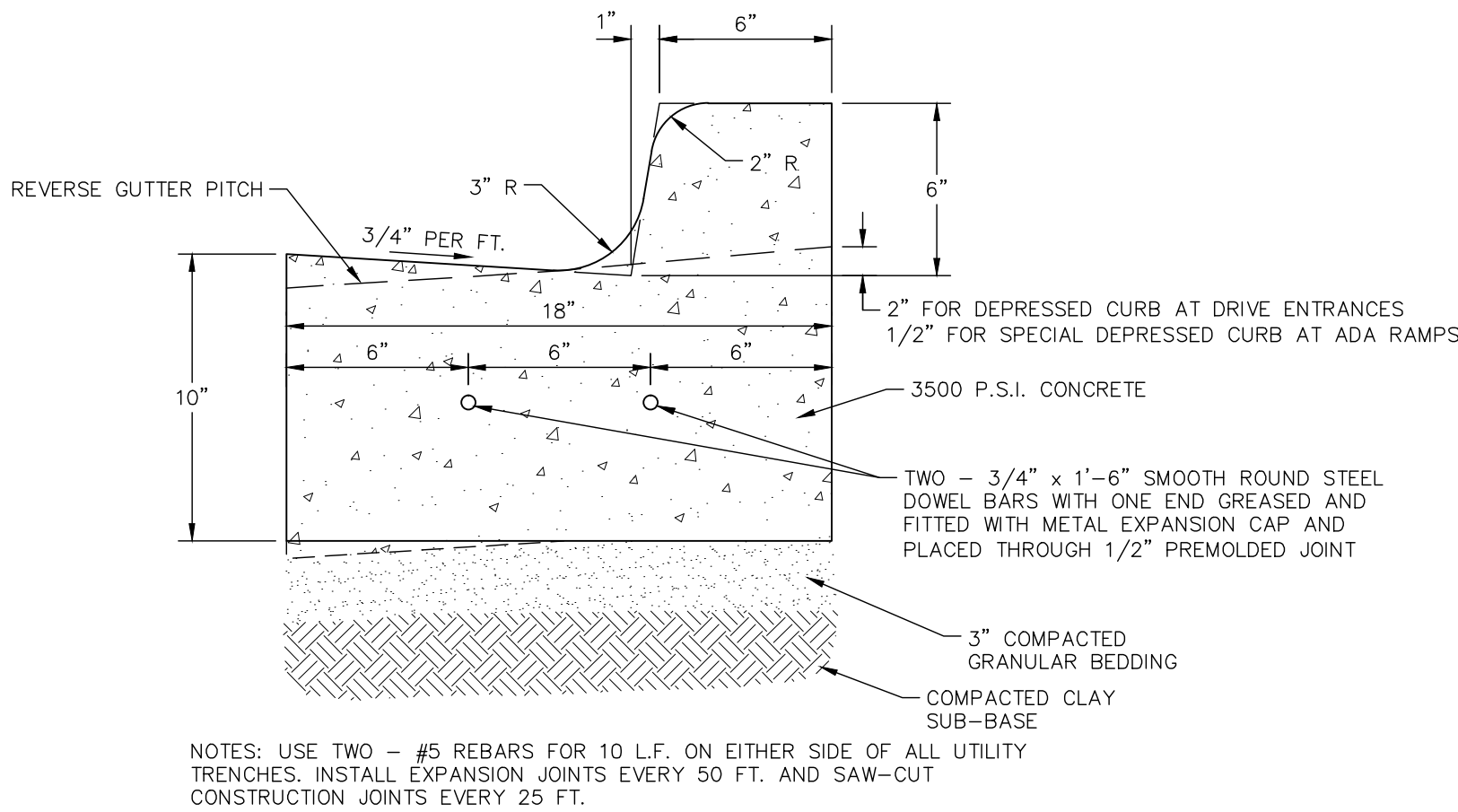
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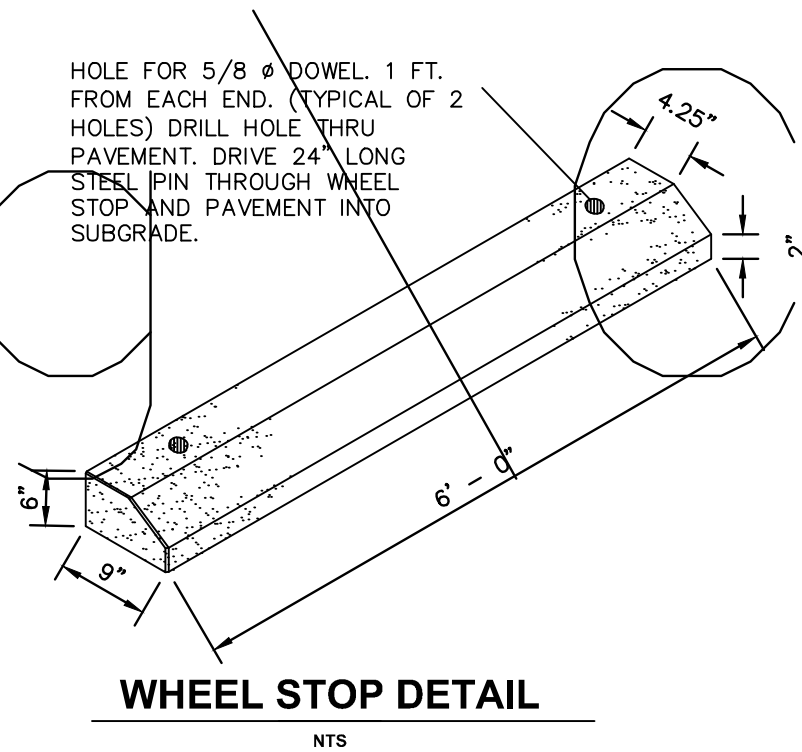
CONCRETE SIDEWALK
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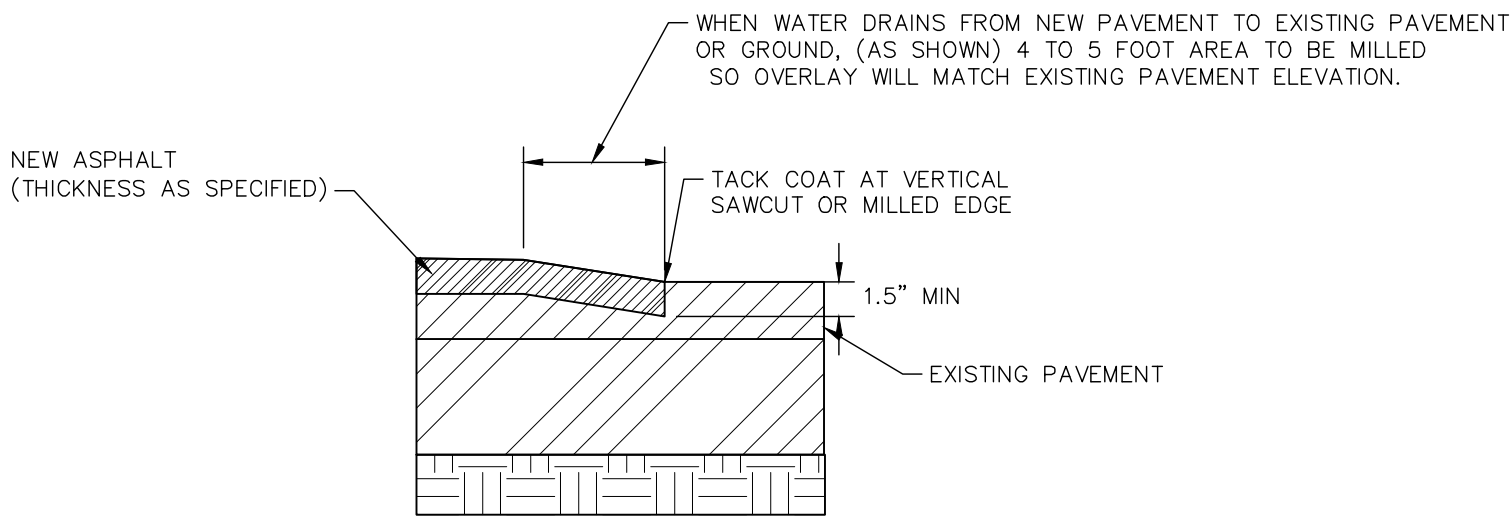
ACCESSIBLE PARKING SIGNAGE
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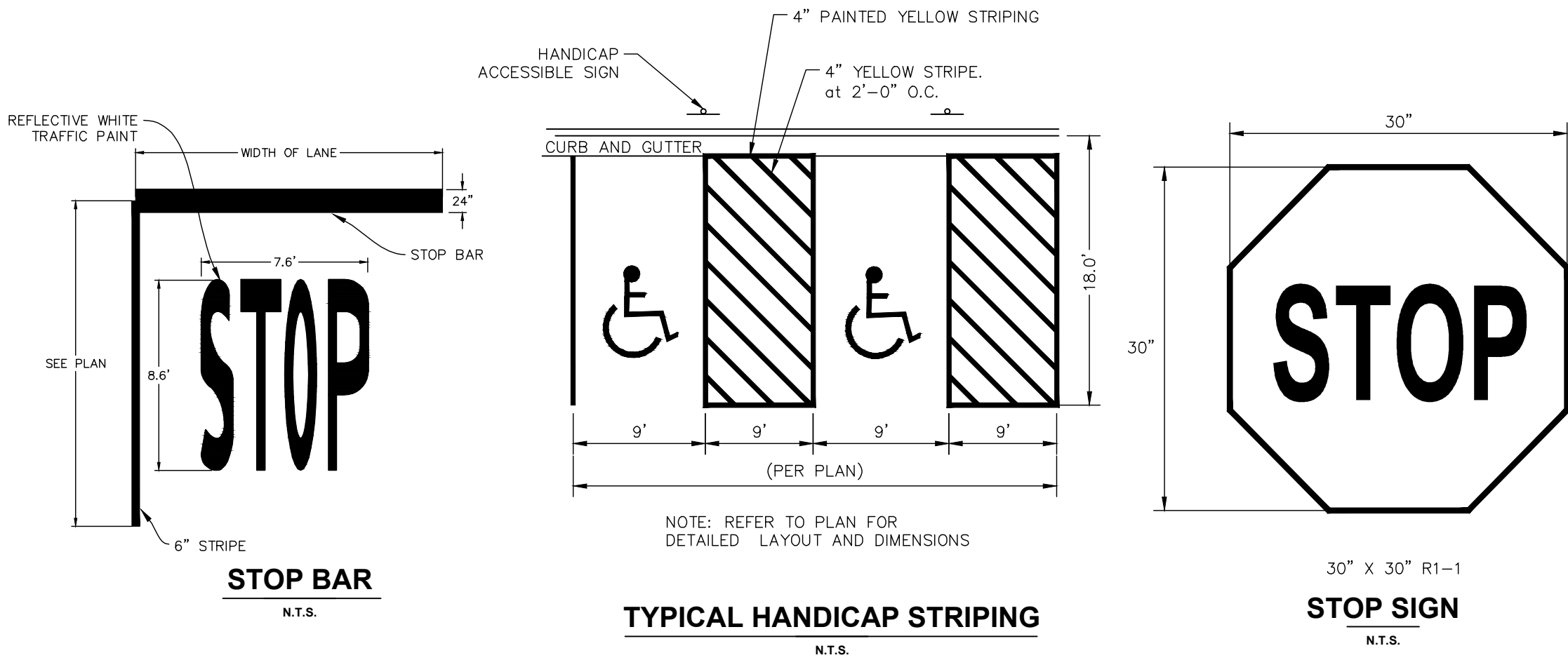
B6.12 CURB & GUTTER
N.T.S.



WHEEL STOP DETAIL
N.T.S.



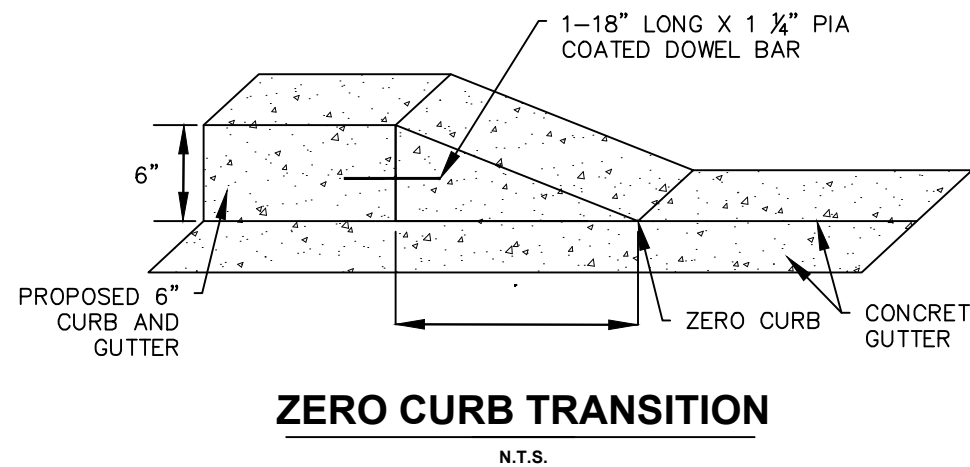
BUTT JOINT
N.T.S.



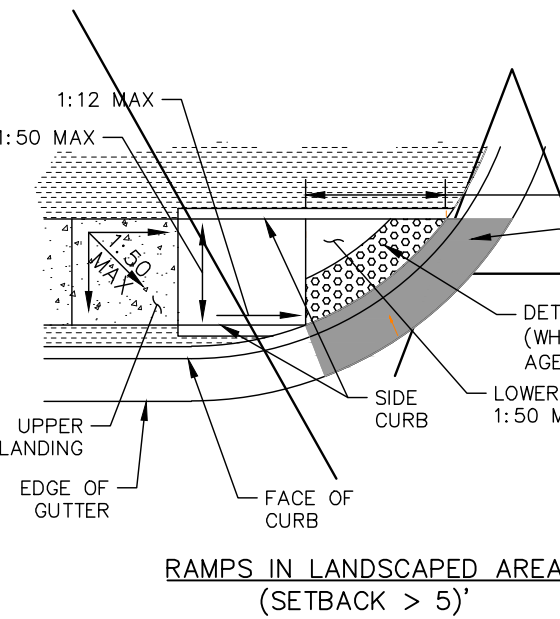
STOP BAR
N.T.S.

TYPICAL HANDICAP STRIPING
N.T.S.

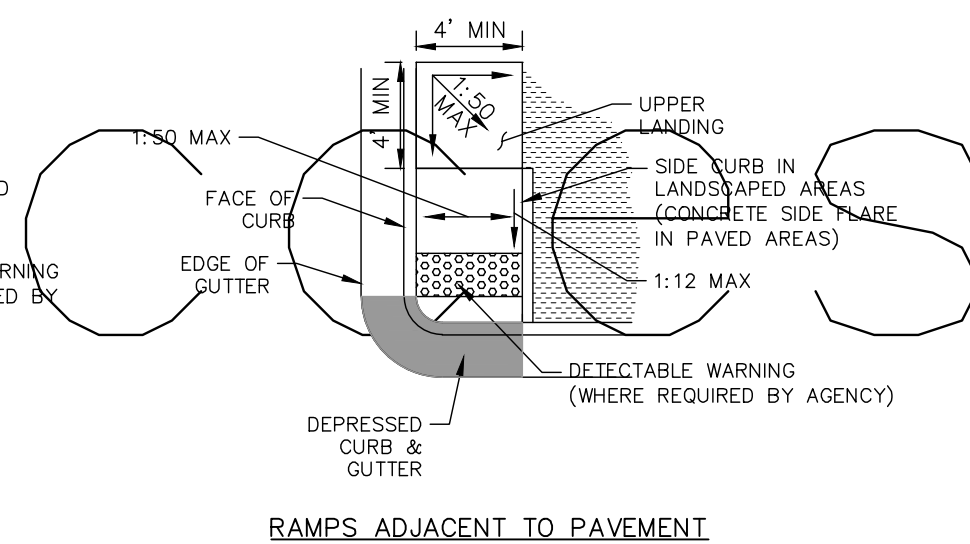
STOP SIGN
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ZERO CURB TRANSITION
N.T.S.

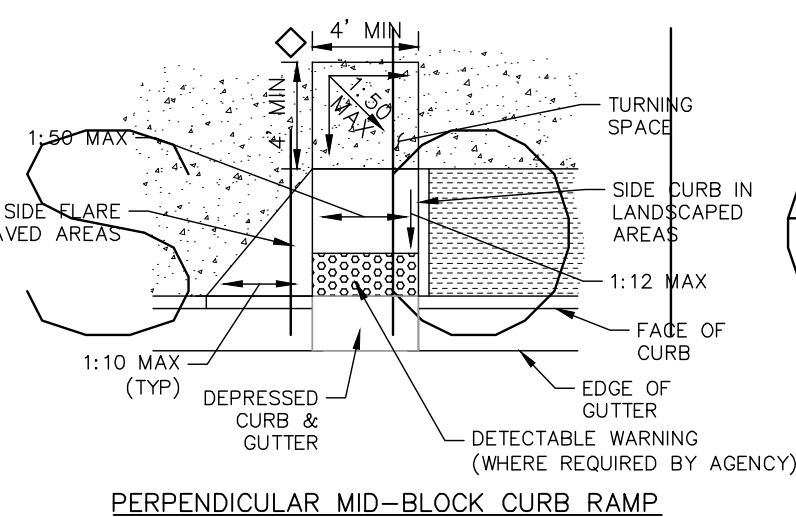


RAMPS IN LANDSCAPED AREA
(SETBACK > 5')

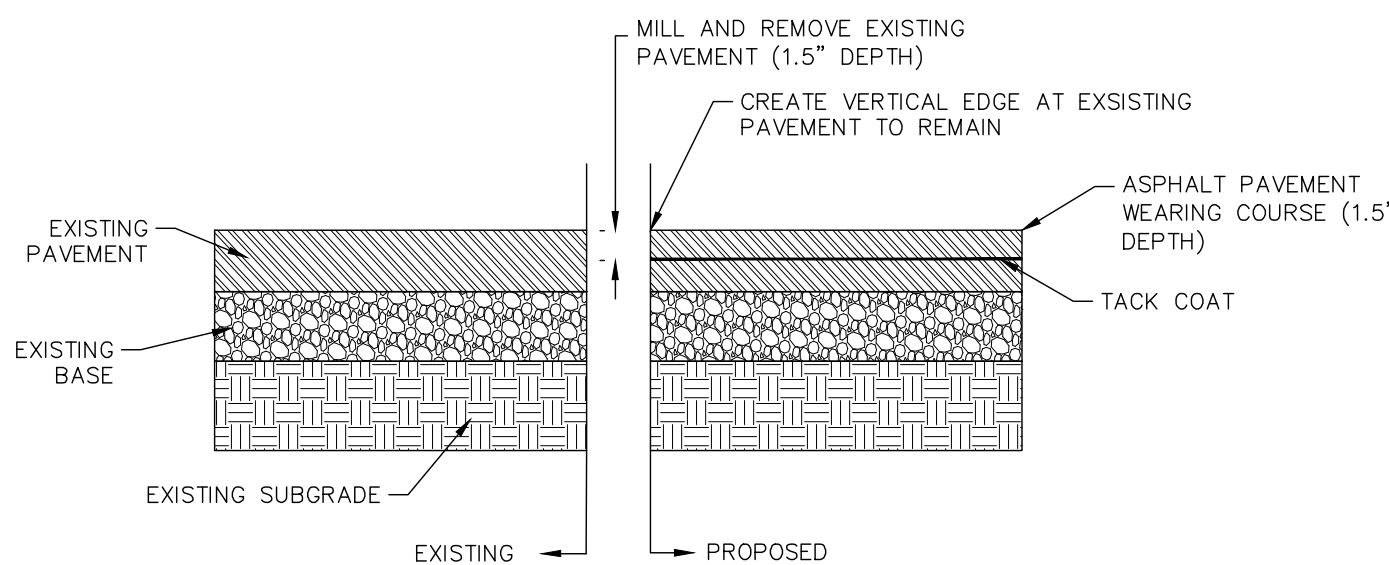


RAMPS ADJACENT TO PAVEMENT

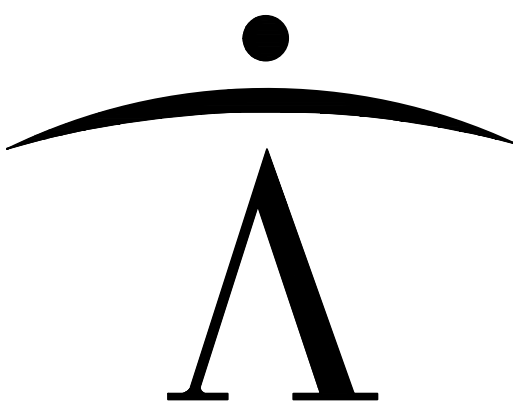
SIDEWALK AND SIDEWALK RAMPS
N.T.S.



PERPENDICULAR MID-BLOCK CURB RAMP



ASPHALT MILLING AND REPLACEMENT (1.5") CROSS SECTION
N.T.S.



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FOR
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AND
THE ARCHDIOCESE OF CHICAGO

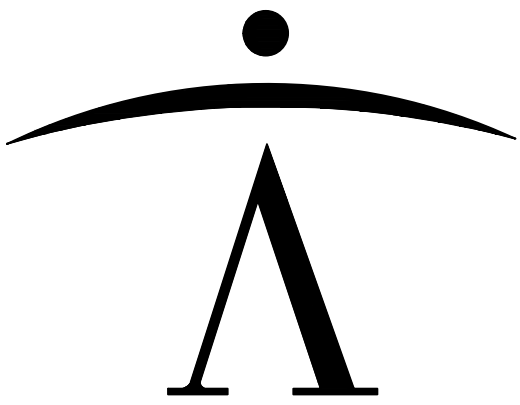
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DETAILS**

RESUBMITTED 11/30/17

PROJECT NO.: 168144008 DATE: 10/5/17

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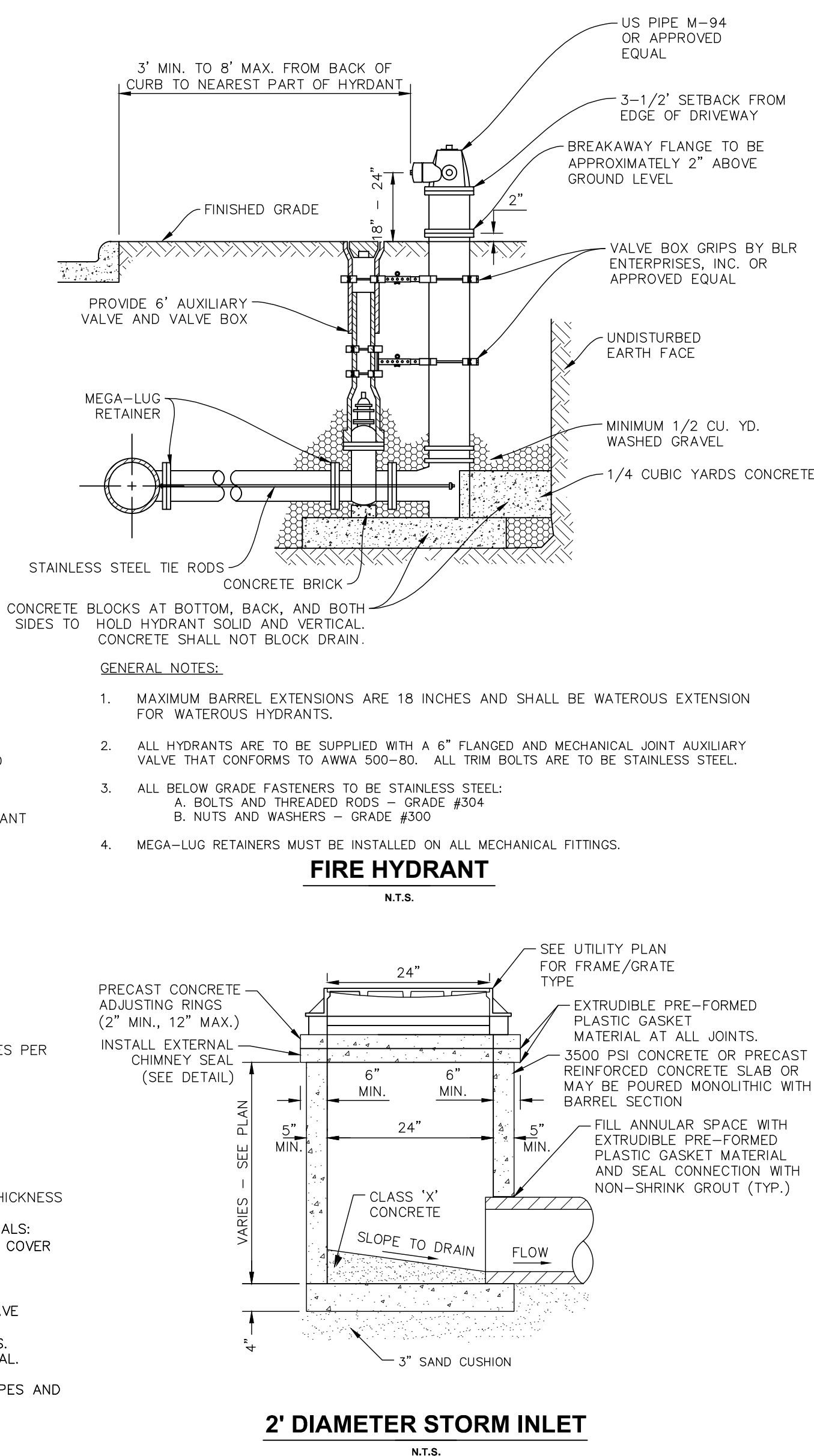
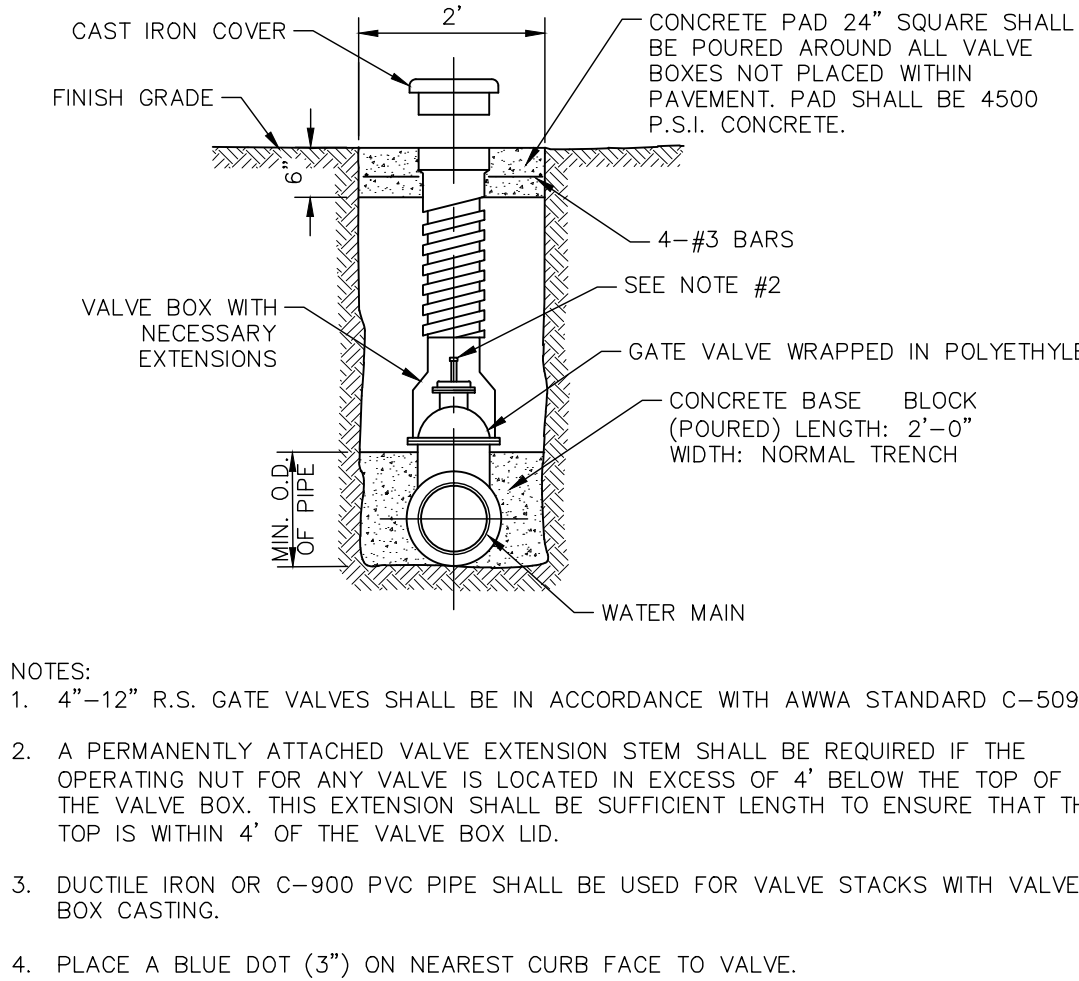
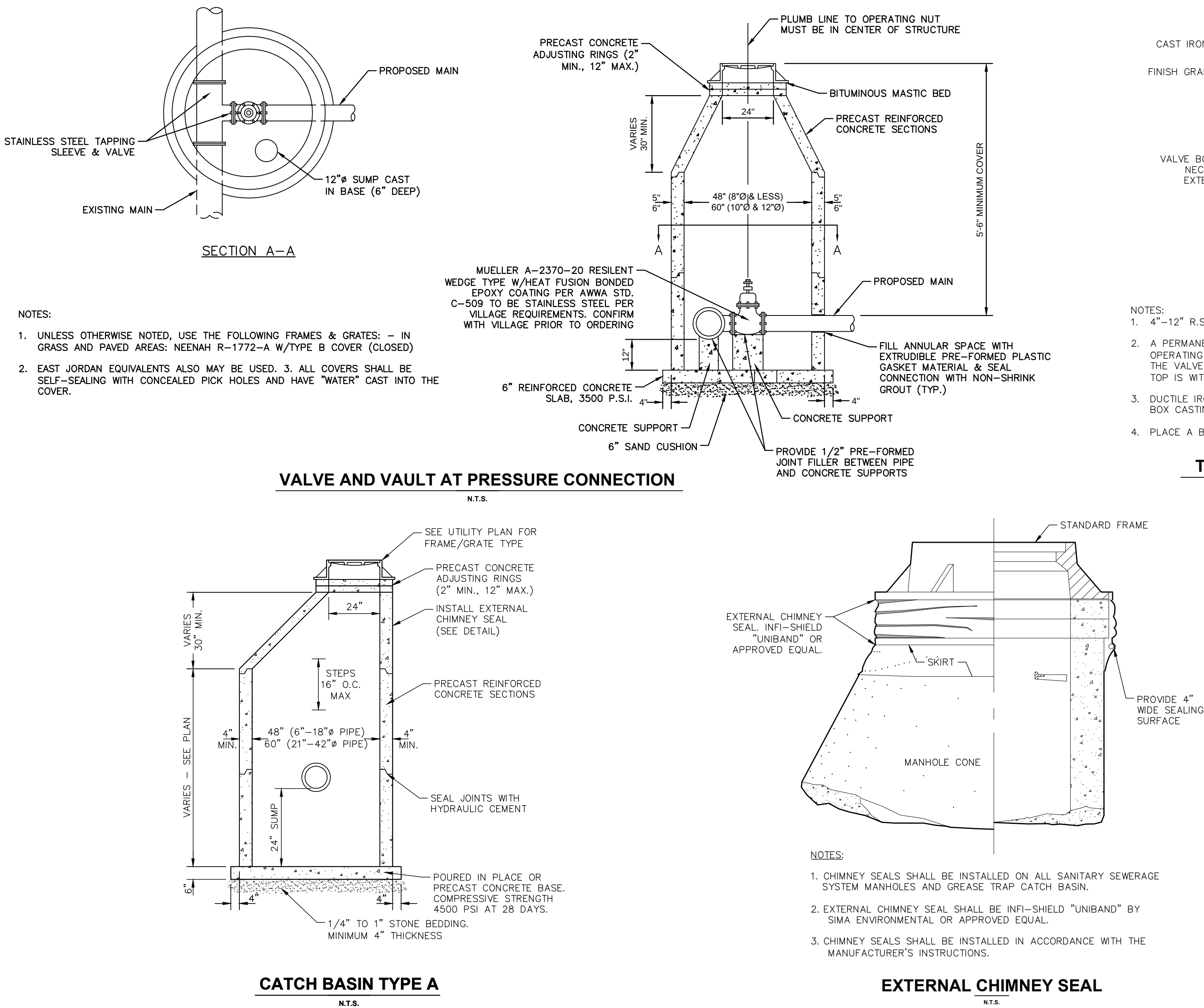
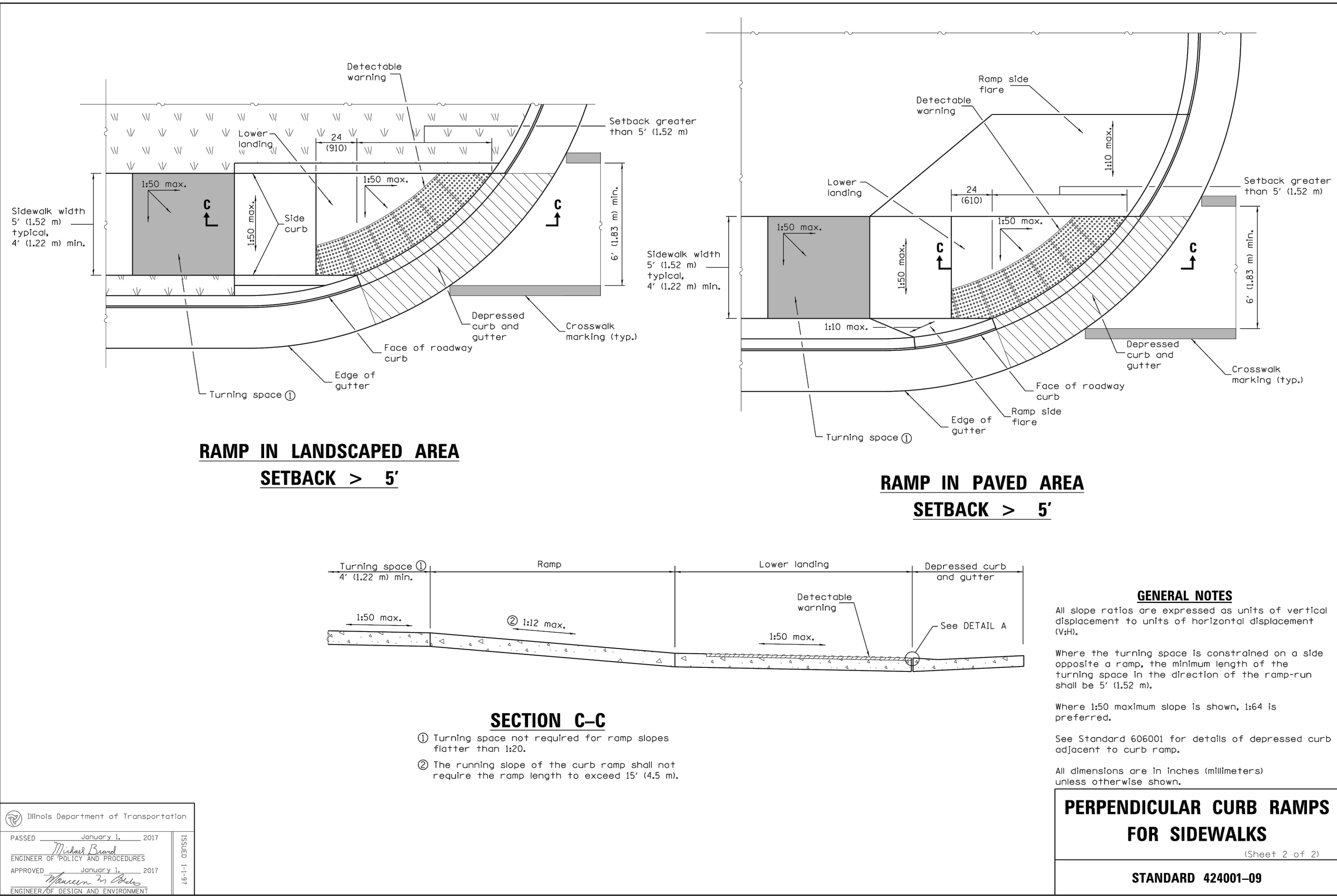
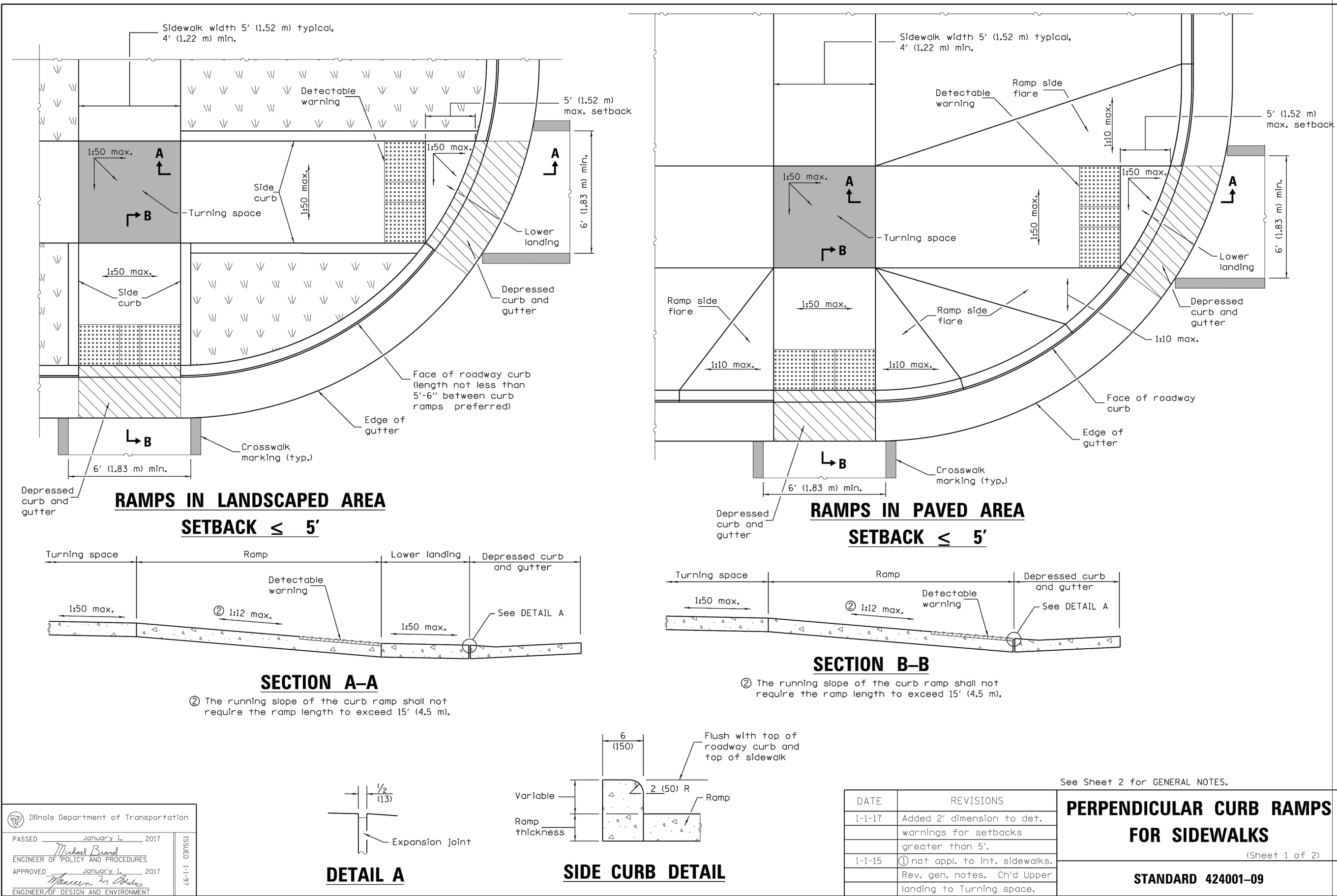
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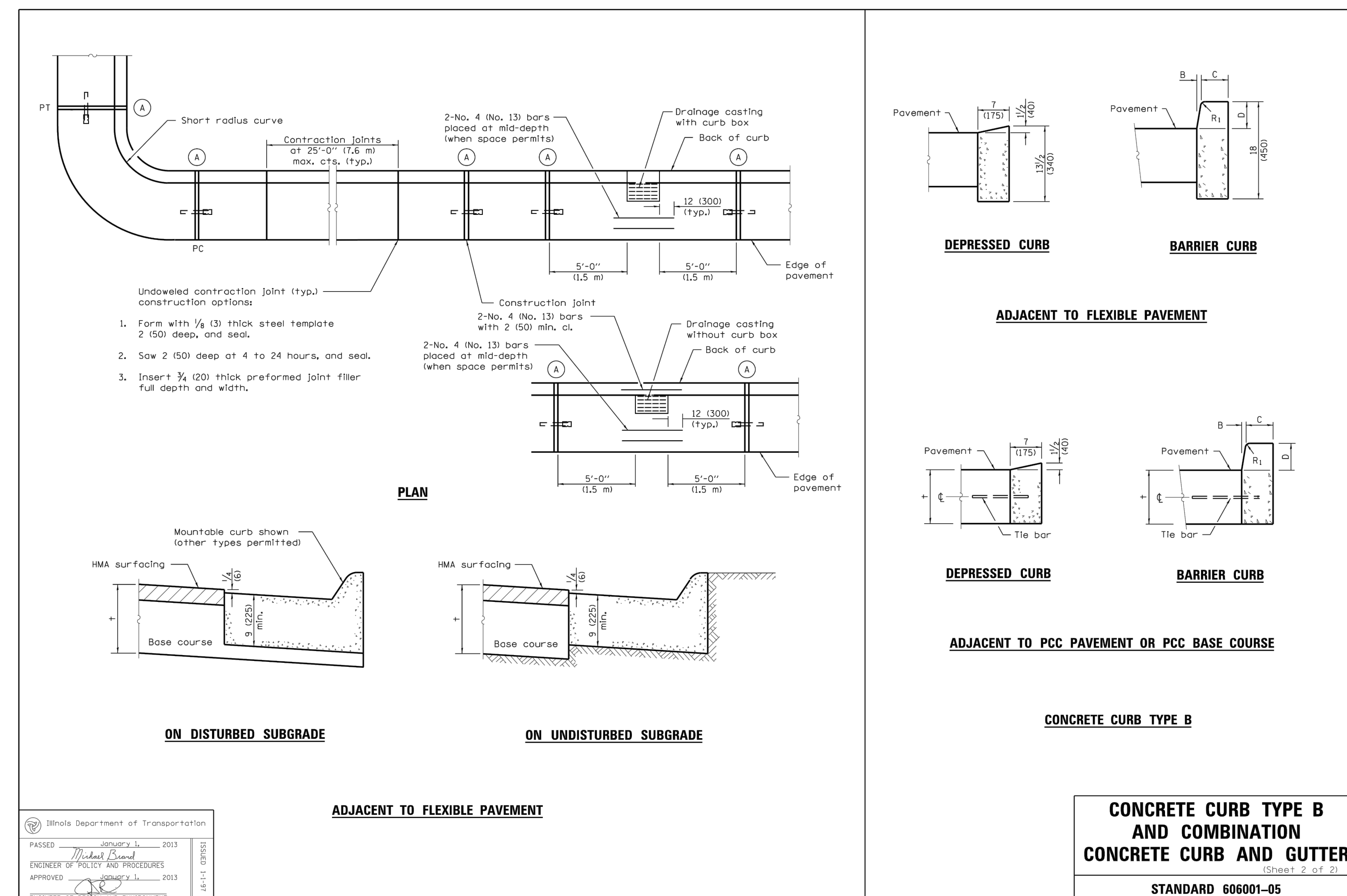
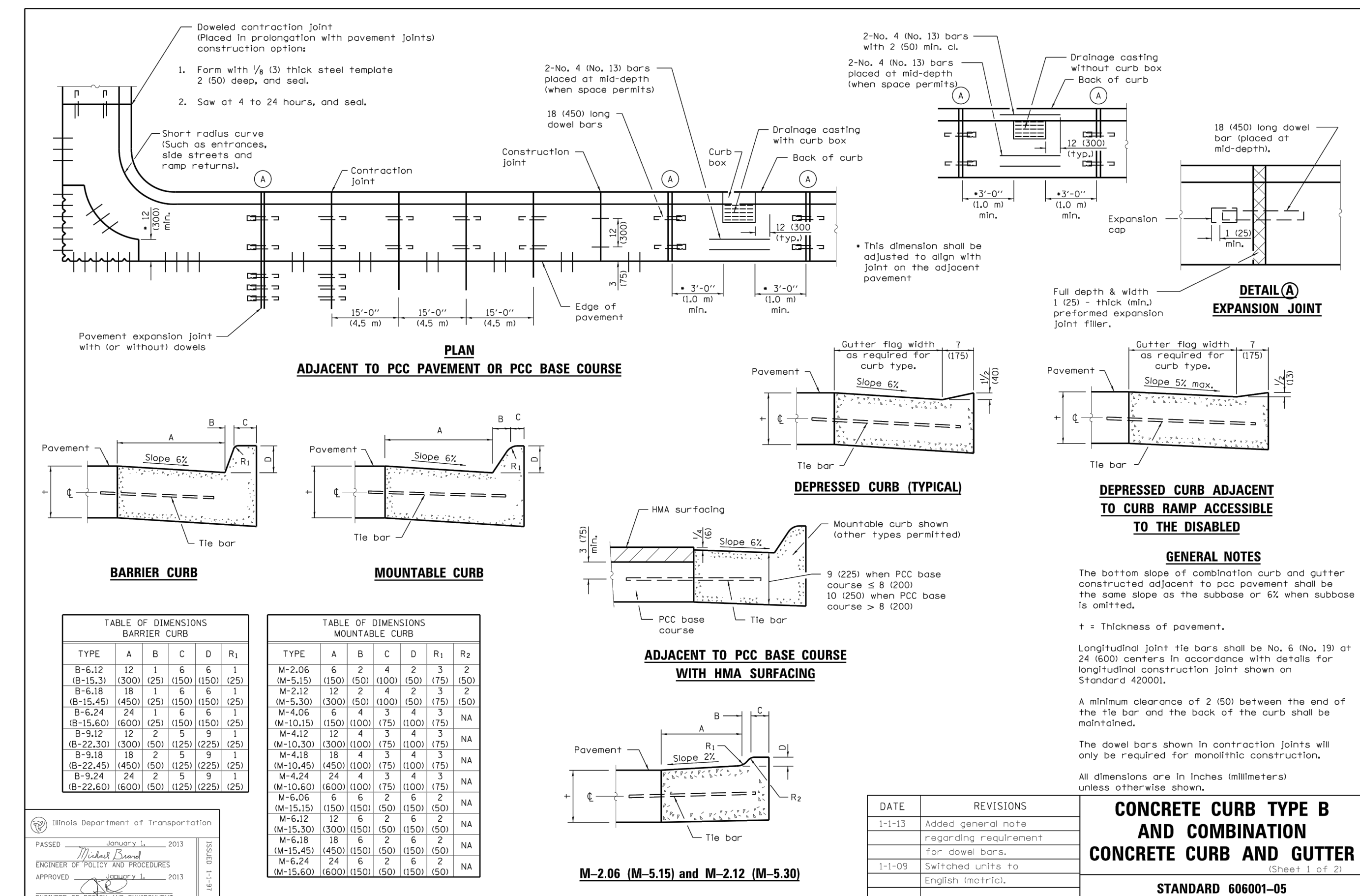
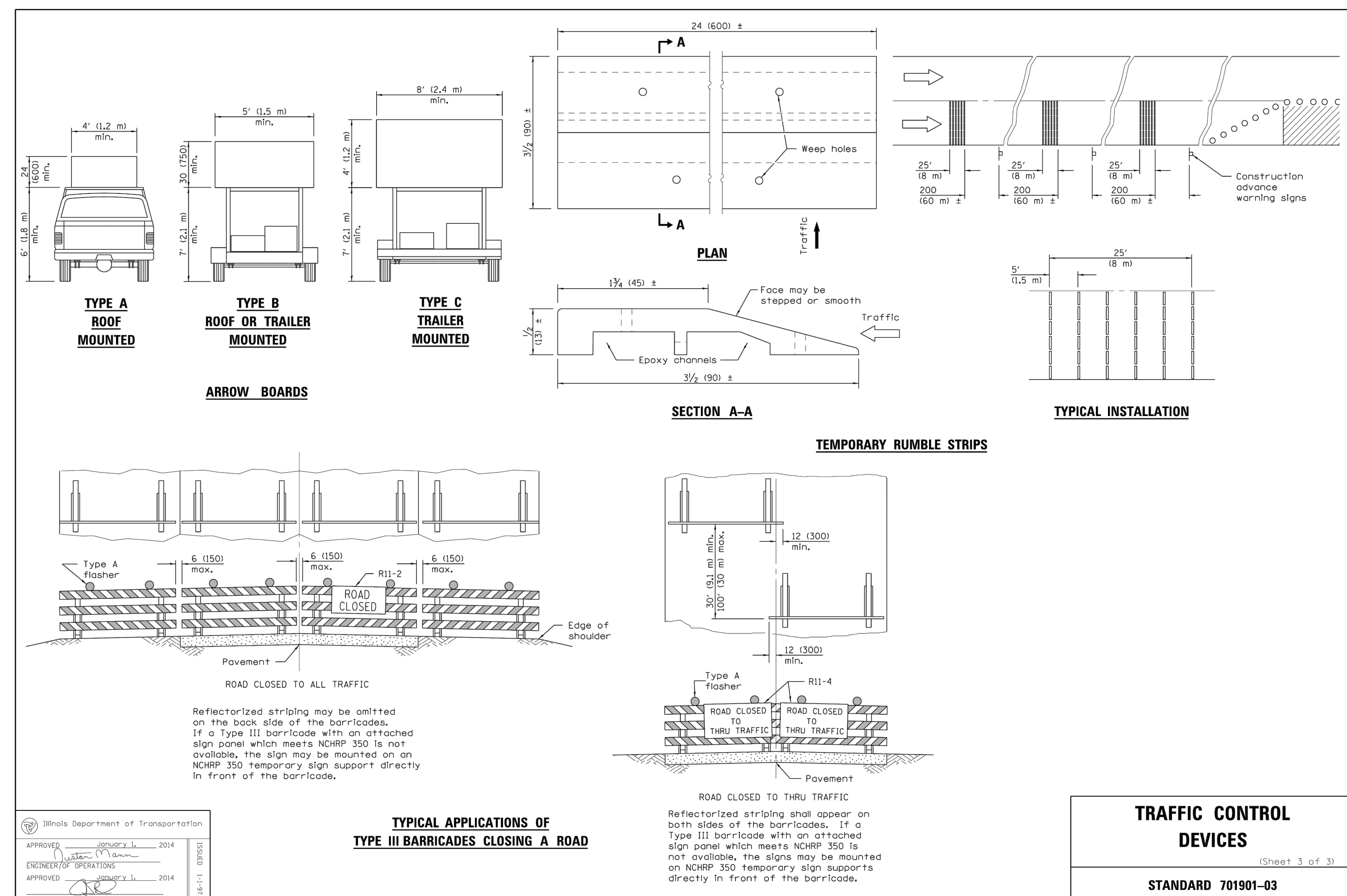
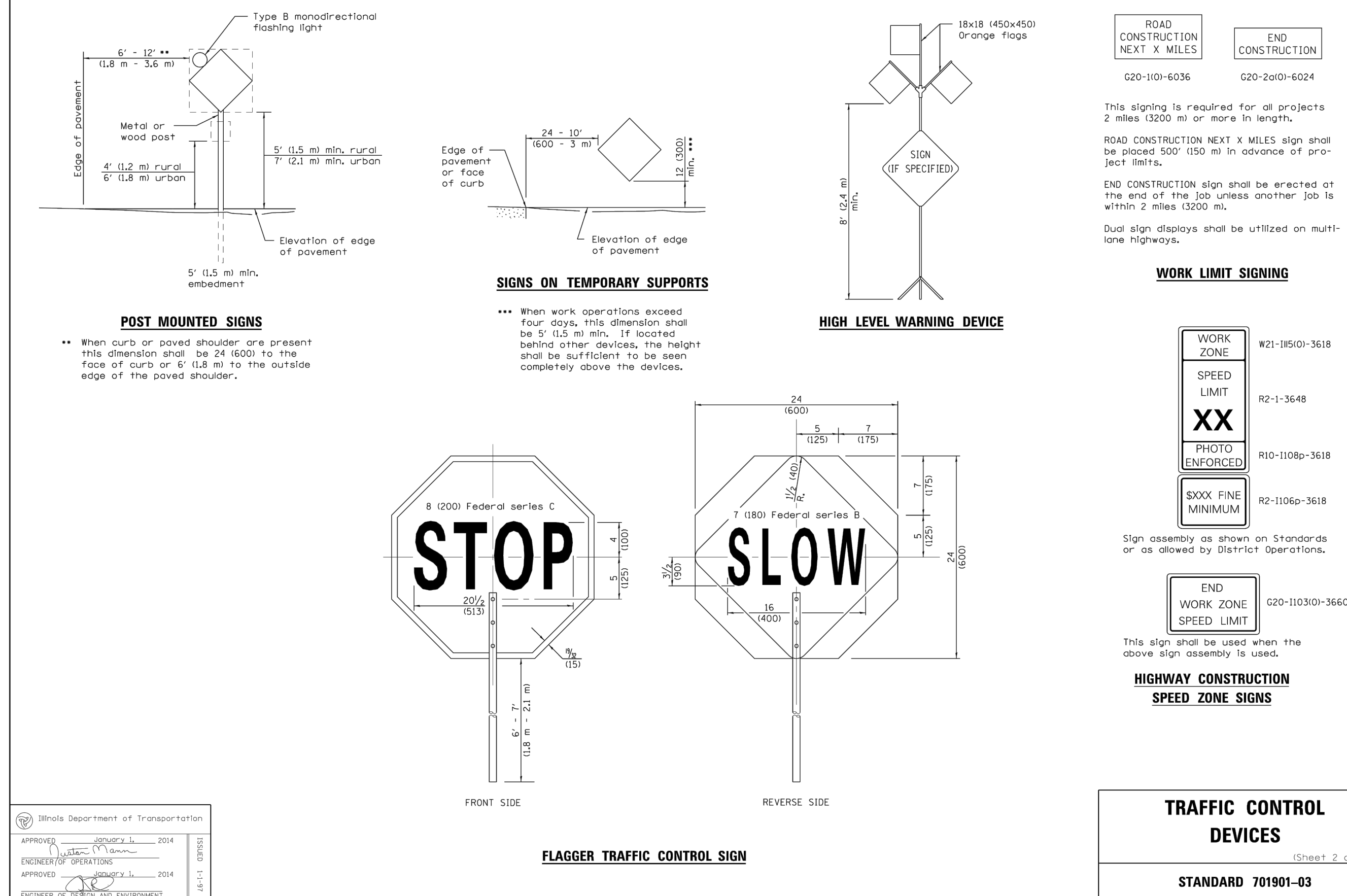
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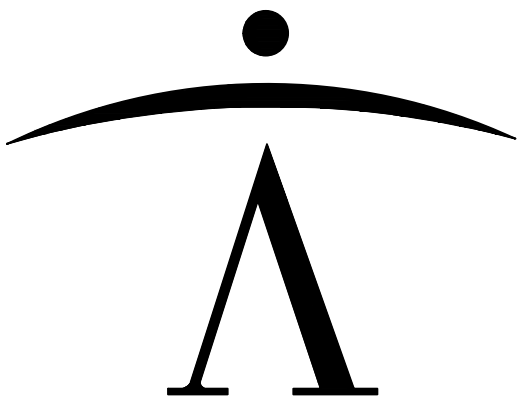
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PROJECT NAME:

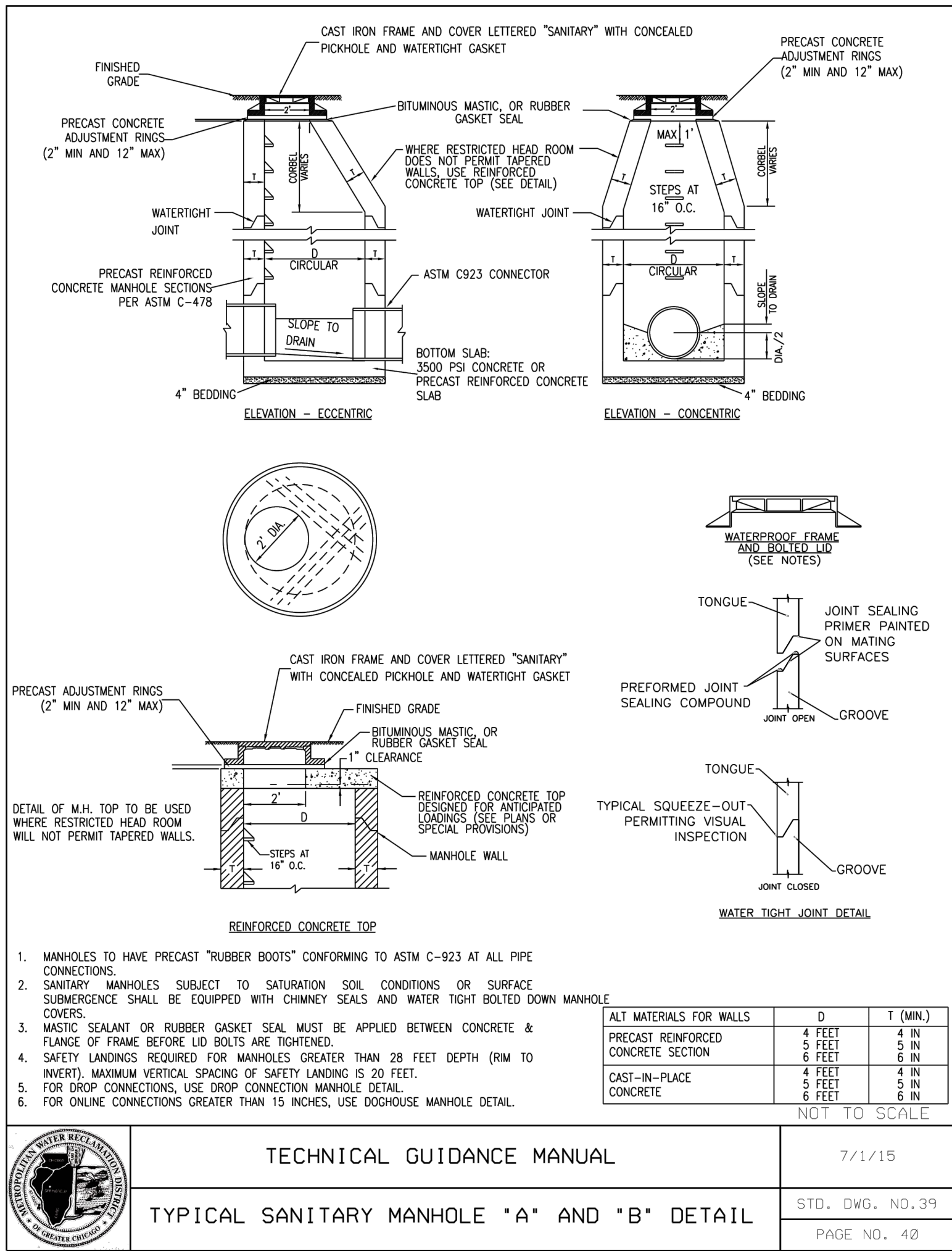
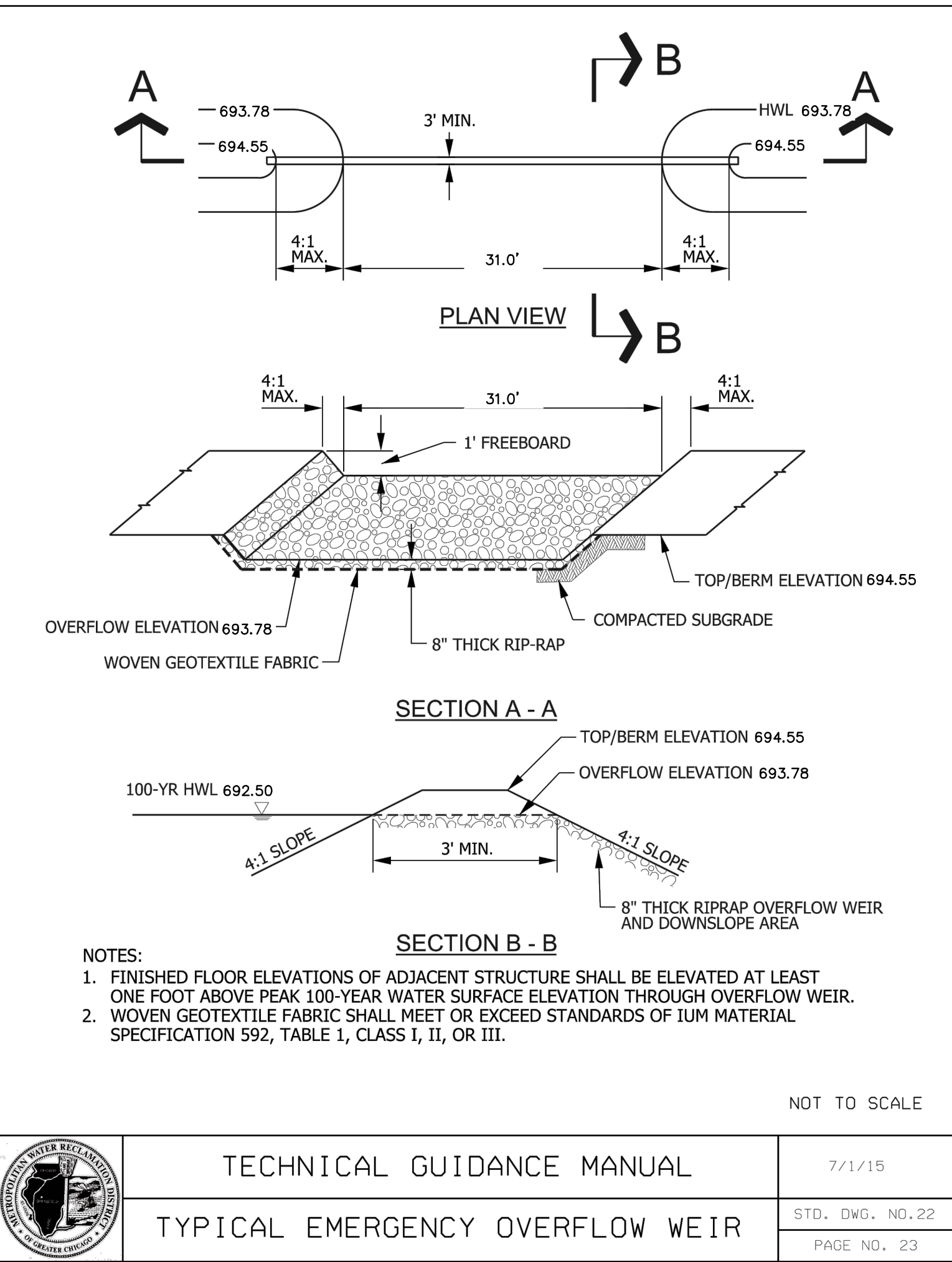
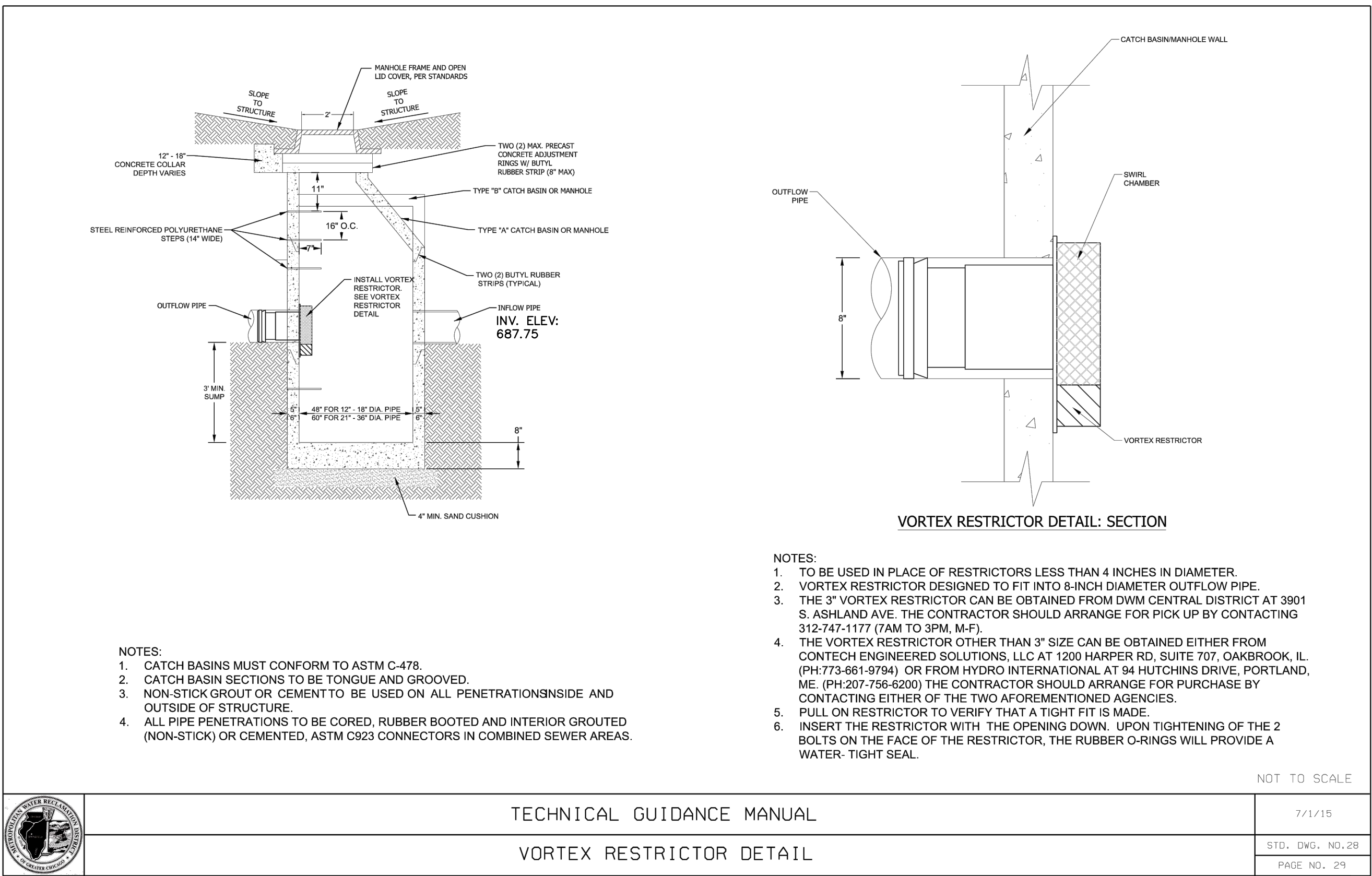
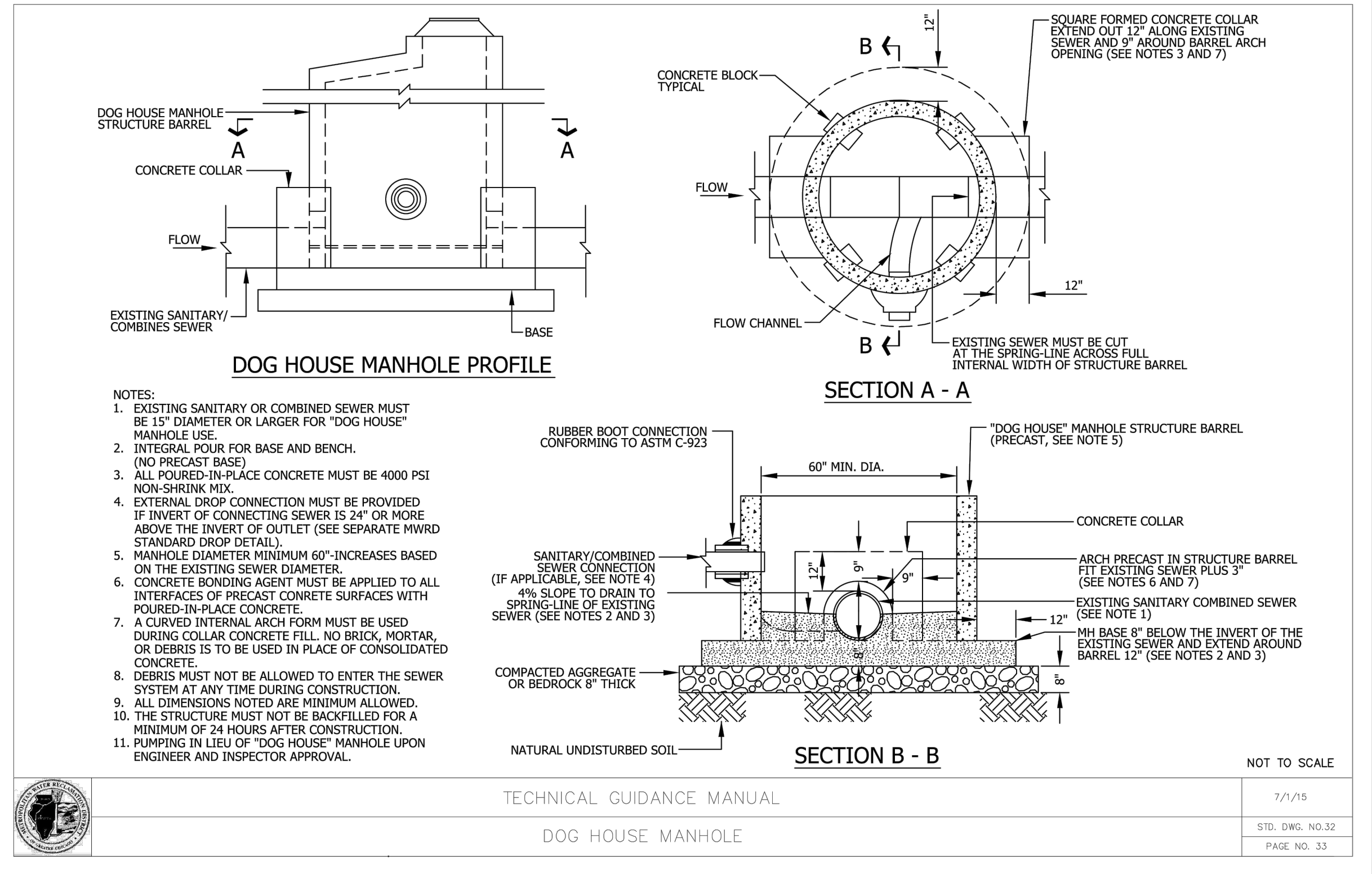
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DATE: 10/5/17

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SITE BENCHMARK #1
EL. BOLT ON IRON
ELEVATION 710.78

FREDRICK ST.

Arlington Heights Firetruck
Column

Arlington Heights Firetruck
Column

Arlington Heights Firetruck
Column

PINE AVE.

Arlington Heights Firetruck
Column

Arlington Heights Firetruck
Column

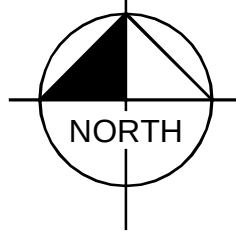
Arlington Heights Firetruck
Column

EXISTING BUILDING

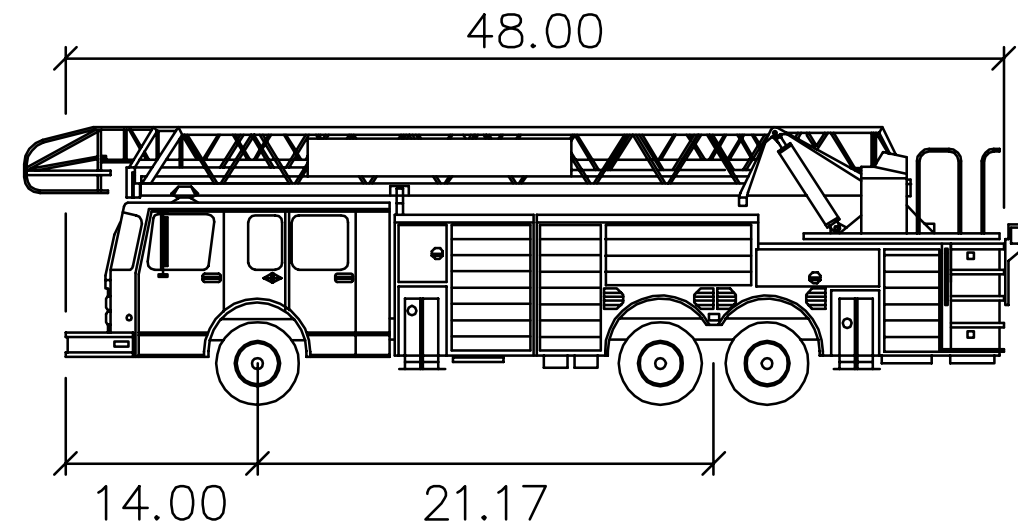
PROPOSED BUILDING EXPANSION
± 6,395 SF
FFE = 702.00

DRY BOTTOM
DETENTION BASIN
HWL = 692.81

ARLINGTON HEIGHTS RD.



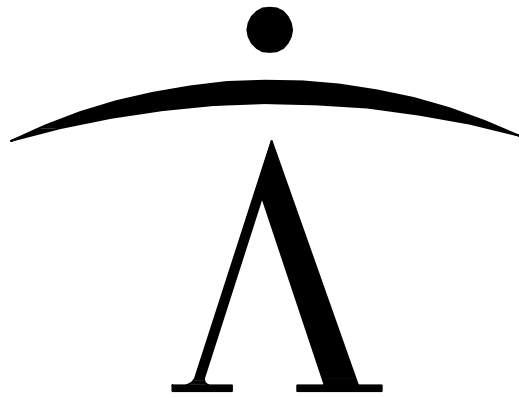
GRAPHIC SCALE IN FEET
0 15 30 60



Arlington Heights Fire Truck

feet

Width : 8.50
Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 40.0



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DRAWING TITLE:

**FIRE TRUCK
ROUTING EXHIBIT**

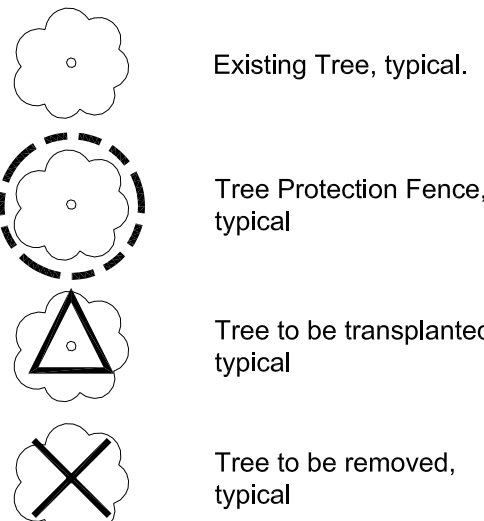
PROJECT NO.: 168144008 DATE: 10/5/17

1 OF 1

TREE PRESERVATION AND REMOVALS LIST

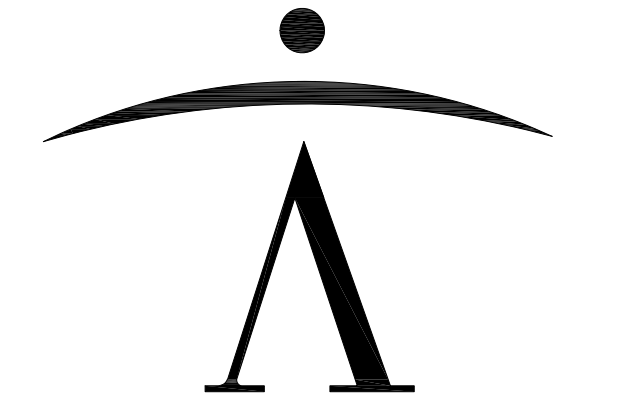
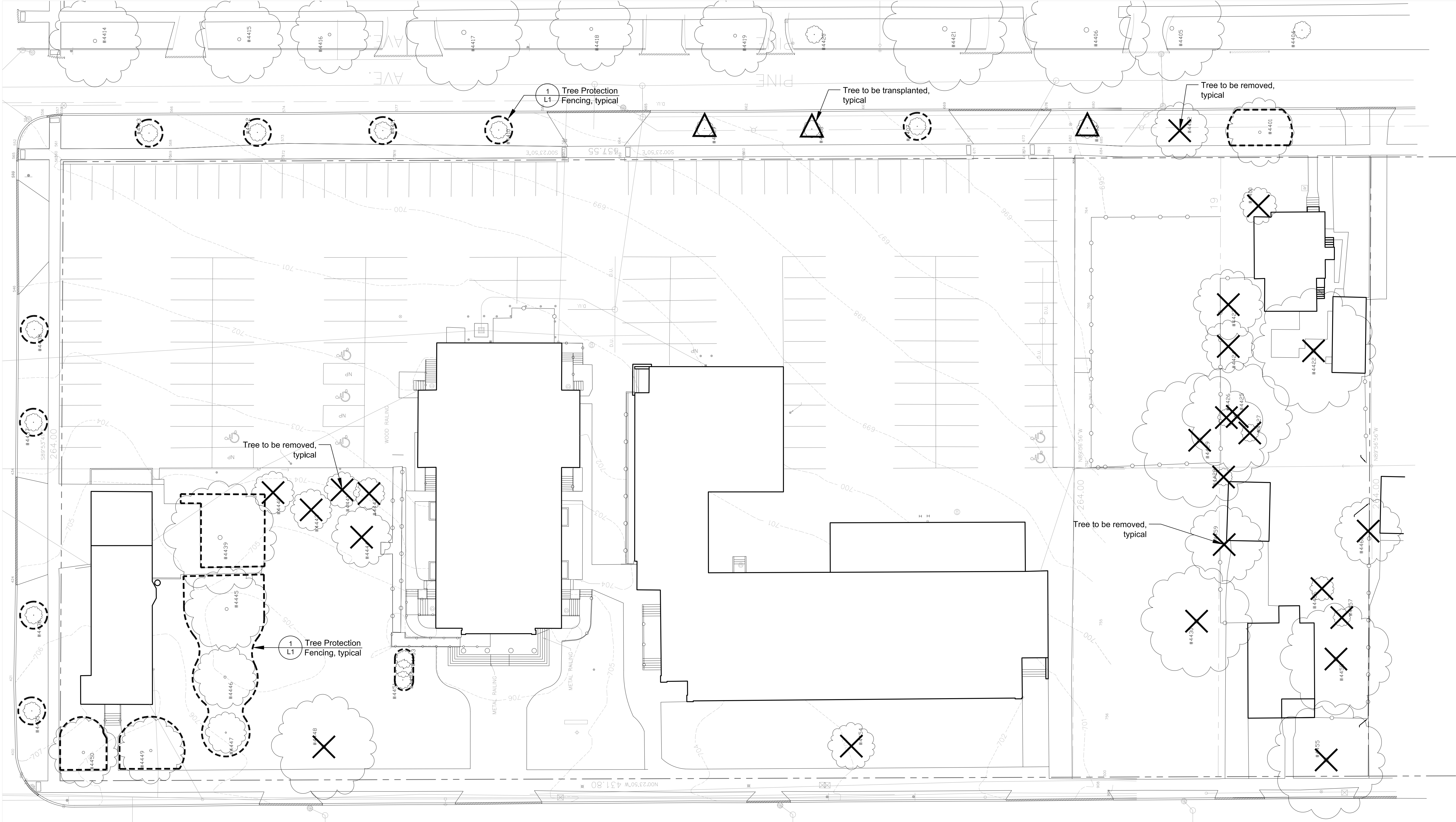
Tag #	Size	Tree Type	Species	Condition	Comments	Status	Tag #	Size	Tree Type	Condition	Comments	Status
4400	14.5"	Deciduous	Yew	Fair	Sheared, Not a tree	Remove	4431	26"	Deciduous			Keep
4401	20"	Deciduous	Silver Maple	Poor	Sparse, leggy	Remove	4432	6"	Deciduous			Keep
4402	12"	Deciduous	Littleleaf Linden	Poor		Remove	4433	16"	Deciduous			Keep
4403	4"	Deciduous	Miyabe Maple	Good	Donor tree	Transplant	4434	16"	Deciduous			Keep
4404	12"	Deciduous					4435	3"	Deciduous	Carpinus caroliniana	Good	Memorial
4405	16"	Deciduous					4436	3"	Deciduous	American Beech	Good	Memorial
4406	28"	Deciduous					4437	3"	Deciduous	Honeylocust	Good	Keep
4407	3"	Deciduous	Kentucky Coffee Tree	Good	Donor tree	Keep	4438	3"	Deciduous	Hybrid Elm	Good	Keep
4408	3"	Deciduous	Kentucky Coffee Tree	Good		Transplant	4439	40"	Deciduous	Silver Maple	Poor	Some dead wood
4409	3"	Deciduous	Honeylocust	Good	Memorial tree	Keep	4440	20"	Coniferous	Colorado Spruce	Poor/Fair	Sparse, dead wood
4410	3"	Deciduous	Honeylocust	Fair	Dead wood, Donor tree	Keep	4441	22"	Coniferous	Colorado Spruce	Poor	Lost leader, shaded out
4411	3"	Deciduous	Hackberry	Good	Some dead wood, Memorial tree	Keep	4442	22"	Coniferous	Colorado Spruce	Poor/Fair	Lost leader
4412	3"	Deciduous	Honeylocust	Good		Keep	4443	8"	Coniferous	Douglas fir	Fair	Shaded
4413	3"	Deciduous	Hackberry	Good		Keep	4444	8"	Deciduous	Crabapple	Poor	Dead wood, suckers, applescab
4414	38"	Deciduous				Keep	4445	24"	Coniferous	Colorado Spruce	Fair	Lost leader
4415	22"	Deciduous				Keep	4446	20"	Coniferous	White Fir	Poor	One sided
4416	28"	Deciduous				Keep	4447	14"	Coniferous	Colorado Spruce	Poor	Double leader, one sided
4417	22"	Deciduous				Keep	4448	20"	Deciduous	Norway Maple	Good	
4418	28"	Deciduous				Keep	4449	18"	Deciduous	Red Maple	Poor	Dead wood, trunk wound
4419	20"	Deciduous				Keep	4450	20"	Deciduous	Purple-leaved Norway Maple	Good	
4420	3"	Deciduous				Keep	4451	NA	Deciduous	Burning Bush	Good	Sheared, not a tree
4421	28"	Deciduous				Keep	4452	NA	Deciduous	Burning Bush	Fair	Sheared, not a tree
4422	38"	Deciduous	Silver Maple	Poor	Topped, dead wood	Remove	4453	NA	Deciduous	Burning Bush	Good	Sheared, not a tree
4423	18"	Deciduous	White Pine	Fair	Leggy, dead wood	Remove	4454	NA	Deciduous	Burning Bush	Fair	Sheared, not a tree
4424	14"	Deciduous	Colorado Spruce	Poor	Leggy, dead wood	Remove	4455	32"	Deciduous	Norway Maple	Good	
4425	22"	Deciduous	Black Walnut	Poor	Leaning, poor form, trunk wound	Remove	4456	15"	Deciduous	Crabapple	Dead	dead
4426	3"	Deciduous	Hackberry	Poor	Volunteer growing under Walnut	Remove	4457	5"	Coniferous	Asteriaceae	Fair	
4427	18"	Deciduous	Black Walnut	Poor	Leaning, poor form	Remove	4458	40"	Deciduous	Silver Maple	Fair	Trunk rot
4428	32"	Deciduous	Black Walnut	Good		Remove	4459	(2) 11"	Deciduous	Mulberry	Poor	Rubbed/grafted trunks
4429	38"	Deciduous	Black Walnut	Good	Some dead wood	Remove	4460	11", 13"	Deciduous	Mulberry	Fair	
4430	18"	Deciduous	Silver Maple	Good	Some dead wood	Remove						

TREE PRESERVATION LEGEND



TREE PRESERVATION AND REMOVALS NOTES

- Contractor shall install construction fence at the limits of construction prior to beginning work. Maintain and adjust construction fencing as needed during progress of construction. Staging and construction access shall be approved by Owner.
- Contractor shall install tree protection fencing as shown on the plans prior to beginning work. Maintain and adjust tree protection fencing as needed during progress of construction. Storage of materials, vehicular access, and all other construction activities are strictly prohibited within the limits of the tree protection fencing.
- Plans indicate general location and limits of removals. Contractor shall perform removals only as necessary for construction of proposed improvements. No additional payments will be made for removals or restoration not required to construct the improvements as drawn and specified. Refer to Layout Plan for more specific information regarding proposed improvements and verify conditions in the field prior to performing removals.
- Tree stumps shall be ground to a minimum depth of 18" below existing grade or as required to properly perform the work.
- Where turf or plantings are proposed in existing paved areas, remove all base material.
- Remove all utilities designated for removal to extent required for improvements, unless otherwise noted. Cap ends of any remaining underground conduit and piping, and pull all electrical wire out at source.
- Items indicated for Removal shall include complete removal of above grade item and below grade appurtenances (foundations, urban fill, wiring, piping, etc.) including disposal off-site following applicable codes and ordinances, unless otherwise shown on the plans.
- Contractor to protect all existing utilities and all other site features not designated for removal. Contractor is responsible for replacing/repairing any existing utilities or other site features damaged during construction to the original condition at no cost to the Owner.
- Contractor responsible for maintaining existing utility services (electrical, sanitary, storm) during construction unless otherwise indicated in the Contract Documents.
- Contractor shall coordinate all work so public sidewalk remains open throughout construction.
- Refer to civil and electrical plans for additional utility adjustments and removals.
- Refer to specifications for additional conditions, standards and notes.



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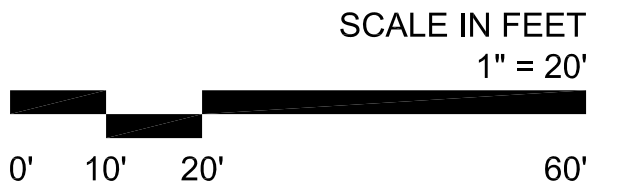


PROJECT NAME:
VILLAGE SUBMITTAL
CHURCH ADDITION
AND RENOVATION
820 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:
TREE PRESERVATION
PLAN

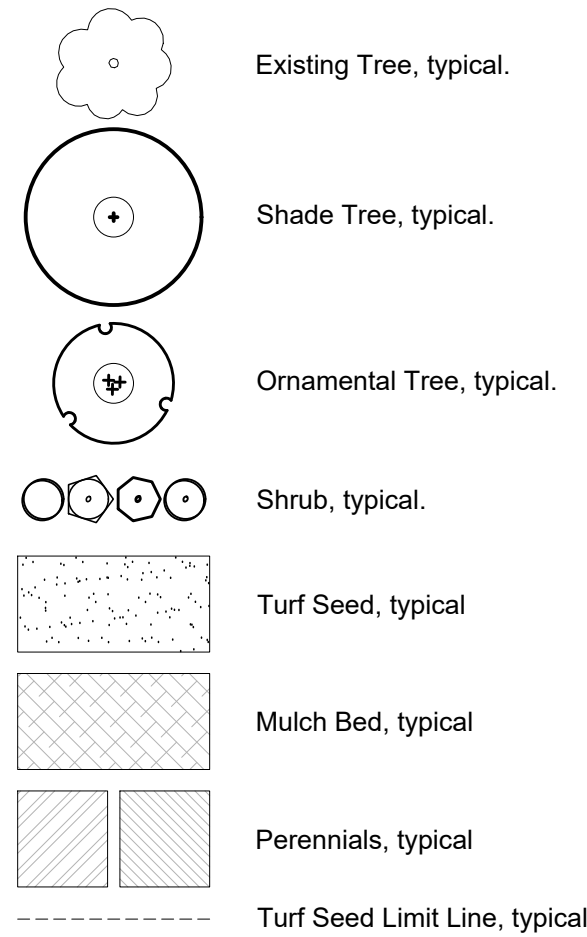
RESUBMITTED 12/20/17



PROJECT NO.: 2017028 DATE: 11/30/17

L1

PLANTING LEGEND

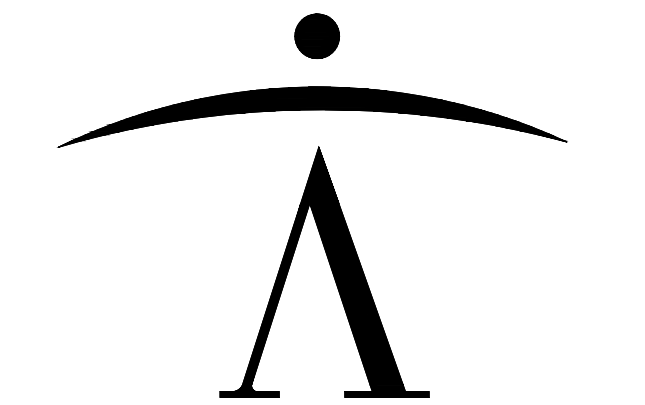
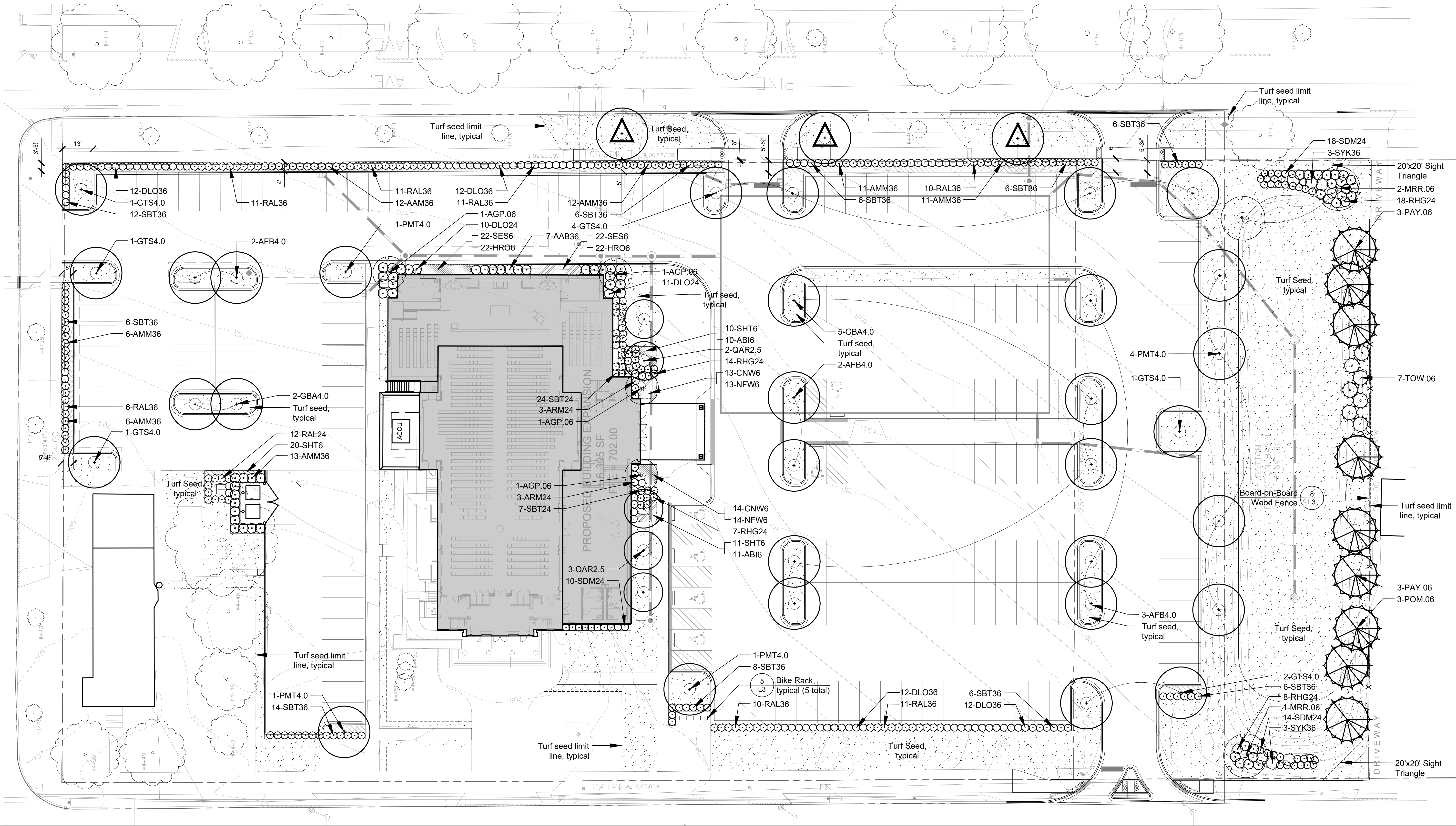


PLANTING NOTES

- Seed limit line is approximate. Seed to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
- Contractor responsible for erosion control in all seeded areas.
- Tree mulch rings in turf areas are 5 foot diameter, typical. Contractor shall provide a mulch ring around all existing trees within the limit of work. Remove all existing grass from area to be mulched and provide a typical v-trench edge.
- Bedlines are to be spade cut to a minimum depth of 3 inches unless otherwise shown on the plans. Curved bedlines are to be smooth and not segmented.
- Do not locate plants within 10' of utility structures, or within 5' horizontally of underground utility lines unless otherwise shown on the plans. Consult with Landscape Architect if these conditions exist.
- Plants and other materials are quantified and summarized for the convenience of the Owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
- Existing tree locations are based on the latest available aerial photography. Locations will be verified with forthcoming tree survey.
- All turf seed areas to be Conserv FS Sunny Mix Seed or approved equal.
- Refer to specifications for additional conditions, standards and notes.

PLANT MATERIAL LIST

Code	Botanical Name	Common Name	Size	Qty
Shade Trees				
AFB4.0	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	4" C	7
GBA4.0	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	4" C	7
GTS4.0	Sheddenia viciifolia var. nemis 'Shademaster'	Shademaster Thornless Honeylocust	4" C	10
PMT4.0	Platanus x acerifolia 'Morton Circle'	Exclamation! London Planetree	4" C	7
QAR2.5	Quercus alba x robur 'Crimschmidt'	Crimson Spire Oak	2 1/2" C	5
Intermediate Trees				
AGP.06	Amelanchier x grandiflora 'Princess Diana'	Princess Diana Serviceberry	6' HT	4
MRR.06	Malus 'Royal Raindrops'	Royal Raindrops Crabapple	6' HT	3
Evergreen Trees				
POM.06	Picea omorika *	Serbian Spruce	6' HT	3
PAY.06	Pinus ayacahuite 'Forest Sky'	Forest Sky Mexican White Pine	6' HT	6
TOW.06	Thuja occidentalis 'Hetz Wintergreen'	Wintergreen Eastern Arborvitae	6' HT	7
Deciduous Shrubs				
AAB36	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	36" HT	7
ARM24	Aronia melanocarpa 'Autumn Magic'	Autumn Magic Black Chokeberry	24" HT	6
AMM36	Aronia melanocarpa 'Morton'	Iroquois Beauty™ Black Chokeberry	36" HT	71
DLO36	Diervilla lonicera *	Dwarf Bush-honeysuckle	36" HT	48
DLO24	Diervilla lonicera *	Dwarf Bush-honeysuckle	24" HT	21
RHK24	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	24" HT	47
RAL24	Ribes alpinum *	Alpine Currant	24" HT	12
RAL36	Ribes alpinum *	Alpine Currant	36" HT	70
SBT24	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	24" HT	11
SBT36	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	36" HT	75
SDM24	Spiraea x media 'Darsnorn'	Snow Storm Spirea	24" HT	42
SYK36	Syringa patula 'Miss Kim'	Miss Kim Manchurian Lilac	36" HT	6
Perennials				
AB6	Amsonia 'Blue Ice'	Blue Ice Buesters	1 GAL	21
HRD6	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	1 GAL	44
NFW6	Nepeta x faassenii 'Walker's Low'	Walker's Low Catmint	1 GAL	17
SE6	Sesleria autumnalis *	Autumn Moor Grass	1 GAL	44
SHT6	Sporobolus heterolepis 'Tara'	Tara Prairie Dropseed	1 GAL	41



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PROJECT NAME:
VILLAGE SUBMITTAL
**CHURCH ADDITION
AND RENOVATION**
820 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:
PLANTING PLAN

RESUBMITTED 12/20/17

SCALE IN FEET
1" = 20'
0' 10' 20' 60'

NORTH
PROJECT NO.: 2017028 DATE: 12/20/17

L2



FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:

PLANTING DETAILS

RESUBMITTED 12/20/17

SCALE IN FEET
as noted

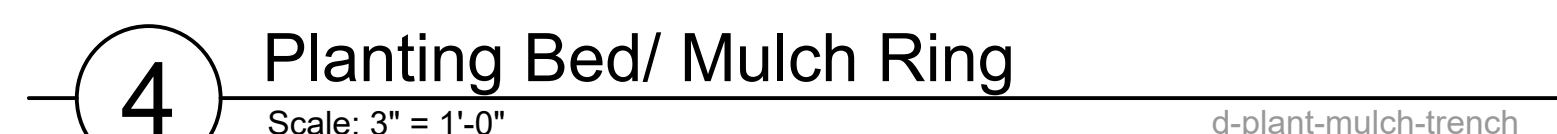
NORTH



PROJECT NO.: 2017028

DATE: 12/20/17

L3



URBAN SERIES

DECORATIVE PENDANT LUMINAIRE

Cat.#

Job

Type

Approvals



BEACON
design · performance · technology

SPECIFICATIONS

Intended Use:

The Beacon Urban luminaire is available with a choice of different LED wattage configurations, shapes, sizes and optical distributions designed to replace HID lighting up to 400W MH or HPS.

Construction:

- The drivers shall be located in the top cast housing and shall be accessible by hinging the lower shade assembly. The driver and all electrical components shall be on a tray.
- The lower shade shall be made from a one-piece aluminum spinning.
- The housing is designed for LED thermal management without the use of metallic screens, cages, or fans. The top casting shall be able to be pendant mounted in place with a stainless steel safety pin and then permanently held in place with four stainless steel screws.

Electrical:

- 100V through 277V, 50 Hz to 60 Hz (UNV), or 347V or 480V input.
- Power factor is ≥ 0.90 at full load.
- Dimming drivers are standard, but must contact factory to request wiring leads for purpose of external dimming controls
- Component-to-component wiring within the luminaire may carry no more than 80% of rated load and is listed by UL for use at 600VAC at 50°C or higher.
- Plug disconnects are certified by UL for use at 600 VAC, 13A or higher. 13A rating applies to primary (AC) side only.
- Fixture electrical compartment shall contain all LED driver components.
- Button photocell available.
- Ambient operating temperature -25°C to 40°C
- Surge protection - 20kA.
- Lifeshield™ Circuit - protects luminaire from excessive temperature. The device shall activate at a specific, factory-preset temperature, and progressively reduce power over a finite temperature range.

Controls/Options:

- Available with Energeni for optional set dimming, timed dimming with simple delay, or timed dimming based on time of night visit: www.beaconproducts.com/products/energeni
- Urban can be specified with SiteSync™ wireless control system for reduction in energy and maintenance cost while optimizing light quality 24/7. See ordering information or for more details, visit: www.hubbelllighting.com/products/sitesync/

Finish:

- IFS polyester powder-coat electrostatically applied and thermocured.
- IFS finish consists of a five stage pretreatment regimen with a polymer primer sealer and top coated with a thermoset super TGIC polyester powder coat finish.
- The finish meets the AAMA 2604 performance specification which includes passing a 3000 hour salt spray test for corrosion resistance and resists cracking or loss of adhesion per ASTM D522 and resists surface impacts of up to 160 inch-pounds.

Certifications:

- DesignLights Consortium (DLC) qualified, consult DLC website for more details: www.designlights.org/QPL
- NRTL Certified, UL8750, UL 1598 and CSA22.2#250.13-14 for wet locations
- IDA approved
- This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at <http://www.beaconproducts.com/products/urban>

Warranty:

Five year limited warranty for more information visit: www.hubbelllighting.com/resources/warranty

PRODUCT IMAGE(S)



Shown with arm

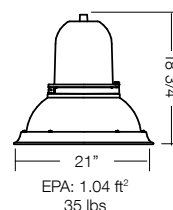


Shown with SiteSync™

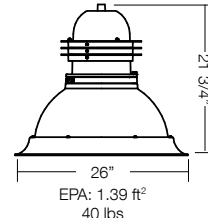
STYLES

CAP - Round Shade

CAP-21

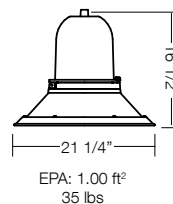


CAP-26/3NRW (optional rings)

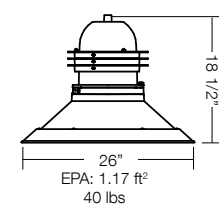


MRSS - Shallow Shade

MRSS-21/NRW

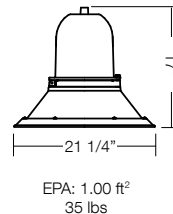


MRSS-26/3NRW (optional rings)

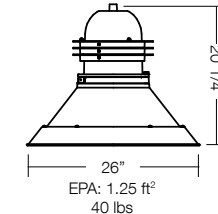


MRDS - Deep Shade

MRDS-21/NRW

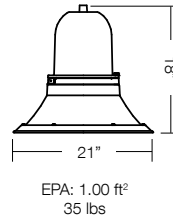


MRDS-26/3NRW (optional rings)

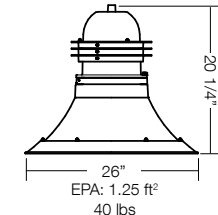


MAR - Curved Shade

MAR-21/NRW



MAR-26/3NRW (optional rings)



CERTIFICATIONS/LISTINGS



C US

*3000K and warmer CCTs only



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HUBBELL
Lighting

ORDERING INFORMATION ORDERING EXAMPLE: URB-21/36L-80/5K7/UNV/4/SWP/NNRW/BBT

MODEL	SERIES	CCT/CRI ¹	VOLTAGE	ELECTRICAL OPTIONS	STYLE	FINISH
URB Urban	CAP-21 21" Capitol	3K7 3000K, 70 CRI	UNV 120-277V	PEC-120 button, 120V	NRNW No rings	DB Dark Bronze Textured
	MRDS-21 21" Miramar deep shade	4K7 4000K, 70 CRI	347 347V	PEC-208 button, 208V	3RNW Three rings	BL Black Matte Textured
	MAR-21 21" Maritas	5K7 5000K, 70 CRI	480 480V	PEC-240 button, 240V		PS Platinum Silver
	CAP-26 26" Capitol			PEC-277 button, 277V		WH White Textured
	MRSS-26 26" Miramar shallow shade					GYS Gray Smooth
	MRDS-26 26" Miramar deep shade					BZT Bronze Textured
	MAR-26 26" Maritas					BBT Basic Black Textured
						RAL _____

- ¹ 26" only
² To rotate optics Left or Right 90 degrees, specify L or R after the optical distribution example:4L
³ Must specify group and zone information at time of order. See <http://www.hubbell-automation.com/products/sitesync/> for further details.
⁴ Not available with other control or sensor options.
⁵ When ordering Energeni, specify the routine setting code (Example GENI-04). See Energeni brochure and instructions for setting table and options. Not available with sensor options.
⁶ Specify time delay; dimming level and mounting height.
⁷ This product is approved by the Florida Fish and Wildlife Conservation Commission. Separate spec available at http://cdn.beaconproducts.com/content/products/specs/specs_files/Urban_LED_spec_sheet_turtle.pdf

PRECOMMISSIONED SITESYNC ORDERING INFORMATION: When ordering a fixture with the SiteSync lighting control option, additional information will be required to complete the order. The SiteSync Commissioning Form or alternate schedule information must be completed. This form includes Project location, Group information, and Operating schedules. For more detailed information please visit <http://www.hubbell-automation.com/products/sitesync/>, or contact Hubbell Lighting tech support at (800) 345-4928.

SiteSync fixtures with Motion control (SWPM) require the mounting height of the fixture for selection of the lens.

Examples: URB-26/60L-136/3K7/UNV/5QM/SWP/NNRW/BBT SiteSync only
 URB-26/60L-136/3K7/UNV/5QM/SWP-20F/NNRW/BBT SiteSync with Motion Control



SiteSync Lighting Control is available from our most popular brands in a broad range of award-winning product families.

CONTROL OPTIONS
 GENI-XX⁵ energeni
 SWP^{3,4} SiteSync Wireless Pre-Commission

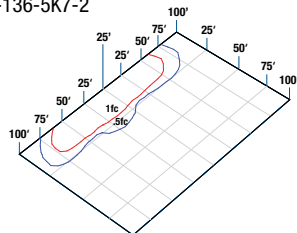
Accessories and Services (Ordered Separately)

Catalog Number	Description
SWUSB*	SiteSync loaded on USB flash drive (Windows® based only)
SWTAB*	SiteSync Windows® Tablet
SWBRG*	SiteSync Wireless Bridge Node

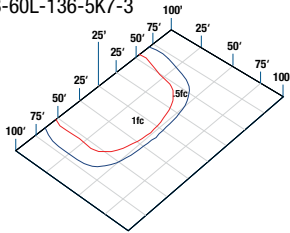
* When ordering with SiteSync, one of the following interface options must be chosen and ordered separately. Each option contains the SiteSync License, GUI and Bridge Node.
 + If needed, an additional Bridge Node can be ordered.

PHOTOMETRICS

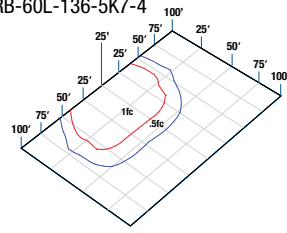
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 URB-60L-136-5K7-2



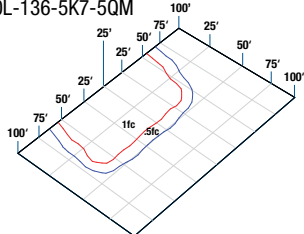
Type III
 URB-60L-136-5K7-3



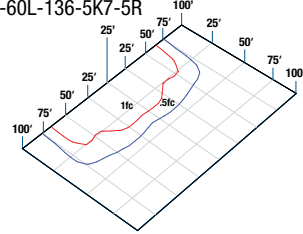
Type IV
 URB-60L-136-5K7-4



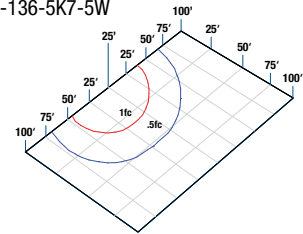
Type V Square Medium
 URB-60L-136-5K7-5QM



Type V Rectangular
 URB-60L-136-5K7-5R



Type V Round Wide
 URB-60L-136-5K7-5W



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PERFORMANCE DATA

# LED'S	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS (120-277V)	DISTRIBUTION TYPE	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 70 CRI)				
				LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G	LUMENS	LPW ¹	B	U	G
24	350mA	27W	FR	3871	138	1	0	0	3990	143	1	0	0	3667	131	0	0	0
			2	3750	134	2	0	0	3838	137	1	0	1	3528	126	1	0	1
			3	3638	130	1	0	1	3750	134	1	0	1	3446	123	1	0	1
			4	3680	131	0	0	1	3794	135	0	0	1	3486	129	0	0	1
			4W	3612	129	1	0	1	3723	133	1	0	1	3422	122	1	0	1
			5QM	3750	134	2	0	0	3866	138	2	0	0	3553	127	2	0	0
			5R	3763	134	2	0	2	3879	139	2	0	2	3565	127	2	0	2
			5W	3556	127	2	0	1	3666	131	3	0	1	3369	120	2	0	1
24	700mA	55W	FR	6451	113	1	0	1	6650	117	1	0	1	6112	107	1	0	1
			2	6251	110	3	0	1	6397	112	1	0	2	5879	103	1	0	1
			3	6063	106	1	0	2	6250	110	1	0	2	5744	101	1	0	2
			4	6133	108	1	0	2	6323	111	1	0	2	5811	102	1	0	2
			4W	6020	106	1	0	2	6206	109	1	0	2	5703	100	1	0	2
			5QM	6251	110	3	0	1	6444	113	3	0	1	5922	104	2	0	1
			5R	6272	110	3	0	3	6466	113	3	0	3	5942	104	3	0	3
			5W	6926	104	3	0	1	6110	107	3	0	1	5615	99	3	0	1
36	700mA	80W	FR	9672	113	1	0	1	9970	117	1	0	1	9173	107	1	0	1
			2	9303	109	1	0	2	9591	112	1	0	2	8823	103	1	0	2
			3	9089	107	1	0	2	9370	110	1	0	2	8621	101	1	0	2
			4	9195	108	1	0	2	9479	111	1	0	2	8721	102	1	0	2
			4W	9025	106	1	0	2	9304	109	1	0	2	8559	100	1	0	2
			5QM	9371	110	3	0	1	9661	113	3	0	1	8888	104	3	0	1
			5R	9403	110	3	0	3	9694	114	3	0	3	8918	105	3	0	3
			5W	8885	105	3	0	2	9160	108	4	0	2	8427	100	3	0	2
48*	700mA	110W*	FR	12895	116	1	0	1	13294	120	1	0	1	12230	110	1	0	1
			2	12404	112	2	0	2	12788	115	2	0	2	11765	106	2	0	2
			3	12119	109	1	0	3	12494	113	1	0	3	11494	104	1	0	2
			4	12260	110	1	0	3	12639	114	1	0	3	11628	105	1	0	3
			4W	12033	108	2	0	3	12405	112	2	0	3	11413	103	2	0	2
			5QM	12494	113	3	0	2	12881	116	3	0	2	11850	107	3	0	2
			5R	12537	113	3	0	3	12925	116	4	0	4	11891	107	3	0	3
			5W	11847	107	4	0	2	12213	110	4	0	2	11236	101	4	0	2
60*	700mA	136W*	FR	16119	117	1	0	2	16618	121	2	0	2	15288	112	1	0	2
			2	15505	113	2	0	2	15985	117	2	0	2	14706	107	2	0	2
			3	15149	111	2	0	3	15617	114	2	0	3	14368	105	2	0	3
			4	15324	112	1	0	3	15798	115	1	0	3	14534	106	1	0	3
			4W	15041	110	2	0	3	15506	113	2	0	3	14266	104	2	0	3
			5QM	15618	114	4	0	2	16101	118	4	0	2	14813	108	3	0	2
			5R	15671	114	4	0	4	16156	118	4	0	4	14864	108	4	0	4
			5W	14809	108	4	0	2	15267	111	4	0	2	14046	103	4	0	2

¹Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

*AVAILABLE IN THE 26" URBAN ONLY



ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (w)	CURRENT (Amps)
24	1	350mA	120	27	0.27
			277		0.12
			347		0.09
			480		0.07
24	2	700 mA	120	55	0.55
			277		0.24
			347		0.19
			480		0.14
36	1	700 mA	120	80	0.80
			277		0.35
			347		0.28
			480		0.20
48	1	700 mA	120	110	1.1
			277		0.43
			347		0.38
			480		0.28
60	1	700 mA	120	136	1.4
			277		0.59
			347		0.47
			480		0.34

PROJECTED LUMEN MAINTENANCE

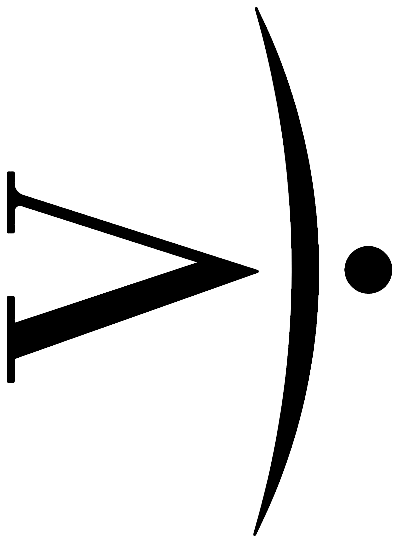
AMBIENT TEMP.	0	25,000	50,000	TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.97	0.95	0.95	0.92	>470,000

¹ Projected per IESNA TM-21-11

Data references the extrapolated performance projections for the base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.98
40°C	104°F	0.98

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).



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PROJECT NAME:
VILLAGE SUBMITTAL
**CHURCH ADDITION
AND RENOVATION**
820 N. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, ILLINOIS 60004

FOR
ST. JAMES PARISH
AND
THE ARCHDIOCESE OF CHICAGO

DRAWING TITLE:
SITE PHOTOMETRIC PLAN

Project No.: 2017028 **Date:** 9/19/17

E0-2P

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min Max/Min
NORTH PARKING	Illuminance	Fc	2.39	10.4	0.0	N.A. N.A.
SOUTH PARKING	Illuminance	Fc	1.92	6.8	0.0	N.A. N.A.
EAST PARKING	Illuminance	Fc	2.07	9.7	0.1	20.70 97.00
PROPERTY LINE, EAST	Illuminance	Fc	0.06	0.1	0.0	N.A. N.A.
PROPERTY LINE, NORTH	Illuminance	Fc	0.04	0.1	0.0	N.A. N.A.
PROPERTY LINE, SOUTH	Illuminance	Fc	0.00	0.0	0.0	N.A. N.A.
PROPERTY LINE, WEST	Illuminance	Fc	0.03	0.1	0.0	N.A. N.A.
SOUTH CHURCH WALK	Illuminance	Fc	0.96	2.0	0.1	9.60 20.00

Luminaire Schedule				Arrangement		Total Lamp Lumens	LFE	Description
Symbol	Qty	Label				N.A.	0.850	URB-XXXX-26-60J-136-4K7-4-U
	3	URB-XXXX-26-60J-136-4K7-4-UNV		SINGLE		N.A.	0.900	URB-XXXX-26-60J-136-4K7-3-U
	5	URB-XXXX-26-60J-136-4K7-2-UNV		SINGLE		N.A.	0.900	URB-XXXX-26-60J-136-4K7-2-U

Luminaire Location Summary		
Lumino	Label	Z
37	URB-XXXX-26-60J-136-4K7-4-UNV	20
38	URB-XXXX-26-60J-136-4K7-4-UNV	20
54	URB-XXXX-26-60J-136-4K7-3-UNV	20
64	URB-XXXX-26-60J-136-4K7-4-UNV	20
72	URB-XXXX-26-60J-136-4K7-2-UNV	20
73	URB-XXXX-26-60J-136-4K7-2-UNV	20
74	URB-XXXX-26-60J-136-4K7-2-UNV	20
77	URB-XXXX-26-60J-136-4K7-3-UNV	25
78	URB-XXXX-26-60J-136-4K7-3-UNV	25
80	URB-XXXX-26-60J-136-4K7-3-UNV	14
81	URB-XXXX-26-60J-136-4K7-2-UNV	25
82	URB-XXXX-26-60J-136-4K7-2-UNV	25

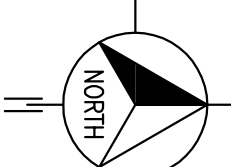
GENERAL NOTES

1. FIXTURE 80 IS INTENDED TO BE WALL-MOUNT AT +14'-0" ABOVE GRADE.
2. FIXTURE MOUNTING HEIGHTS SHOWN INCLUDE CONCRETE BASE HEIGHTS.
3. SOUTH CHURCH WALK CALCULATIONS DO NOT INCLUDE CONTRIBUTIONS FROM PLANNED CANOPY AND BOLLARD LIGHTING, WHICH WILL NOT AFFECT LEVELS AT THE PROPERTY LINE, MEASURED HORIZONTALLY PER SECTION 10.2-7.4 (b) OF THE LIGHTING ORDINANCE.

FREDERICK STREET

ARLINGTON HEIGHTS ROAD

PINE AVENUE



SITE PHOTOMETRIC PLAN

SCALE: 1"=30'-0"

0' 15' 30' 60'

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Traffic and Parking Impact Study St. James Parish Expansion

Arlington Heights, Illinois



Prepared For:



SAINT JAMES PARISH
ARLINGTON HEIGHTS

Prepared By:



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

September 21, 2017

Revised November 30, 2017

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed expansion of the St. James Parish located in Arlington Heights, Illinois. The existing campus is bisected by Arlington Heights Road with the church building located on the east side of Arlington Road south of Frederick Street and the Parish Center and school building is located on the west side of Arlington Heights Road. As proposed, the existing three-level school building located south of the church will be razed and the church will be expanded to increase its capacity from approximately 679 seats to approximately 916 seats. Access to the church will continue to be provided via the existing access system serving the campus and via a proposed a right-in/right-out access drive off Arlington Heights Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed expansion and evaluate the adequacy of the parking supply in accommodating the projected parking demand.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed expansion
- Directional distribution of the expansion generated traffic
- Vehicle trip generation for the expansion
- Future traffic conditions including access to the church
- Traffic analyses for the Sunday morning, weekday morning and weekday afternoon peak hours.
- Recommendations with respect to adequacy of the site access and adjacent roadway system.
- Parking Evaluation

Traffic capacity analyses were conducted for the Sunday morning, weekday morning and weekday afternoon 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 area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the church expansion.



Aerial View of Site Location

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

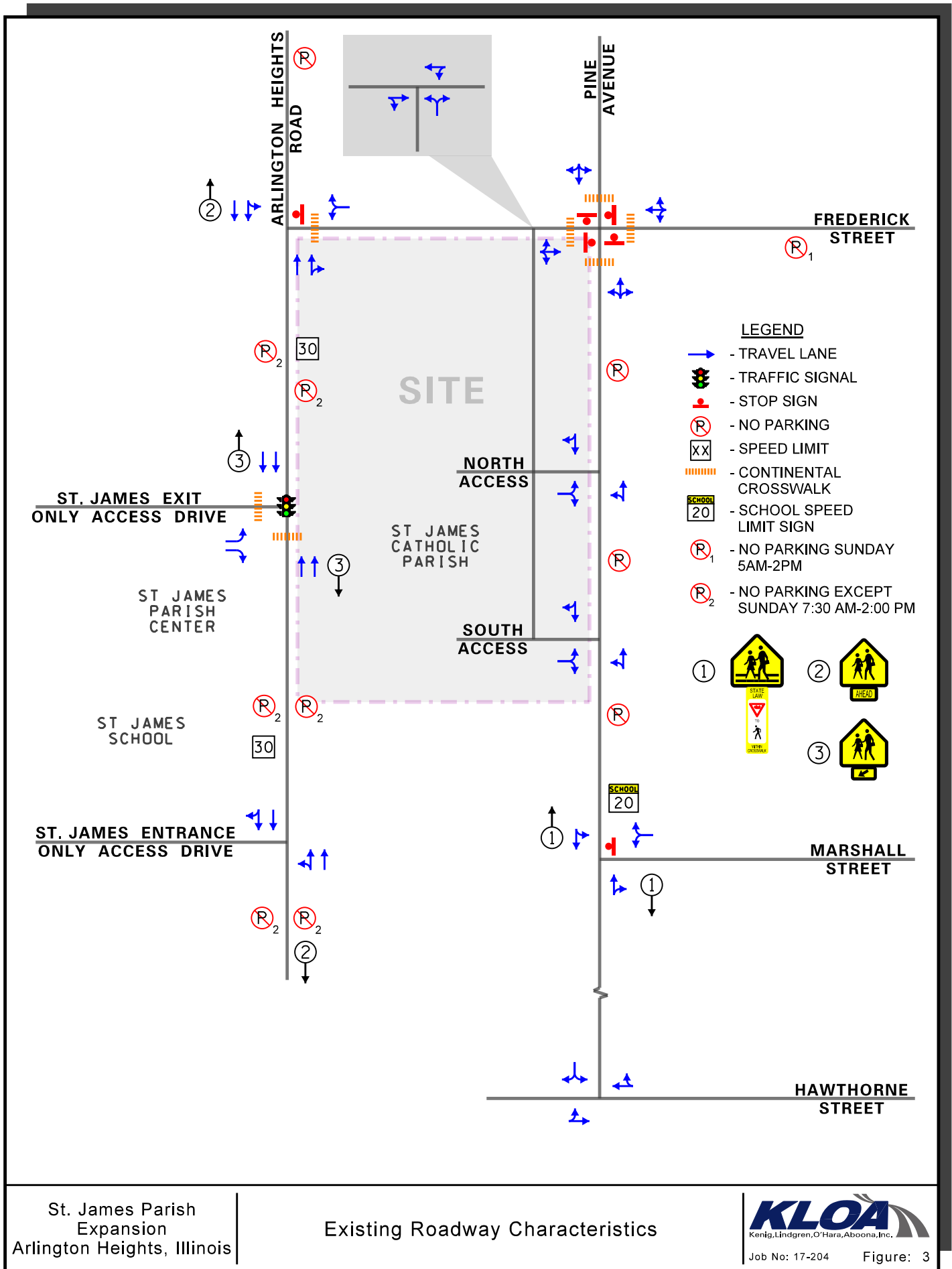
The site, which is currently occupied by an existing church building and three-story school building is located in the southeast quadrant of the intersection of Arlington Heights Road with Frederick Street. The St. James Campus is bisected by Arlington Heights Road with the Church and a seldom used school building located on the east side of Arlington Heights Road and the St. James School and Parish Center are located on the west side of Arlington Heights Road. Land uses in the vicinity of the site are primarily residential in all directions and the St. James Campus is located approximately two-thirds of a mile north of Downtown Arlington Heights.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Arlington Heights Road is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with the St. James exit only access drive, Arlington Heights Road provides two through lanes and a high visibility crosswalk on the northbound approach and two through lanes on the southbound approach. At its unsignalized intersection with Frederick Street, Arlington Heights Road provides a through lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane and a through lane on the southbound approach. At its unsignalized intersection with the St. James entrance only access drive, Arlington Heights Road provides a shared left-turn/through lane and a through lane on the northbound approach and a through lane and a shared through/right-turn lane on the southbound approach. Arlington Heights Road is under the jurisdiction of the Illinois Department of Transportation, is not classified as a Strategic Regional Arterial, carries an annual average daily traffic (AADT) volume of 22,000 vehicles (IDOT AADT 2014) and has a posted speed limit of 30 miles per hour.

Frederick Street is an east-west local roadway that provides one lane in each direction and extends from Arlington Heights Road east to its terminus at Dryden Avenue. At its unsignalized intersection with Arlington Heights Road, Frederick Street provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. At its all-way stop-sign controlled intersection with Pine Avenue, Frederick Street provides a shared left/through/right-turn lane and a high visibility crosswalk on both approaches. Frederick Street is under the jurisdiction of the Village of Arlington Heights.



Pine Avenue is a north-south local roadway that provides one lane in each direction and extends from Hawthorne Avenue north to its terminus 175 feet north of Oakton Street. At its all-way stop-sign controlled intersection with Frederick Street, Pine Avenue provides a shared left/through/right-turn lane and a high visibility crosswalk. At its unsignalized intersection with Marshall Street, Pine Avenue provides a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane and a high visibility crosswalk on the southbound approach. At its unsignalized intersection with Hawthorne Street, Pine Avenue provides a shared left/right-turn lane. Pine Avenue is under the jurisdiction of the Village of Arlington Heights.

Marshall Street is an east-west local roadway that provides one lane in each direction and extends from Pine Avenue east to its terminus at Douglas Avenue. At its unsignalized intersection with Pine Avenue, Marshall Street provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. Marshall Street is under the jurisdiction of the Village of Arlington Heights.

Hawthorne Street is an east-west local roadway that provides one lane in each direction and extends from Walnut Avenue (one-half mile west of Arlington Heights Road) east to its terminus at Dryden Avenue (one-half mile east of Arlington Heights Road). At its unsignalized intersection with Pine Avenue, Hawthorne Street provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach.

Existing St. James Parish Operations

On Sunday morning, St. James offers two services in the church building with the first service at 7:00 A.M. and the second service is at 8:30 A.M. The other two services are held in the parish center with the third service at 10:00 A.M. and the fourth service at 11:30 P.M. An additional service is held at 5:00 P.M. on Saturday and Sunday evenings. For the Sunday services, parishioners park within the off-street parking lots on the east and west side of Arlington Heights Road as well as the on-street parking locations, including Arlington Heights Road, within the vicinity of the St. James Campus.

Existing St. James School Operations

St. James School enrolls approximately 500 students and a typical school day begins at 8:45 A.M. and ends at 3:35 P.M. St. James School also offers before and after school care programs that start at 7:00 A.M. and end at 6:00 P.M. There are two buses that serve the school. Buses loading occurs along the west side of Pine Avenue during morning drop-off morning and stage within the church parking lot during afternoon pick-up. Students that are bused cross Arlington Heights Road at its signalized intersection with the exit only access drive with the assistance of a crossing guard.

During morning drop-off activities, parents begin dropping off students within the school's parking lot at 8:00 A.M. with the majority drop-off activity ending by 8:40 A.M. Field observations conducted during morning drop-off showed that four faculty members advance vehicles to the northeast side of the school building and help unload students from vehicles. The morning drop-off queues were a maximum of eleven vehicles and queues did not extend to Arlington Heights Road.

During afternoon pick-up activity, parents begin arriving at approximately 3:00 PM and stack stadium style in approximately five rows of twelve vehicles with all vehicles located on the west side of the school building facing north. Additionally, similar pick-up stacking occurs on the east side of the church building with all vehicles facing south. All parents are required to park their vehicles and go to the main entrance of the school to pick up their students. Once all students are loaded into their vehicles, each row is released at a time. All pick-up activity ends by 3:45 P.M.

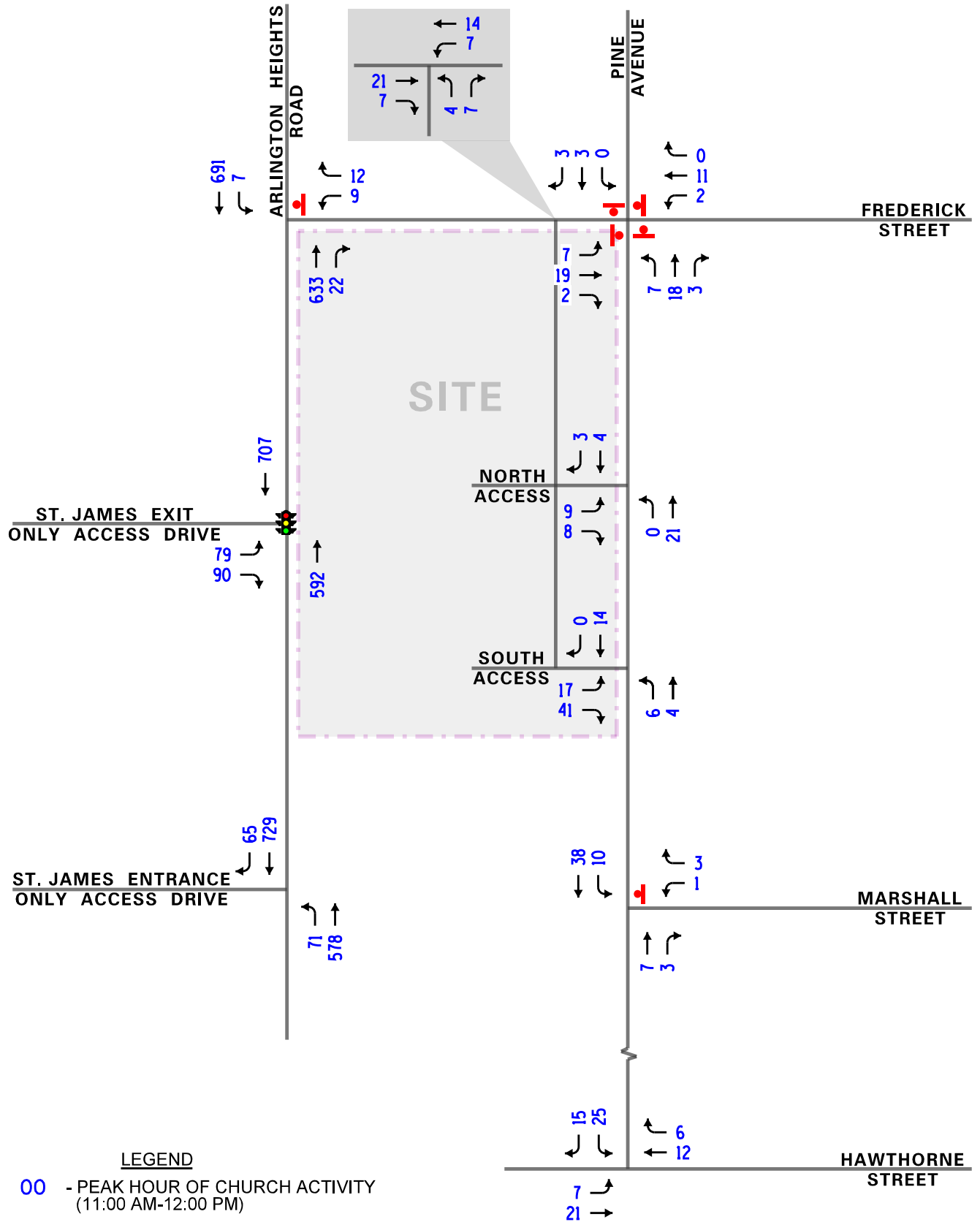
Existing Traffic Volumes

In order to determine current traffic conditions on the existing roads, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

- Arlington Heights Road with Frederick Street
- Arlington Heights Road with the Signalized St. James Exit Only Access Drive
- Arlington Heights Road with the Unsignalized St. James Entrance Only Access Drive
- Frederick Street with Pine Avenue
- Pine Avenue with Marshall Street
- Pine Avenue with Hawthorne Street
- Pine Avenue with the Northerly St. James Access Drive
- Pine Avenue with the Southerly St. James Access Drive
- Frederick Street with the St. James Access Drive

The traffic counts were conducted on Sunday, August 27, 2017 during the Sunday morning (9:00 A.M. to 12:00 Noon) peak period and on Tuesday, August 29, 2017 during the weekday morning (7:30 A.M. to 9:30 A.M.) and weekday afternoon (2:30 P.M. to 4:30 P.M.) peak periods. The results of the traffic counts showed that the Sunday morning peak hour of traffic occurred from 11:00 A.M. to 12:00 Noon, the weekday morning peak hour of traffic occurred from 7:45 A.M. to 8:45 A.M. and the weekday afternoon peak hour of traffic occurs from 3:00 P.M. to 4:00 P.M.

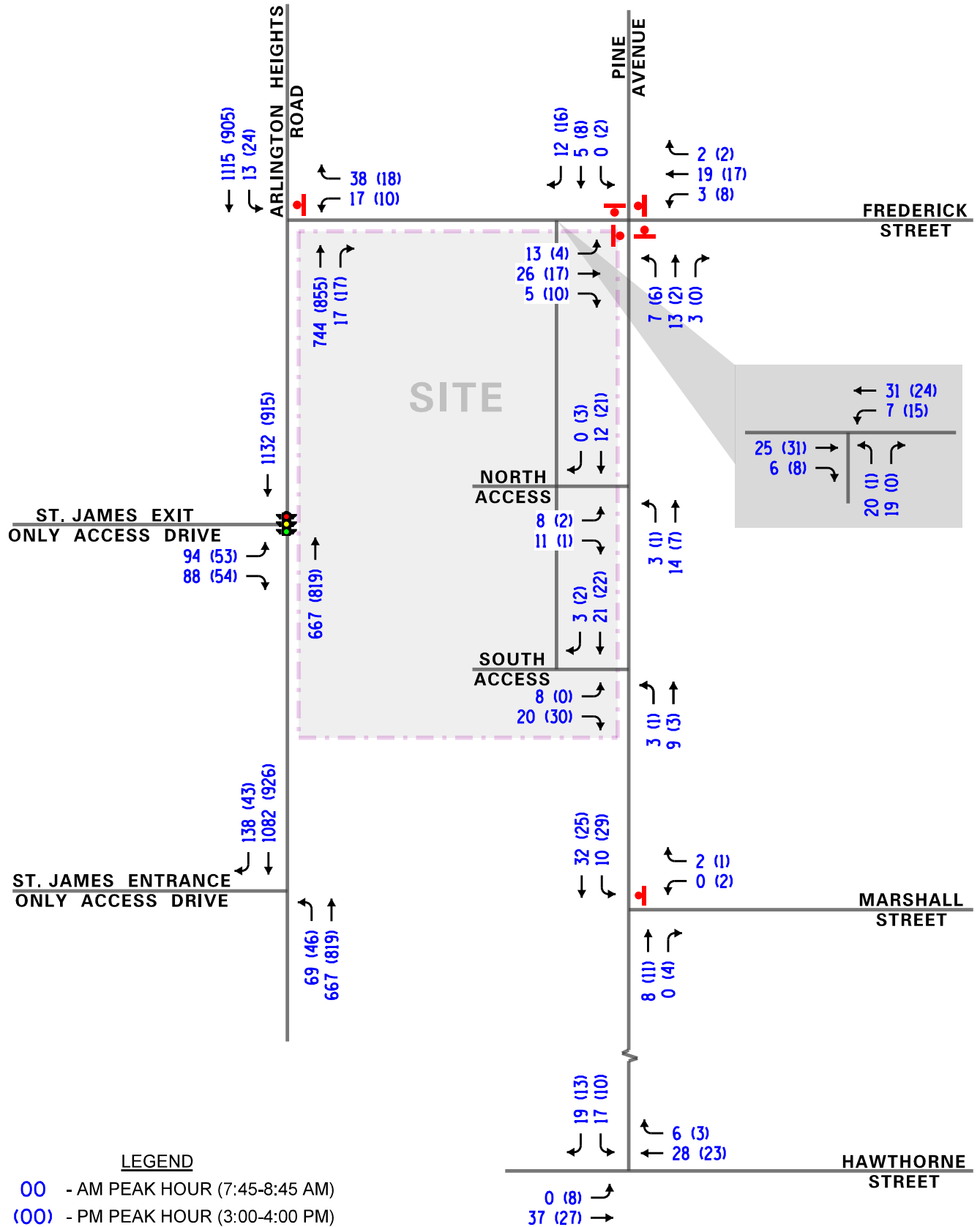
It should be noted that these peak periods and peak hours were chosen to correspond to the peak church and school activity on a Sunday and weekday, respectively. On Sunday, the 11:00 A.M. to 12:00 Noon peak hour captures the overlap of the departing traffic from the 10:00 A.M. service and the arriving traffic for the 11:30 A.M. service. This peak hour also carries the highest volume of traffic along Arlington Heights Road during the period. On a weekday, the 7:45 A.M. to 8:45 A.M. peak hour captures the majority of drop-off traffic and the 3:00 P.M. to 4:00 P.M. peak hour captures the majority of pick-up traffic for St. James School. **Figure 4A** illustrates the existing Sunday morning peak hour traffic volumes and **Figure 4B** illustrates the existing weekday morning and afternoon traffic volumes. **Figure 5A** illustrates the existing Sunday morning pedestrian volumes and **Figure 5B** illustrates the existing weekday morning and evening pedestrian volumes.



St. James Parish
Expansion
Arlington Heights, Illinois

Existing Traffic Volumes
Sunday

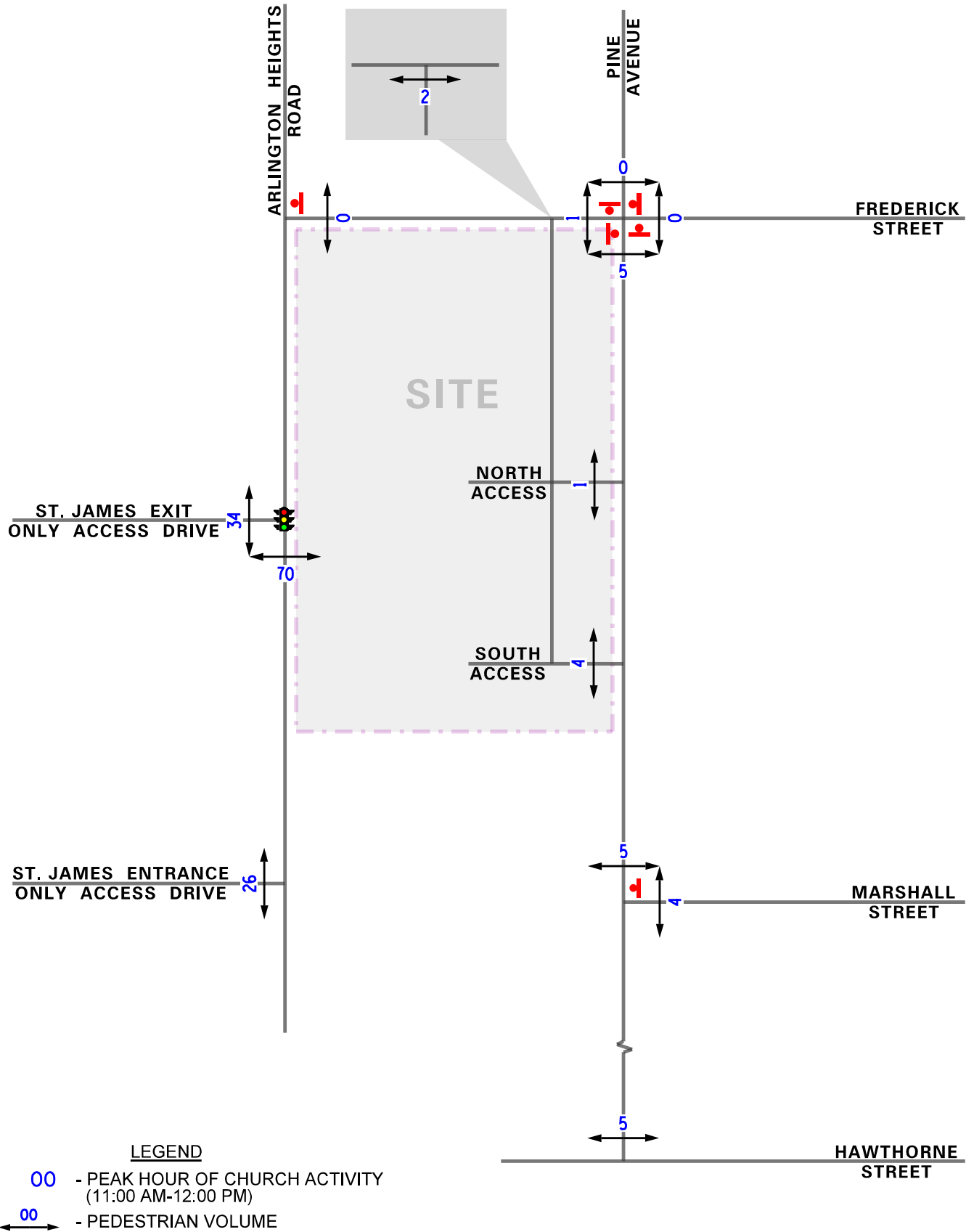
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Job No: 17-204 Figure: 4A

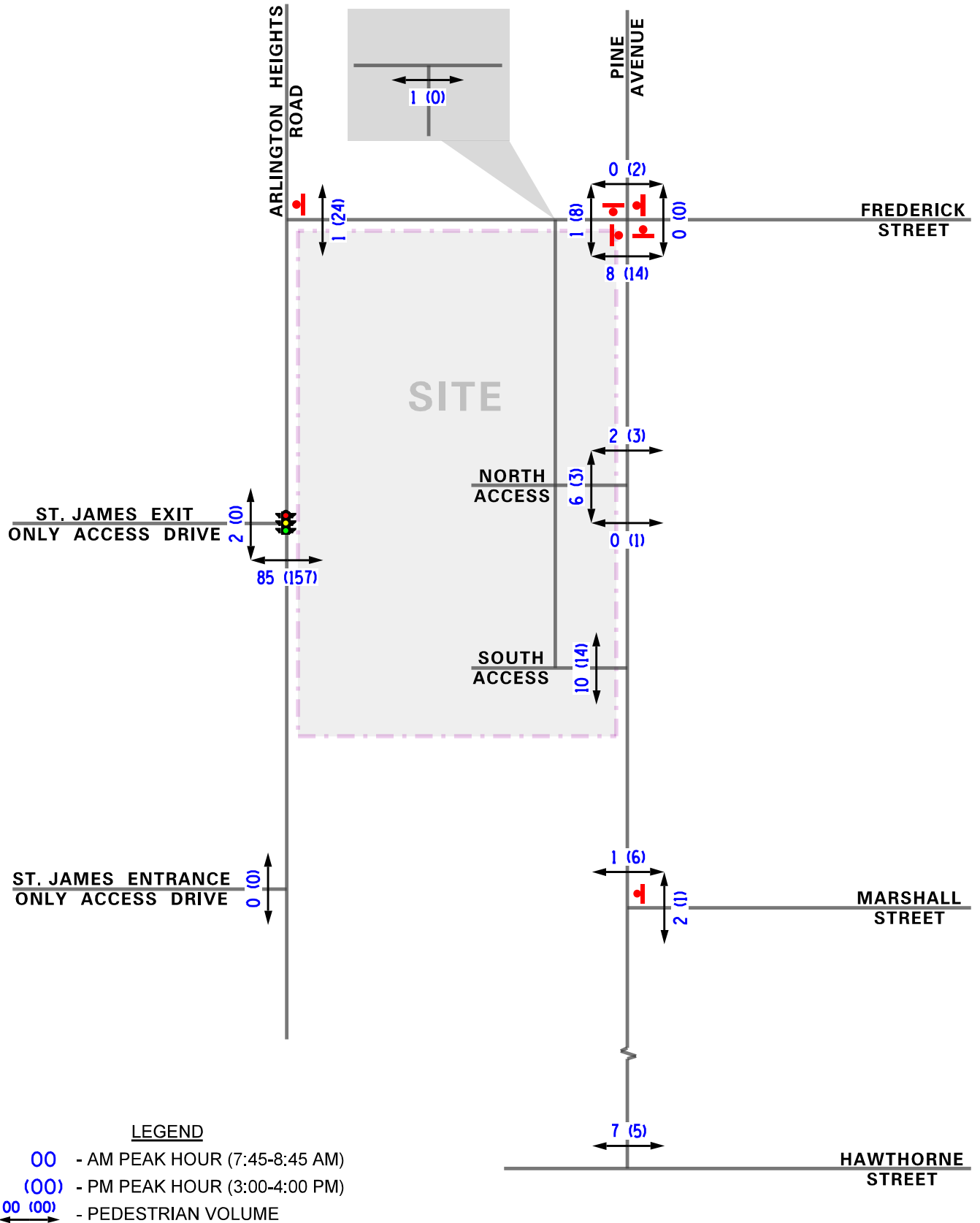


St. James Parish
Expansion
Arlington Heights, Illinois

Existing Traffic Volumes
School Day

KLOA
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Job No: 17-204 Figure: 4B





St. James Parish
Expansion
Arlington Heights, Illinois

Existing Pedestrian Volumes
School Day

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 17-204 Figure: 5B

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the existing three-story school building on the east side of Arlington Heights Road will be razed and the existing church building will be expanded by a total of 12,282 square-feet to increase the church capacity from approximately 679 seats to approximately 916 seats. Additionally, the parking lot on the east side of Arlington Heights Road will be expanded by 49 parking spaces increasing the capacity from 136 parking spaces to 185 parking spaces. The purpose of this expansion is to enhance the handicap accessibility of the existing church so that the expanded church can hold all services on Saturday evening and Sunday and to better distribute the attendance among the four Sunday services.

Access to the church will continue to be provided via the full movement access drive off Frederick Street and via the two full movement access drives off Pine Avenue. With the parking lot reconfiguration, the both access drives off Pine Avenue will be relocated approximately 50 feet south of their existing location. Access will also be provided via a proposed right-in/right-out access drive off Arlington Heights Road that will be located approximately 160 feet south of the exit only access drive and 190 feet north of the entrance only access drive. It should be noted that this access drive will replace an existing full movement curb cut provided at this location.

It should be noted that the proposed church expansion will not result in a modification to the operations of St. James School nor will result in an increase/decrease in enrollment. The pick-up/drop-off activity will remain the same for passenger vehicles and school buses, as previously described, and access to the school will continue to be provided via the two access drives off Arlington Heights Road.

Directional Distribution

The directions from which parishioners of the church will approach and depart the site were estimated based on the existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of traffic.

Peak Hour Traffic Volumes

The volume of traffic generated by a development is based on the type of land use and the size of the development. The number of new peak hour vehicle trips estimated to be generated by the expansion of the church was based on vehicle trip generation rates contained in *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers (ITE). The “Church” (Land-Use Code 860) rate was used. While the majority of new trips will occur on Sundays, in order to provide conservative analyses, weekday morning and afternoon trips were also estimated based on ITE’s trip rates. **Table 1** shows the estimated number of new peak hour trips to be generated by the proposed development and the existing trip generation based on the results of the turning movement counts. As shown in Table 1, the development is estimated to generate approximately 145 two-way vehicle trips during the Sunday morning peak hour, 11 two-way vehicle trips during the weekday morning peak hour and 12 two-way vehicle trips during the weekday afternoon peak hour.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Sunday Morning Peak Hour			Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
560	St. James Expansion (12,282 s.f./237 Seats)	73	72	145	6	5	11	6	6	12
	Existing Trip Generation	159	255	414	22	86	108	30	34	64
	Total Trip Generation	232	327	559	28	91	119	36	40	76

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 development.

Development Traffic Assignment

The estimated Sunday morning peak hour traffic volumes that will be generated by the proposed church expansion were combined to the existing trip generation for the Church. This total estimated site generated traffic was reassigned to the roadway system in accordance with the previously described directional distribution (Figure 6) and reflected that approximately 60 percent of the on-site parking spaces are provided on the east-campus. **Figure 7A** illustrates the traffic assignment for a typical Sunday morning peak hour.

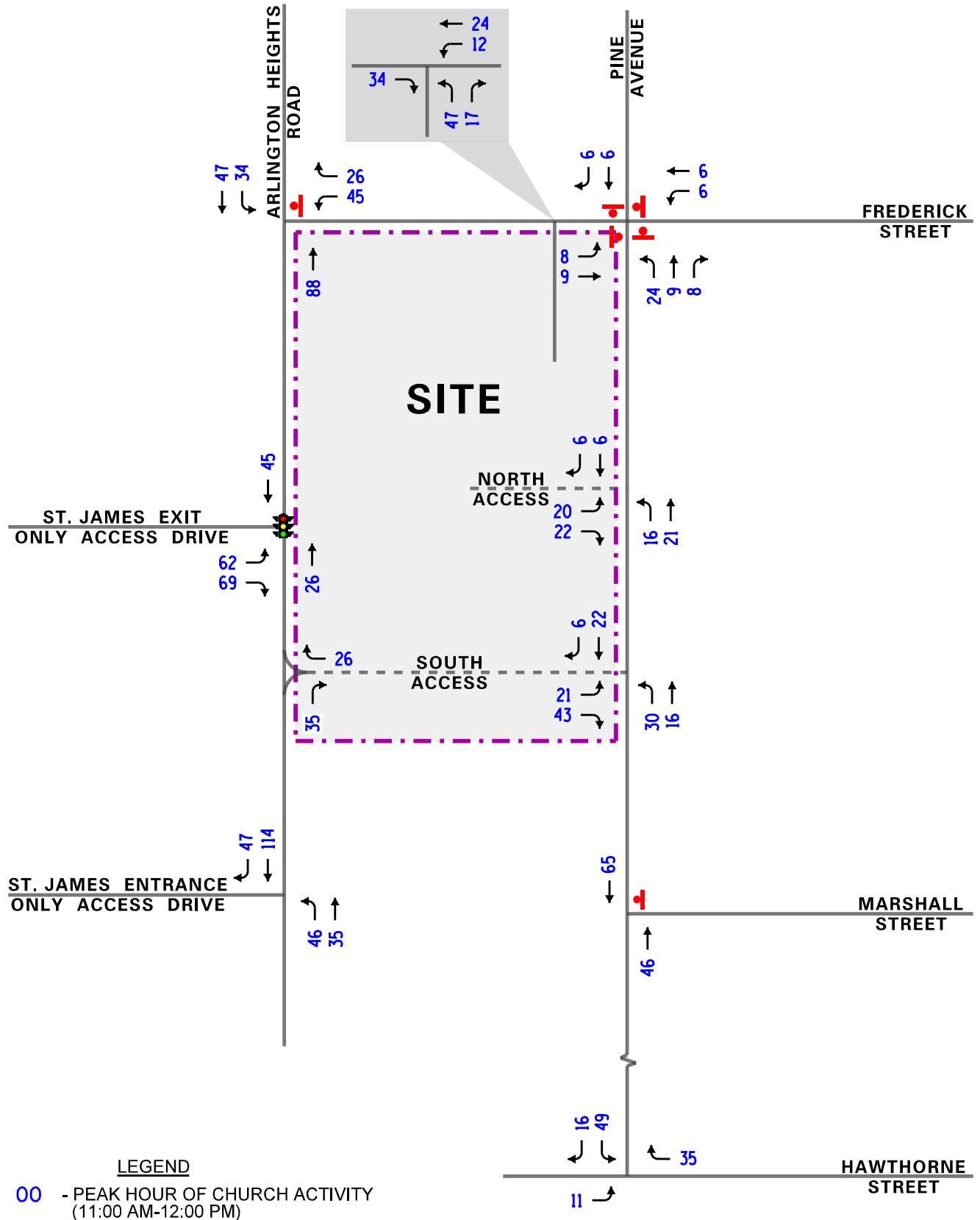
As previously indicated, the proposed church expansion will not result in a modification to the operations of St. James School nor will result in an increase/decrease in enrollment. Therefore, the existing traffic volumes generated by St. James on a typical school day were not reassigned or modified. The estimated weekday morning and weekday afternoon peak hour traffic volumes that will be generated by the church expansion were assigned to the roadway system and to the access drives serving the east campus in accordance with the previously described directional distribution (Figure 6) taking into consideration that all of the expansion generated traffic will be arriving to and departing from the east campus. **Figure 7B** illustrates the traffic assignment for the weekday morning and afternoon peak hours.

Background Traffic Conditions

The existing traffic volumes (Figure 4) that do not turn to/from the St. James Parish access drives 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 the Chicago Metropolitan Agency for Planning (CMAP) Year 2040 population and employment projections, in a letter dated September 20, 2017, the area traffic is projected to increase by approximately one-half percent per year. As such, the existing traffic volumes (that are not generated by St. James Parish) were increased by three percent total to project the Year 2023 background traffic volumes (buildout year plus five-year analysis). This background traffic growth was not applied to the church generated traffic volumes as these values already take into consideration the increased attendance from the expansion and no change in school enrollment or operations is projected to occur. The CMAP 2040 projections letter is included in the Appendix.

Total Projected Traffic Volumes

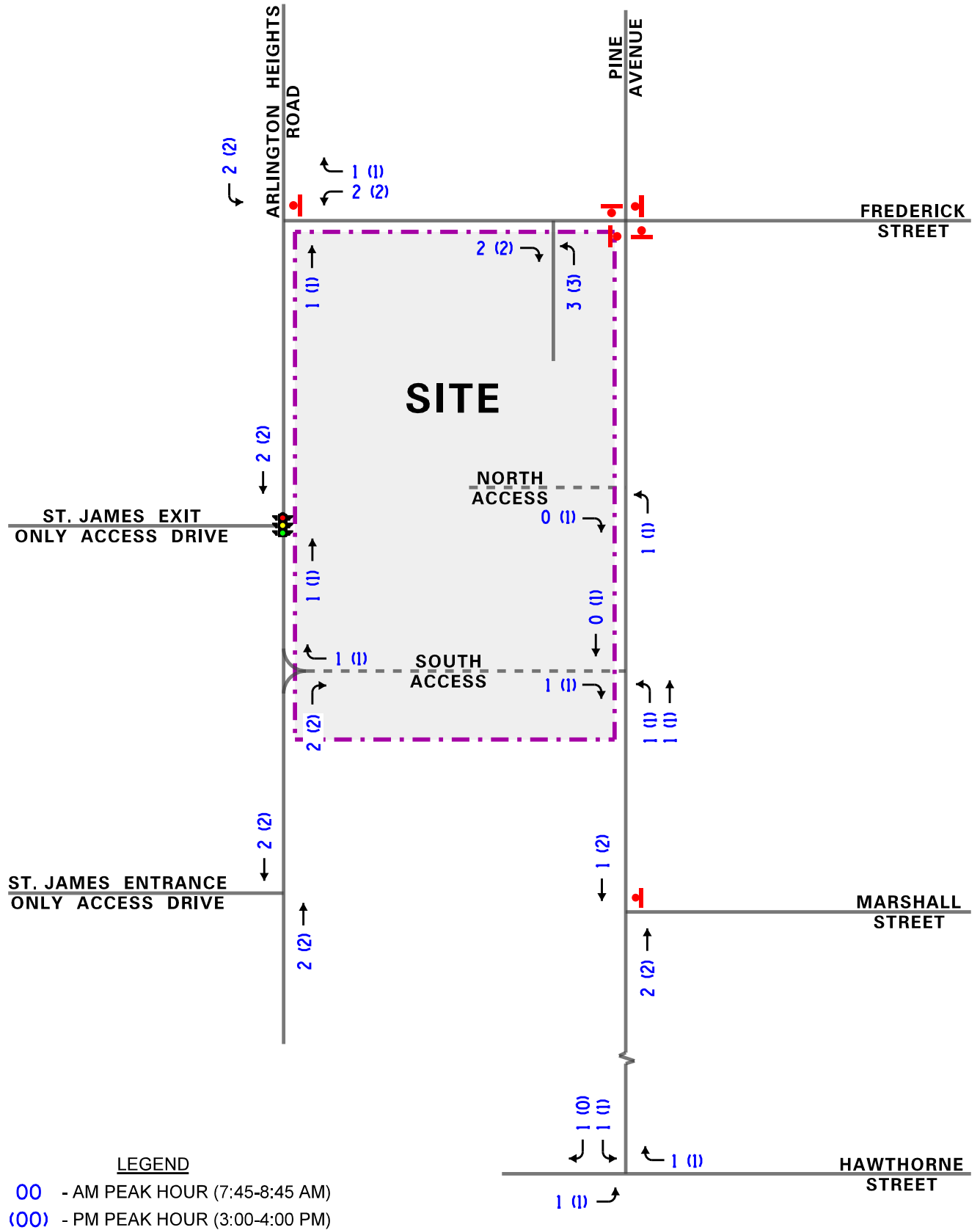
The existing traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the development (Figure 7A/7B) to determine the Year 2023 total projected traffic volumes. The Year 2023 total projected traffic volumes on Sunday are shown in **Figure 8A** and the Year 2023 total projected traffic volumes on a weekday morning and evening are shown in **Figure 8B**.



St. James Parish
Expansion
Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes Sunday

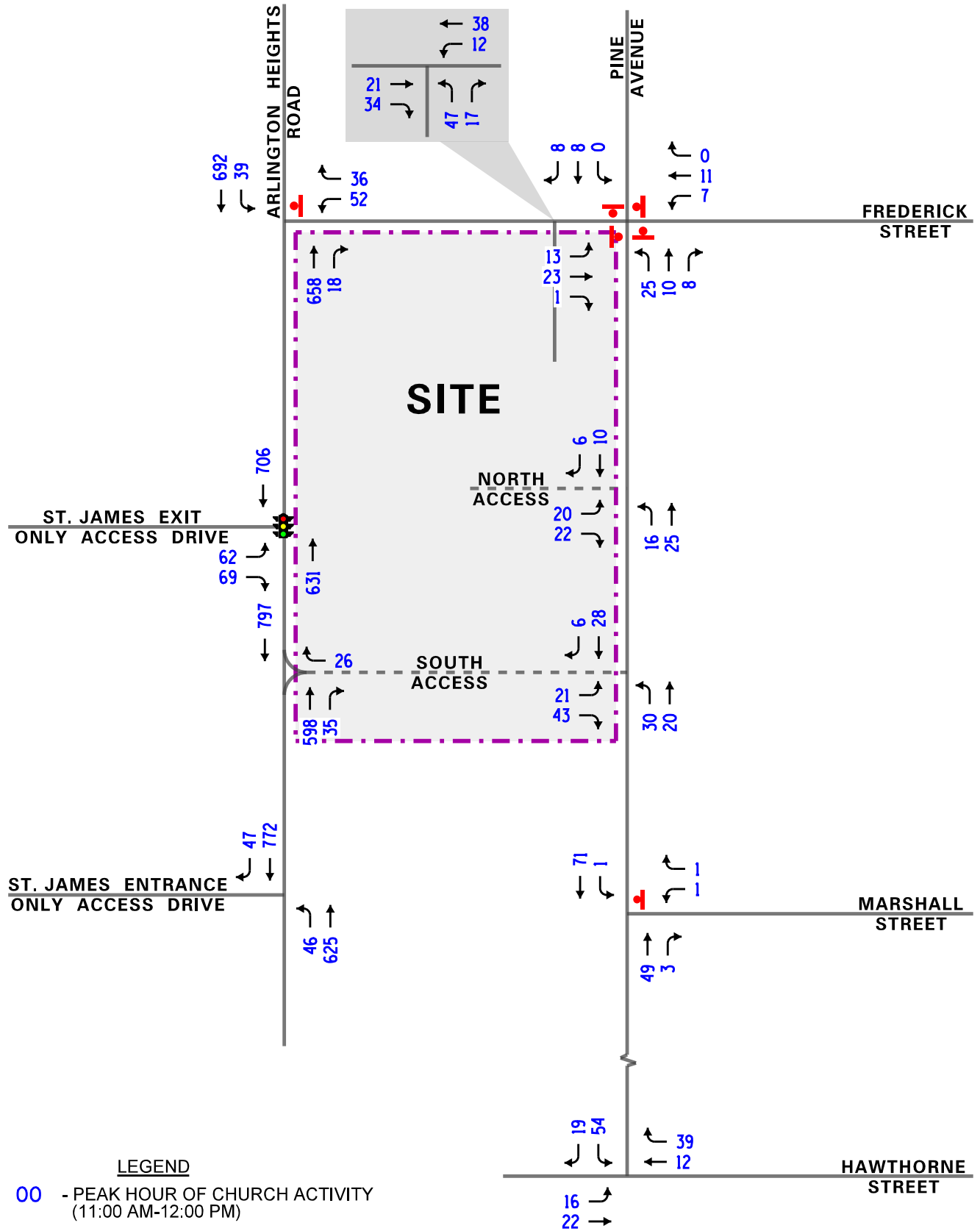
KLOA
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Job No: 17-204 Figure: 7A



St. James Parish
Expansion
Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes
School Day

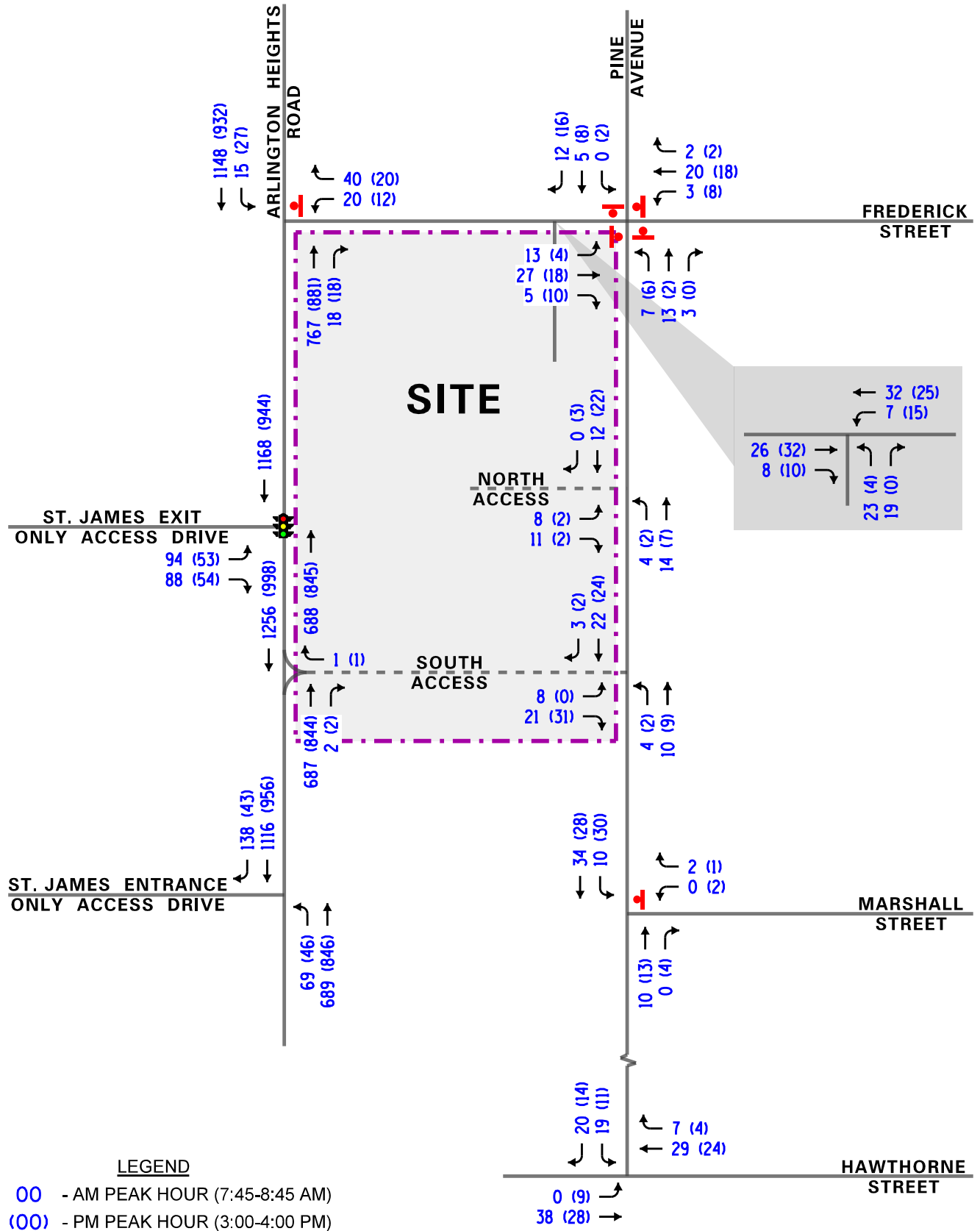
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St. James Parish
Expansion
Arlington Heights, Illinois

Year 2023 Total Projected Traffic Volumes
Sunday

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St. James Parish
Expansion
Arlington Heights, Illinois

Year 2023 Total Projected Traffic Volumes
School Day

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Job No: 17-204 Figure: 8B

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the Sunday morning, 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 modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the Sunday morning, weekday morning, and weekday evening peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 9 computer software. The analysis for the traffic-signal controlled intersections were accomplished using field measured 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 Year 2023 total projected conditions are presented in **Tables 2 through 4**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – SIGNALIZED

ARLINGTON HEIGHTS ROAD WITH ST. JAMES EXIT ONLY ACCESS DRIVE

Intersection	Sunday Morning Peak Hour		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Year 2017 Existing Conditions						
• Overall	C	30.6	B	17.2	B	12.3
• Eastbound Approach	E	57.6	D	50.8	D	53.1
• Northbound Approach	B	14.8	A	8.4	A	7.2
• Southbound Approach	C	21.9	B	11.3	A	7.6
Year 2023 Projected Conditions						
• Overall	C	24.9	B	17.2	B	12.3
• Eastbound Approach	D	48.9	D	50.8	D	53.7
• Northbound Approach	B	14.1	A	8.4	A	7.3
• Southbound Approach	B	19.4	B	11.6	A	7.7
LOS = Level of Service Delay is measured in seconds.						

Table 3

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Sunday Morning Peak Hour		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Arlington Heights Road with Frederick Street						
• Westbound Approach	C	19.3	C	22.7	C	19.7
• Southbound Left-Turns	A	0.4	A	0.5	A	1.1
Arlington Heights Road with Entrance Only Access Drive						
• Northbound Left-Turns	B	10.5	A	9.0	A	4.2
Frederick Street with Pine Avenue						
• Overall	A	7.4	A	7.2	A	7.0
• Eastbound Approach	A	7.5	A	7.3	A	7.1
• Westbound Approach	A	7.3	A	7.3	A	7.2
• Northbound Approach	A	7.5	A	7.3	A	7.3
• Southbound Approach	A	6.9	A	6.9	A	6.8
Pine Avenue with Marshall Street						
• Westbound Approach	A	8.8	A	8.8	A	9.6
• Southbound Left-Turns	A	1.6	A	1.8	A	4.1
Pine Avenue with Hawthorne Street						
• Southbound Approach	A	9.3	A	9.0	A	8.9
• Eastbound Left-Turns	A	1.9	--	--	A	1.7
Pine Avenue with Northerly St. James Access Drive						
• Eastbound Approach	A	8.9	A	8.7	A	8.7
• Northbound Left-Turns	--	--	A	1.4	A	0.7
Pine Avenue with Southerly St. James Access Drive						
• Eastbound Approach	A	9.6	A	8.8	A	9.1
• Northbound Left-Turns	A	4.5	A	1.8	A	0.9
Frederick Street with St. James Access Drive						
• Northbound Approach	A	8.9	A	9.0	A	9.0
• Westbound Left-Turns	A	2.5	A	1.4	A	2.9
LOS = Level of Service Delay is measured in seconds.						

Table 4

CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Sunday Morning Peak Hour		Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Arlington Heights Road with Frederick Street						
• Westbound Approach	E	48.0	D	25.7	C	21.6
• Southbound Left-Turns	A	2.0	A	0.6	A	1.3
Arlington Heights Road with Entrance Only Access Drive						
• Northbound Left-Turns	A	6.1	A	9.3	A	4.3
Frederick Street with Pine Avenue						
• Overall	A	7.7	A	7.2	A	7.0
• Eastbound Approach	A	7.9	A	7.3	A	7.1
• Westbound Approach	A	7.6	A	7.3	A	7.2
• Northbound Approach	A	7.9	A	7.3	A	7.3
• Southbound Approach	A	7.2	A	6.9	A	6.8
Pine Avenue with Marshall Street						
• Westbound Approach	A	9.9	A	8.9	A	9.7
• Southbound Left-Turns	A	0.1	A	1.7	A	4.0
Pine Avenue with Hawthorne Street						
• Southbound Approach	B	10.5	A	9.1	A	8.9
• Eastbound Left-Turns	A	3.3	--	--	A	1.8
Pine Avenue with Northerly St. James Access Drive						
• Eastbound Approach	A	9.8	A	8.7	A	8.7
• Northbound Left-Turns	A	3.0	A	1.6	A	1.7
Pine Avenue with Southerly St. James Access Drive						
• Eastbound Approach	B	11.2	A	8.9	A	9.2
• Northbound Left-Turns	A	4.8	A	2.1	A	1.4
Frederick Street with St. James Access Drive						
• Northbound Approach	A	10.8	A	9.0	A	9.1
• Westbound Left-Turns	A	1.9	A	1.4	A	2.8
Arlington Heights Road with Proposed Right-In/Right-Out Access Drive						
• Westbound Approach	B	14.7	B	10.8	B	11.6
LOS = Level of Service Delay is measured in seconds.						

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Intersection Operations on a Typical Sunday

The results of the capacity analysis indicate that on Sunday, the signalized intersection of Arlington Heights Road with the exit only access drive overall is projected to continue operating at existing level of service (LOS) C with a decrease in delay of approximately six seconds. Additionally, all of the approaches are projected to operate at LOS D or better with no increase in delay.

The westbound Frederick Street approach at Arlington Heights currently operates at LOS C during and is projected to operate at LOS E with increases in delay of approximately 29 seconds and projected 95th percentile queues of three to four vehicles. Southbound left-turns from Arlington Heights Road onto Frederick Street are projected to continue operating at LOS A with increases in delay of approximately two seconds and 95th percentile queues of one to two vehicles.

Northbound left-turn movements from Arlington Heights Road onto the St. James entrance only access drive are projected to continue operating at LOS A with 95th percentile queues of one to two vehicles.

All of the unsignalized intersections along Frederick Street and Pine Avenue are generally projected to continue operate at LOS B or better with increases in delay of less than two seconds. As such, the proposed church expansion and the relocation of all services to the east campus will have a limited impact on the operations of the study area intersections and no roadway or traffic control improvements will be required.

Intersection Operations on a Typical School Day

As previously indicated, while the majority of new trips will occur on Sundays, in order to provide conservative analyses, weekday morning and afternoon trips were also estimated for the church expansion based on ITE's trip rates. The trips rates resulted projection of 11 total trips during the weekday morning peak hour and 12 total trips during the weekday afternoon peak hour. The results of the capacity analyses indicated that all of the study area intersections are projected to continue operating at existing level of service with increases in delay of less than one second with the exception of the westbound approach of Frederick Street at Arlington Heights Road. This approach is projected to operate at LOS D during the weekday morning peak hour and is projected to continue operating at LOS C during the weekday afternoon peak hour with increases in delay three and two seconds, respectively. It should be noted that this increase in delay is attributed to the three percent background growth as the proposed expansion is projected to only increase the total traffic through this intersection by less than one-half percent. As such, the proposed church expansion will have a limited impact on the operations of the study area intersections on a typical school day and no roadway or traffic control improvements will be required.

Arlington Heights Road with Proposed Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that the proposed right-in/right-out access drive is projected to operate at LOS B during the Sunday morning, weekday morning and weekday afternoon peak hours. The provision of this access drive will allow for vehicles to access the church parking lot without having to utilize the local roadway system. When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT Bureau of Design and Environment, an exclusive northbound right-turn lane serving this access drive will not be warranted during either peak hour. This access drive should be monitored in the future to determine if cut-through traffic occurs between Arlington Heights Road and Pine Avenue and if necessary, barricades could be used to block the southernmost access drive on Pine Avenue during the week (Monday through Friday) to prohibit movements to/from this access drive when vehicle traffic utilizing the church is minimal.

6. Parking Evaluation

As part of the proposed church expansion the existing parking lot serving the church building will also be expanded to provide 49 additional parking spaces for a total of 185 parking spaces combined with the 149 parking spaces provided on the school site, the campus will provide a total of 334 parking spaces.

Parking Occupancy Surveys

In order to determine the adequacy of the existing and proposed parking supply, parking occupancy surveys were conducted on Sunday, August 27, 2017 and on Sunday September 3, 2017. These surveys were conducted in half-hour intervals from 8:00 A.M. to 11:30 A.M. to determine the parking demand during each of the Sunday morning services. Additionally, the church parking lot on the east side of Arlington Heights Road and the parish center parking lot on the west side of Arlington Heights Road were counted separately and the surveys included the following on-street parking locations:

- Arlington Heights Road between Frederick Street and Hawthorne Street.
- Frederick Street between Arlington Heights Road and Haddow Avenue.
- Pine Street between Oakton Street and Hawthorne Street.
- Marshall Street between Pine Avenue and Haddow Avenue.
- Evergreen Avenue north of the St. James Parish Center.
- Evergreen Avenue south of the St. James Parish Center.

It should be noted that parking is permitted on Arlington Heights Road between Frederick Street and Hawthorne Avenue during Sunday's services. Furthermore, parking is prohibited at the following locations:

- The east side of Pine Avenue between Marshall Street and Frederick Street at all times.
- The east side of Evergreen Avenue south of the St. James Parish Center.
- The west side of Evergreen Avenue north of the St. James Parish Center.
- The south side of Frederick Street between Pine Avenue and Belmont Avenue on Sunday's between 5:00 A.M. and 2:00 P.M.

Tables 5 and 6 summarize the results of the parking occupancy surveys on August 27th and September 3rd, respectively.

Table 5

PARKING OCCUPANCY SURVEY RESULTS – SUNDAY, AUGUST 27, 2017

Time	St. James Church Parking Lot (East Side)	St. James Parish Center Parking Lot (West Side)	Arlington Heights Road	Frederick Street	Pine Avenue	Marshall Street	Evergreen Avenue	Total Off Street Parking	Total On Street Parking	Grand Total
8:00 AM	42	2	2	2	4	1	1	44	10	54
8:30 AM	133	2	23	14	31	1	1	135	70	205
9:00 AM	106	9	23	14	28	2	1	115	68	183
9:30 AM	14	38	2	1	2	2	5	52	12	64
10:00 AM	82	171	54	2	2	2	34	253	94	347
10:30 AM	92	171	54	2	2	2	36	263	96	359
11:00 AM	18	132	3	2	2	2	27	150	36	186
11:30 AM	26	118	19	2	2	2	12	144	37	181
St. James Parish Center Parking Inventory – 136 spaces (east side), 149 spaces (west side) = 285 Parking Spaces										

Table 6

PARKING OCCUPANCY SURVEY RESULTS – SUNDAY, SEPTEMBER 3, 2017

Time	St. James Church Parking Lot (East Side)	St. James Parish Center Parking Lot (West Side)	Arlington Heights Road	Frederick Street	Pine Avenue	Marshall Street	Evergreen Avenue	Total Off Street Parking	Total On Street Parking	Grand Total
8:00 AM	47	3	4	2	3	0	2	50	11	61
8:30 AM	132	5	21	15	20	0	3	137	59	196
9:00 AM	123	12	24	15	20	0	3	135	62	197
9:30 AM	12	42	4	1	2	0	5	54	12	66
10:00 AM	54	147	42	1	2	0	18	201	63	264
10:30 AM	64	147	45	1	3	0	17	211	66	277
11:00 AM	21	34	2	1	2	0	5	55	10	65
11:30 AM	37	108	10	1	4	0	14	145	29	174
St. James Parish Center Parking Inventory – 136 spaces (east side), 149 spaces (west side) = 285 Parking Spaces										

As shown in Tables 5 and 6, the results of the parking occupancy surveys indicated that the peak parking demand on August 27th occurred at 10:30 A.M. with a parking demand of 359 spaces. At this time, the west parking lot was 115 percent occupied (with cars parked along the south side of the entrance only access drive which is 20-feet wide), the east parking lot was 68 percent occupied and 96 vehicles were parking on-street. Of the vehicle parked on-street, 54 vehicles were parked on Arlington Heights Road and 36 vehicles were parked on Evergreen Avenue.

The peak parking demand on September 3rd occurred at 10:30 A.M. with a parking demand of 277 spaces of which 211 vehicles were parked within the off-street parking lots and 66 were parked on-street. At this time the west parking lot was 98 percent occupied, the east parking lot was 47 percent occupied and 66 vehicles were parked on-street. Of the vehicles parked on-street, 45 vehicles were parked on Arlington Heights Road and 17 vehicles were parked on Evergreen Avenue.

Tables 5 and 6 also indicate that during the Sunday morning services that are held at the church (east side) any overflow parking was accommodated by the on-street parking locations along Arlington Heights Road, Frederick Street and Pine Avenue with few vehicles utilizing the Parish Center parking lot during these services with a range of 59 to 70 vehicles parked on the streets.

Parking Evaluation

As previously indicated, as part of the church expansion, all services will be held in the expanded church building and no services will be held in the parish center/school building. Additionally, the expanded church will be handicap accessible which will result in a more evenly distributed attendance among the four Sunday services. The parking projected to be generated by the proposed church expansion, which will result in an increase of 237 seats (assuming 18-inches per person), was determined based on the following:

- Village of Arlington Heights Code: Parking for churches is required to be provided at one space for every five seats. This results in a projected parking demand of 47 spaces.
- The ITE *Parking Generation Manual* 9th Edition: The average parking demand for churches on a Sunday is 0.2 spaces per seat (one space for every five seats) spaces per seat resulting in a projected average parking demand of 47 spaces.

Combining the existing peak parking demand of 359 parking spaces with the projected parking demand of 47 parking spaces results in a total projected parking demand of 406 parking spaces.

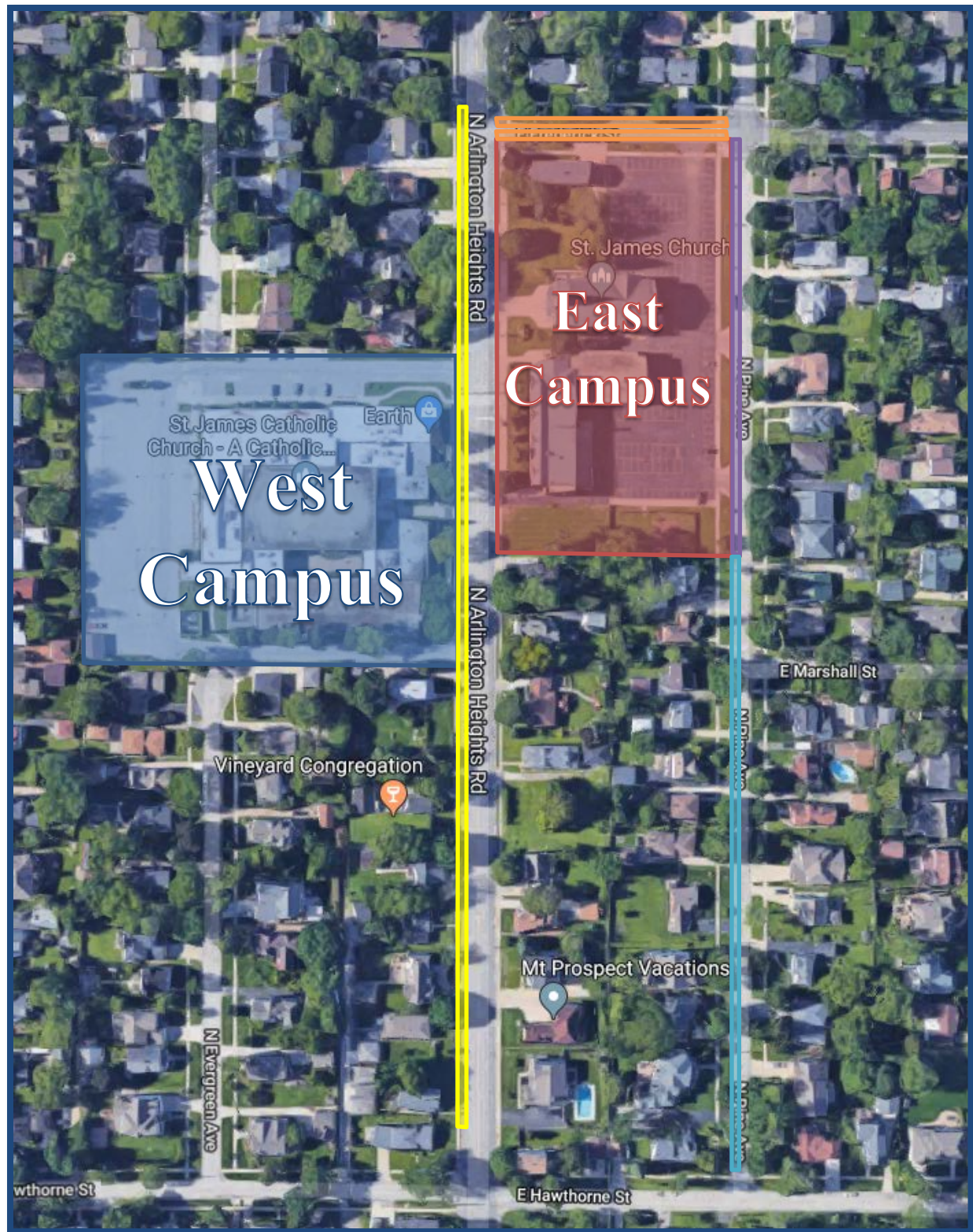
As previously indicated, the proposed church expansion will result in a total of 334 on-site parking spaces. Furthermore, the south side of Frederick Street between Arlington Heights Road and Pine Avenue can accommodate five on-street parking spaces and the west side of Pine Avenue along the St. James frontage can accommodate approximately 20 on-street parking spaces. Additionally, on-street parking on the west side of Arlington Heights Road will be maintained on Sundays providing approximately 35 parking spaces. This results in a total of 394 total parking spaces. With a projected parking demand of 406 parking spaces on a typical Sunday, a deficit of approximately 12 spaces will result which can be accommodated by the available parking spaces on the west side of Pine Avenue south of the church. **Figure 9** illustrates the on-site parking lots and the on-street parking locations which can accommodate the following:

- West Campus: 149 Spaces
- East Campus: 185 Spaces
- Frederick Street (south side along church frontage): 5 Spaces
- Frederick Street (north side): 5 spaces
- Pine Avenue (west side along church frontage): 20 Spaces
- Pine Avenue (west side south of church): 20 Spaces
- Arlington Heights Road (west side): 70 spaces
- **Total: 454 spaces**

However, in conjunction with all the services occurring within the church building, it is recommended that parishioners be encouraged to utilize both parking lots on campus before utilizing on-street parking. As it currently occurs, parishioners that park on the west side of Arlington Heights Road will be able to utilize the signalized intersection at the exit only access drive, which provides pedestrian countdown timers and a 15-foot wide high visibility crosswalk, to safely cross Arlington Heights Road.

Assuming a 15 percent higher parking demand on holidays, the projected parking demand increases to 467 spaces resulting in a parking deficit of 73 parking spaces. However, this parking demand is only projected to occur twice per year and this projected parking demand is conservative as it does not take into consideration the increase in vehicle occupancy that occurs on holidays.

As can be seen from the results of the parking evaluation, the projected off-street parking supply of 334 parking spaces combined with the on-street parking that can be accommodated on Frederick Street, Pine Avenue and Arlington Heights Road will be adequate in accommodating the projected parking demand on a typical Sunday generated by St. James Parish. It should be noted that this projected parking demand is conservative as it does not take into consideration that the proposed expansion will increase accessibility and help distribute service attendance and reduce the peak parking demand experienced at the 10:00 A.M. service.



St. James Parish Parking Locations

Figure 9

7. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed expansion generated traffic will have a limited impact on the operations of the study area intersections and no roadway or traffic control improvements will be required.
- The proposed expansion will not impact the existing pick-up/drop-off operations or access for St. James School.
- The existing access system and proposed right-in/right-out access drive serving the church and parish center will be adequate in accommodating the traffic projected to be generated by the buildout of the church expansion and will ensure that efficient and flexible access is provided.
- The proposed right-in/right-out access drive off Arlington Heights Road will replace an existing full movement curb cut at this location.
- If determined in the future that cut-through traffic utilizes the proposed right-in/right-out between Arlington Heights Road and Pine Avenue, consideration should be given to barricading the southernmost access drive off Pine Avenue during the week (Monday through Friday) when vehicle traffic utilizing the church is minimal.
- The provision of 50 additional parking spaces will be adequate in accommodating the projected parking demand generated by the expansion.
- The parking demand will continue to be accommodated by the two off-street parking lots serving the campus with any overflow parking accommodated by the on-street parking locations along Arlington Heights Road (west side only), Frederick Street and Pine Avenue.
- As it currently occurs, parishioners that park on the west side of Arlington Heights Road will be able to utilize the signalized intersection at the exit only access drive, which provides pedestrian countdown timers and a 15-foot wide high visibility crosswalk, to safely cross Arlington Heights Road.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP 2040 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights School with
Signalized Access Drive
Site Code:
Start Date: 08/27/2017
Page No: 1

Turning Movement Data

Start Time	Arlington Heights Road Eastbound					Outbound Access Drive Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
9:00 AM	0	0	0	0	0	0	0	78	1	78	0	90	0	0	90	168
9:15 AM	0	0	2	0	2	0	0	103	3	103	0	136	0	0	136	241
9:30 AM	0	1	0	0	1	0	0	79	11	79	0	132	0	0	132	212
9:45 AM	0	5	7	32	12	0	0	91	52	91	0	168	0	0	168	271
Hourly Total	0	6	9	32	15	0	0	351	67	351	0	526	0	0	526	892
10:00 AM	0	4	5	5	9	0	0	103	14	103	0	152	0	1	152	264
10:15 AM	0	2	1	1	3	0	0	114	4	114	0	115	0	1	115	232
10:30 AM	0	1	0	0	1	0	0	157	0	157	0	130	0	0	130	288
10:45 AM	0	5	12	15	17	0	0	130	29	130	0	151	0	0	151	298
Hourly Total	0	12	18	21	30	0	0	504	47	504	0	548	0	2	548	1082
11:00 AM	0	75	78	19	153	0	0	156	57	156	0	205	0	0	205	514
11:15 AM	0	1	9	6	10	0	0	139	4	139	0	179	0	0	179	328
11:30 AM	0	2	2	9	4	0	0	134	8	134	0	146	0	0	146	284
11:45 AM	0	1	1	0	2	0	0	163	1	163	0	177	0	0	177	342
Hourly Total	0	79	90	34	169	0	0	592	70	592	0	707	0	0	707	1468
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	0	0	0	0	0	0	179	0	179	0	240	0	0	240	419
7:45 AM	0	0	0	0	0	0	0	162	3	162	1	291	0	0	292	454
Hourly Total	0	0	0	0	0	0	0	341	3	341	1	531	0	0	532	873
8:00 AM	0	5	2	0	7	0	0	139	11	139	0	256	0	0	256	402
8:15 AM	0	52	31	0	83	0	0	169	64	169	0	339	0	0	339	591
8:30 AM	0	37	55	2	92	0	0	180	7	180	0	246	0	0	246	518
8:45 AM	0	0	1	0	1	0	0	167	2	167	0	240	0	0	240	408
Hourly Total	0	94	89	2	183	0	0	655	84	655	0	1081	0	0	1081	1919
9:00 AM	0	2	2	3	4	0	0	154	2	154	0	230	0	0	230	388
9:15 AM	0	2	1	0	3	1	0	157	3	158	0	175	0	0	175	336
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	4	3	3	7	1	0	311	5	312	0	405	0	0	405	724
2:30 PM	0	0	1	0	1	0	0	178	0	178	0	200	0	0	200	379
2:45 PM	0	3	2	0	5	0	0	205	0	205	0	203	0	0	203	413
Hourly Total	0	3	3	0	6	0	0	383	0	383	0	403	0	0	403	792
3:00 PM	0	1	4	0	5	0	0	183	4	183	0	228	0	0	228	416
3:15 PM	0	8	3	0	11	0	0	199	12	199	0	245	0	0	245	455
3:30 PM	0	24	33	0	57	0	0	212	136	212	0	230	0	0	230	499
3:45 PM	0	20	14	0	34	0	0	225	5	225	0	212	0	0	212	471
Hourly Total	0	53	54	0	107	0	0	819	157	819	0	915	0	0	915	1841
4:00 PM	0	3	5	0	8	0	0	225	5	225	0	236	0	0	236	469
4:15 PM	0	1	5	0	6	0	0	218	1	218	0	239	0	0	239	463

Grand Total	0	255	276	92	531	1	0	4399	439	4400	1	5591	0	2	5592	10523
Approach %	0.0	48.0	52.0	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	2.4	2.6	-	5.0	0.0	0.0	41.8	-	41.8	0.0	53.1	0.0	-	53.1	-
Lights	0	255	276	-	531	1	0	4270	-	4271	1	5426	0	-	5427	10229
% Lights	-	100.0	100.0	-	100.0	100.0	-	97.1	-	97.1	100.0	97.0	-	-	97.0	97.2
Buses	0	0	0	-	0	0	0	37	-	37	0	38	0	-	38	75
% Buses	-	0.0	0.0	-	0.0	0.0	-	0.8	-	0.8	0.0	0.7	-	-	0.7	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	85	-	85	0	107	0	-	107	192
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	-	1.9	-	1.9	0.0	1.9	-	-	1.9	1.8
Articulated Trucks	0	0	0	-	0	0	0	7	-	7	0	20	0	-	20	27
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	-	0.2	-	0.2	0.0	0.4	-	-	0.4	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	92	-	-	-	-	439	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights School with
Signalized Access Drive
Site Code:
Start Date: 08/27/2017
Page No: 3

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Arlington Heights Road Eastbound					Outbound Access Drive Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
11:00 AM	0	75	78	19	153	0	0	156	57	156	0	205	0	0	205	514
11:15 AM	0	1	9	6	10	0	0	139	4	139	0	179	0	0	179	328
11:30 AM	0	2	2	9	4	0	0	134	8	134	0	146	0	0	146	284
11:45 AM	0	1	1	0	2	0	0	163	1	163	0	177	0	0	177	342
Total	0	79	90	34	169	0	0	592	70	592	0	707	0	0	707	1468
Approach %	0.0	46.7	53.3	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	5.4	6.1	-	11.5	0.0	0.0	40.3	-	40.3	0.0	48.2	0.0	-	48.2	-
PHF	0.000	0.263	0.288	-	0.276	0.000	0.000	0.908	-	0.908	0.000	0.862	0.000	-	0.862	0.714
Lights	0	79	90	-	169	0	0	590	-	590	0	707	0	-	707	1466
% Lights	-	100.0	100.0	-	100.0	-	-	99.7	-	99.7	-	100.0	-	-	100.0	99.9
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	0.3	-	0.3	-	0.0	-	-	0.0	0.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	34	-	-	-	-	70	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights School with
Signalized Access Drive
Site Code:
Start Date: 08/27/2017
Page No: 4

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Arlington Heights Road Eastbound					Outbound Access Drive Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	0	0	0	0	0	0	162	3	162	1	291	0	0	292	454
8:00 AM	0	5	2	0	7	0	0	139	11	139	0	256	0	0	256	402
8:15 AM	0	52	31	0	83	0	0	169	64	169	0	339	0	0	339	591
8:30 AM	0	37	55	2	92	0	0	180	7	180	0	246	0	0	246	518
Total	0	94	88	2	182	0	0	650	85	650	1	1132	0	0	1133	1965
Approach %	0.0	51.6	48.4	-	-	0.0	0.0	100.0	-	-	0.1	99.9	0.0	-	-	-
Total %	0.0	4.8	4.5	-	9.3	0.0	0.0	33.1	-	33.1	0.1	57.6	0.0	-	57.7	-
PHF	0.000	0.452	0.400	-	0.495	0.000	0.000	0.903	-	0.903	0.250	0.835	0.000	-	0.836	0.831
Lights	0	94	88	-	182	0	0	614	-	614	1	1085	0	-	1086	1882
% Lights	-	100.0	100.0	-	100.0	-	-	94.5	-	94.5	100.0	95.8	-	-	95.9	95.8
Buses	0	0	0	-	0	0	0	8	-	8	0	9	0	-	9	17
% Buses	-	0.0	0.0	-	0.0	-	-	1.2	-	1.2	0.0	0.8	-	-	0.8	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	26	-	26	0	32	0	-	32	58
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	4.0	-	4.0	0.0	2.8	-	-	2.8	3.0
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	6	0	-	6	8
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.3	-	0.3	0.0	0.5	-	-	0.5	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	85	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights School with
Signalized Access Drive
Site Code:
Start Date: 08/27/2017
Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

Start Time	Arlington Heights Road Eastbound					Outbound Access Drive Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	1	4	0	5	0	0	183	4	183	0	228	0	0	228	416
3:15 PM	0	8	3	0	11	0	0	199	12	199	0	245	0	0	245	455
3:30 PM	0	24	33	0	57	0	0	212	136	212	0	230	0	0	230	499
3:45 PM	0	20	14	0	34	0	0	225	5	225	0	212	0	0	212	471
Total	0	53	54	0	107	0	0	819	157	819	0	915	0	0	915	1841
Approach %	0.0	49.5	50.5	-	-	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	2.9	2.9	-	5.8	0.0	0.0	44.5	-	44.5	0.0	49.7	0.0	-	49.7	-
PHF	0.000	0.552	0.409	-	0.469	0.000	0.000	0.910	-	0.910	0.000	0.934	0.000	-	0.934	0.922
Lights	0	53	54	-	107	0	0	799	-	799	0	876	0	-	876	1782
% Lights	-	100.0	100.0	-	100.0	-	-	97.6	-	97.6	-	95.7	-	-	95.7	96.8
Buses	0	0	0	-	0	0	0	8	-	8	0	13	0	-	13	21
% Buses	-	0.0	0.0	-	0.0	-	-	1.0	-	1.0	-	1.4	-	-	1.4	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	12	-	12	0	20	0	-	20	32
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	1.5	-	1.5	-	2.2	-	-	2.2	1.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	6	0	-	6	6
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.7	-	-	0.7	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	157	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Arlington Heights Road with
Frederick Street
Site Code:
Start Date: 08/27/2017
Page No: 1

Turning Movement Data

Start Time	Frederick Street Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
9:00 AM	0	1	0	0	1	0	77	1	0	78	0	0	91	0	91	170
9:15 AM	0	6	23	3	29	0	106	5	2	111	0	1	123	0	124	264
9:30 AM	0	4	10	0	14	0	86	0	0	86	0	3	127	0	130	230
9:45 AM	0	5	3	3	8	0	87	6	0	93	0	9	166	0	175	276
Hourly Total	0	16	36	6	52	0	356	12	2	368	0	13	507	0	520	940
10:00 AM	0	0	4	0	4	0	103	3	0	106	0	5	142	0	147	257
10:15 AM	0	1	1	0	2	0	103	1	0	104	0	6	123	0	129	235
10:30 AM	0	1	1	0	2	0	145	3	0	148	0	2	127	0	129	279
10:45 AM	0	2	5	1	7	0	151	5	0	156	0	2	149	0	151	314
Hourly Total	0	4	11	1	15	0	502	12	0	514	0	15	541	0	556	1085
11:00 AM	0	2	6	0	8	0	215	15	0	230	0	2	196	0	198	436
11:15 AM	0	3	2	0	5	0	126	2	0	128	0	2	176	0	178	311
11:30 AM	0	3	3	0	6	0	133	2	0	135	0	2	149	0	151	292
11:45 AM	0	1	1	0	2	0	159	3	0	162	0	1	170	0	171	335
Hourly Total	0	9	12	0	21	0	633	22	0	655	0	7	691	0	698	1374
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	1	5	0	6	0	157	2	0	159	0	7	253	0	260	425
7:45 AM	0	3	9	0	12	0	171	2	0	173	0	4	288	0	292	477
Hourly Total	0	4	14	0	18	0	328	4	0	332	0	11	541	0	552	902
8:00 AM	0	2	21	1	23	0	150	0	0	150	0	5	253	0	258	431
8:15 AM	0	7	6	0	13	0	212	9	0	221	0	2	326	0	328	562
8:30 AM	0	5	2	0	7	0	211	6	0	217	0	2	236	0	238	462
8:45 AM	0	3	4	0	7	0	161	0	0	161	0	1	242	0	243	411
Hourly Total	0	17	33	1	50	0	734	15	0	749	0	10	1057	0	1067	1866
9:00 AM	0	4	2	0	6	0	160	0	0	160	0	2	232	0	234	400
9:15 AM	0	1	2	0	3	0	163	3	0	166	0	0	182	0	182	351
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	5	4	0	9	0	323	3	0	326	0	2	414	0	416	751
2:30 PM	0	1	4	0	5	0	180	3	0	183	0	0	182	0	182	370
2:45 PM	0	1	4	0	5	0	195	2	0	197	0	1	205	0	206	408
Hourly Total	0	2	8	0	10	0	375	5	0	380	0	1	387	0	388	778
3:00 PM	0	5	3	0	8	0	185	2	0	187	0	5	218	0	223	418
3:15 PM	0	1	1	0	2	0	189	6	0	195	0	8	237	0	245	442
3:30 PM	0	3	6	23	9	0	228	5	0	233	0	5	224	0	229	471
3:45 PM	0	1	8	1	9	0	237	4	0	241	0	6	222	0	228	478
Hourly Total	0	10	18	24	28	0	839	17	0	856	0	24	901	0	925	1809
4:00 PM	0	0	2	0	2	0	234	3	0	237	0	1	231	0	232	471
4:15 PM	0	1	3	0	4	0	220	0	0	220	0	1	237	0	238	462

Grand Total	0	68	141	32	209	0	4544	93	2	4637	0	85	5507	0	5592	10438
Approach %	0.0	32.5	67.5	-	-	0.0	98.0	2.0	-	-	0.0	1.5	98.5	-	-	-
Total %	0.0	0.7	1.4	-	2.0	0.0	43.5	0.9	-	44.4	0.0	0.8	52.8	-	53.6	-
Lights	0	67	139	-	206	0	4410	93	-	4503	0	83	5344	-	5427	10136
% Lights	-	98.5	98.6	-	98.6	-	97.1	100.0	-	97.1	-	97.6	97.0	-	97.0	97.1
Buses	0	0	1	-	1	0	40	0	-	40	0	2	39	-	41	82
% Buses	-	0.0	0.7	-	0.5	-	0.9	0.0	-	0.9	-	2.4	0.7	-	0.7	0.8
Single-Unit Trucks	0	1	1	-	2	0	86	0	-	86	0	0	102	-	102	190
% Single-Unit Trucks	-	1.5	0.7	-	1.0	-	1.9	0.0	-	1.9	-	0.0	1.9	-	1.8	1.8
Articulated Trucks	0	0	0	-	0	0	8	0	-	8	0	0	21	-	21	29
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	-	0.0	0.4	-	0.4	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	32	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

Start Time	Frederick Street Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
11:00 AM	0	2	6	0	8	0	215	15	0	230	0	2	196	0	198	436
11:15 AM	0	3	2	0	5	0	126	2	0	128	0	2	176	0	178	311
11:30 AM	0	3	3	0	6	0	133	2	0	135	0	2	149	0	151	292
11:45 AM	0	1	1	0	2	0	159	3	0	162	0	1	170	0	171	335
Total	0	9	12	0	21	0	633	22	0	655	0	7	691	0	698	1374
Approach %	0.0	42.9	57.1	-	-	0.0	96.6	3.4	-	-	0.0	1.0	99.0	-	-	-
Total %	0.0	0.7	0.9	-	1.5	0.0	46.1	1.6	-	47.7	0.0	0.5	50.3	-	50.8	-
PHF	0.000	0.750	0.500	-	0.656	0.000	0.736	0.367	-	0.712	0.000	0.875	0.881	-	0.881	0.788
Lights	0	9	12	-	21	0	629	22	-	651	0	7	691	-	698	1370
% Lights	-	100.0	100.0	-	100.0	-	99.4	100.0	-	99.4	-	100.0	100.0	-	100.0	99.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	4	0	-	4	0	0	0	-	0	4
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Frederick Street Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:45 AM	0	3	9	0	12	0	171	2	0	173	0	4	288	0	292	477
8:00 AM	0	2	21	1	23	0	150	0	0	150	0	5	253	0	258	431
8:15 AM	0	7	6	0	13	0	212	9	0	221	0	2	326	0	328	562
8:30 AM	0	5	2	0	7	0	211	6	0	217	0	2	236	0	238	462
Total	0	17	38	1	55	0	744	17	0	761	0	13	1103	0	1116	1932
Approach %	0.0	30.9	69.1	-	-	0.0	97.8	2.2	-	-	0.0	1.2	98.8	-	-	-
Total %	0.0	0.9	2.0	-	2.8	0.0	38.5	0.9	-	39.4	0.0	0.7	57.1	-	57.8	-
PHF	0.000	0.607	0.452	-	0.598	0.000	0.877	0.472	-	0.861	0.000	0.650	0.846	-	0.851	0.859
Lights	0	17	37	-	54	0	707	17	-	724	0	13	1057	-	1070	1848
% Lights	-	100.0	97.4	-	98.2	-	95.0	100.0	-	95.1	-	100.0	95.8	-	95.9	95.7
Buses	0	0	0	-	0	0	9	0	-	9	0	0	9	-	9	18
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.2	-	0.0	0.8	-	0.8	0.9
Single-Unit Trucks	0	0	1	-	1	0	26	0	-	26	0	0	29	-	29	56
% Single-Unit Trucks	-	0.0	2.6	-	1.8	-	3.5	0.0	-	3.4	-	0.0	2.6	-	2.6	2.9
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	0	8	-	8	10
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	-	0.0	0.7	-	0.7	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Frederick Street Westbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
3:00 PM	0	5	3	0	8	0	185	2	0	187	0	5	218	0	223	418
3:15 PM	0	1	1	0	2	0	189	6	0	195	0	8	237	0	245	442
3:30 PM	0	3	6	23	9	0	228	5	0	233	0	5	224	0	229	471
3:45 PM	0	1	8	1	9	0	237	4	0	241	0	6	222	0	228	478
Total	0	10	18	24	28	0	839	17	0	856	0	24	901	0	925	1809
Approach %	0.0	35.7	64.3	-	-	0.0	98.0	2.0	-	-	0.0	2.6	97.4	-	-	-
Total %	0.0	0.6	1.0	-	1.5	0.0	46.4	0.9	-	47.3	0.0	1.3	49.8	-	51.1	-
PHF	0.000	0.500	0.563	-	0.778	0.000	0.885	0.708	-	0.888	0.000	0.750	0.950	-	0.944	0.946
Lights	0	10	18	-	28	0	816	17	-	833	0	22	865	-	887	1748
% Lights	-	100.0	100.0	-	100.0	-	97.3	100.0	-	97.3	-	91.7	96.0	-	95.9	96.6
Buses	0	0	0	-	0	0	10	0	-	10	0	2	9	-	11	21
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.2	-	8.3	1.0	-	1.2	1.2
Single-Unit Trucks	0	0	0	-	0	0	13	0	-	13	0	0	22	-	22	35
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	1.5	0.0	-	1.5	-	0.0	2.4	-	2.4	1.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	5	-	5	5
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.6	-	0.5	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	24	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
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(847)518-9990

Count Name: Arlington Heights Road with
Unsignalized Access
Site Code:
Start Date: 08/27/2017
Page No: 1

Turning Movement Data

Start Time	Inbound Access Drive Eastbound					Arlington Heights Road Northbound					Arlington Heights Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
9:00 AM	0	0	0	2	0	0	6	77	0	83	0	82	9	0	91	174
9:15 AM	0	0	0	0	0	0	6	95	0	101	0	126	10	0	136	237
9:30 AM	0	0	0	1	0	0	29	82	0	111	0	101	34	0	135	246
9:45 AM	0	0	1	10	1	0	34	95	0	129	0	107	48	4	155	285
Hourly Total	0	0	1	13	1	0	75	349	0	424	0	416	101	4	517	942
10:00 AM	0	0	0	20	0	0	6	106	3	112	0	141	7	0	148	260
10:15 AM	0	0	0	1	0	0	0	111	0	111	0	116	4	0	120	231
10:30 AM	0	0	0	1	0	0	1	142	0	143	0	134	0	0	134	277
10:45 AM	0	0	0	11	0	0	1	140	0	141	0	161	4	4	165	306
Hourly Total	0	0	0	33	0	0	8	499	3	507	0	552	15	4	567	1074
11:00 AM	0	0	0	21	0	0	22	155	0	177	0	262	17	0	279	456
11:15 AM	0	0	0	1	0	0	32	135	0	167	0	151	33	0	184	351
11:30 AM	0	0	0	4	0	0	14	131	0	145	0	142	13	0	155	300
11:45 AM	0	0	0	0	0	0	3	157	0	160	0	174	2	0	176	336
Hourly Total	0	0	0	26	0	0	71	578	0	649	0	729	65	0	794	1443
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	0	0	0	0	0	7	170	0	177	0	248	3	0	251	428
7:45 AM	0	0	0	0	0	0	8	158	0	166	0	283	6	0	289	455
Hourly Total	0	0	0	0	0	0	15	328	0	343	0	531	9	0	540	883
8:00 AM	0	0	0	0	0	0	5	146	0	151	0	245	12	0	257	408
8:15 AM	0	0	0	0	0	0	41	180	0	221	0	283	77	0	360	581
8:30 AM	0	0	0	0	0	0	15	181	0	196	0	261	43	0	304	500
8:45 AM	0	0	0	0	0	0	2	162	0	164	0	238	4	0	242	406
Hourly Total	0	0	0	0	0	0	63	669	0	732	0	1027	136	0	1163	1895
9:00 AM	0	0	0	3	0	0	2	151	0	153	0	240	5	0	245	398
9:15 AM	0	0	0	0	0	0	0	156	0	156	0	182	3	0	185	341
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	3	0	0	2	307	0	309	0	422	8	0	430	739
2:30 PM	0	0	0	0	0	0	0	181	0	181	0	185	0	0	185	366
2:45 PM	0	0	0	0	0	0	5	206	0	211	0	204	6	0	210	421
Hourly Total	0	0	0	0	0	0	5	387	0	392	0	389	6	0	395	787
3:00 PM	0	0	0	0	0	0	16	183	0	199	0	214	12	0	226	425
3:15 PM	0	0	0	0	0	0	26	195	0	221	0	220	19	0	239	460
3:30 PM	0	0	0	0	0	0	3	199	0	202	0	245	11	0	256	458
3:45 PM	0	0	1	0	1	0	1	218	0	219	0	242	1	0	243	463
Hourly Total	0	0	1	0	1	0	46	795	0	841	0	921	43	0	964	1806
4:00 PM	0	0	0	0	0	0	0	225	0	225	0	223	0	0	223	448
4:15 PM	0	0	0	0	0	0	0	219	0	219	0	254	1	0	255	474

Grand Total	0	0	2	75	2	0	285	4356	3	4641	0	5464	384	8	5848	10491
Approach %	0.0	0.0	100.0	-	-	0.0	6.1	93.9	-	-	0.0	93.4	6.6	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.0	2.7	41.5	-	44.2	0.0	52.1	3.7	-	55.7	-
Lights	0	0	2	-	2	0	285	4232	-	4517	0	5301	384	-	5685	10204
% Lights	-	-	100.0	-	100.0	-	100.0	97.2	-	97.3	-	97.0	100.0	-	97.2	97.3
Buses	0	0	0	-	0	0	0	39	-	39	0	38	0	-	38	77
% Buses	-	-	0.0	-	0.0	-	0.0	0.9	-	0.8	-	0.7	0.0	-	0.6	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	78	-	78	0	106	0	-	106	184
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.0	1.8	-	1.7	-	1.9	0.0	-	1.8	1.8
Articulated Trucks	0	0	0	-	0	0	0	7	-	7	0	19	0	-	19	26
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.2	-	0.2	-	0.3	0.0	-	0.3	0.2
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	75	-	-	-	-	3	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

[illegible]

[illegible]

[illegible]

Study Name	Pine Avenue with Frederick Street
Start Date	Sunday, August 27, 2017 9:00 AM
End Date	Tuesday, August 29, 2017 4:30 PM
Site Code	

Report Summary

		Eastbound						Westbound						Northbound						Southbound						Northeastbound						Crosswalk									
Time Period	Class.	U	L	T	R	HR	I	O	U	L	BL	T	R	I	O	U	HL	L	T	R	I	O	U	L	T	BR	R	I	O	U	HL	BL	BR	HR	I	O	Total	Pedestrians		Total	
Peak 1	Lights	0	3	16	2	7	28	17	0	2	5	5	0	12	22	0	0	7	18	3	28	7	0	0	3	2	1	6	25	0	4	4	3	0	11	14	85	W	1	1	
Specified Period	%	0%	100%	100%	100%	100%	100%	94%	0%	100%	100%	83%	0%	92%	100%	0%	0%	100%	100%	100%	100%	100%	100%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
11:00 AM - 12:00 PM	Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
11:00 AM - 12:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	5	5		
	%	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%	100%	100%		
	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	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%		
	Bicycles on Road	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	SW	2	2	
	%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	17%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	100%	100%		
	Total	0	3	16	2	7	28	18	0	2	5	6	0	13	22	0	0	7	18	3	28	7	0	0	3	2	1	6	25	0	4	4	3	0	11	14	86		8	8	
	PHF	0	0.25	0.36	0.25	0.58	0.41	0.56	0	0.5	0.42	0.38	0	0.41	0.32	0	0	0.35	0.25	0.25	0.27	0.88	0	0	0.38	0.5	0.25	0.5	0.27	0	0.33	0.5	0.25	0	0.34	0.5	0.41				
	Approach %						33%	21%						15%	26%						33%	8%						0.5	0.27	7%	29%				13%	16%					
Time Period	Class.	U	L	T	R	HR	I	O	U	L	BL	T	R	I	O	U	HL	L	T	R	I	O	U	L	T	BR	R	I	O	U	HL	BL	BR	HR	I	O	Total	Pedestrians		Total	
Peak 1	Lights	0	3	20	2	6	31	51	0	2	3	16	1	22	29	0	0	7	13	3	23	11	0	0	4	4	8	16	27	0	20	10	6	3	39	13	131	W	1	1	
Specified Period	%	0%	100%	100%	100%	100%	100%	100%	0%	67%	100%	100%	50%	92%	100%	0%	0%	100%	100%	100%	100%	100%	85%	0%	0%	80%	100%	100%	94%	96%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
7:45 AM - 8:45 AM	Buses	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	50%	8%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	20%	0%	0%	6%	4%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	
7:45 AM - 8:45 AM	Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	S	8	8		
	%	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%	100%	100%		
	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	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%		
	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	SW	1	1	
	%	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%	100%		
	Total	0	3	20	2	6	31	51	0	3	3	16	2	24	29	0	0	7	13	3	23	13	0	0	5	4	8	17	28	0	20	10	6	3	39	13	134		10	10	
	PHF	0	0.38	0.71	0.5	0.75	0.7	0.64	0	0.38	0.38	0.8	0.5	0.67	0.81	0	0	0.58	0.65	0.38	0.72	0.54	0	0	0.62	0.33	0.5	0.85	0.64	0	0.31	0.5	0.38	0.75	0.39	0.65	0.73				
	Approach %						23%	38%						18%	22%						17%	10%						13%	21%					29%	10%						
Peak 2	Lights	1	4	17	9	7	38	26	0	8	2	15	2	27	19	0	2	4	2	0	8	25	0	2	8	11	5	26	8	0	1	0	0	0	1	22	100	W	8	8	
Specified Period	%	100%	100%	100%	90%	88%	95%	100%	0%	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	0%	100%	96%	0%	100%	100%	100%	100%	100%	100%	100%	0%	100%	0%	0%	0%	100%	96%	98%	100%	100%	
3:00 PM - 4:00 PM	Buses	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	E	0	0	
One Hour Peak	%	0%	0%	0%	10%	13%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	0%	0%	0%		
3:00 PM - 4:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	S	14	14			
	%	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%	100%	100%		
	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N	2	2		
	%	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%	100%	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	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	Total	1	4	17	10	8	40	26	0	8	2	15	2	27	19	0	2	4	2	0	8	26	0	2	8	11	5	26	8	0	1	0	0	0	1	23	102		24	24	
	PHF	0.25	0.5	0.53	0.5	0.67	0.83	0.72	0	0.33	0.25	0.62	0.5	0.75	0.59	0	0.5	0.25	0.5	0	0.4	0.46	0	0.5	0.67	0.39	0.42	0.59	0.5	0	0.25	0	0	0	0.25	0.44	0.88				
	Approach %						39%	25%						26%	19%						8%	25%						25%	8%					1%	23%						



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pine Avenue with Marshall Street
Site Code:
Start Date: 08/27/2017
Page No: 1

Turning Movement Data

Start Time	Marshall Street Westbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4
9:15 AM	0	0	1	0	1	0	4	0	0	4	0	18	61	0	79	84
9:30 AM	0	0	0	0	0	0	1	1	0	2	0	1	6	0	7	9
9:45 AM	0	0	8	0	8	0	20	0	0	20	0	0	4	2	4	32
Hourly Total	0	0	9	0	9	0	26	1	0	27	0	19	74	2	93	129
10:00 AM	0	0	1	0	1	0	7	0	0	7	0	0	3	0	3	11
10:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	5
10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	1	2	3
10:45 AM	0	0	0	0	0	0	5	1	0	6	0	2	5	5	7	13
Hourly Total	0	0	1	0	1	0	16	1	0	17	0	2	12	6	14	32
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	9	31	5	40	44
11:15 AM	0	0	1	2	1	0	3	0	0	3	0	1	5	0	6	10
11:30 AM	0	1	1	2	2	0	0	2	0	2	0	0	2	0	2	6
11:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Hourly Total	0	1	3	4	4	0	7	3	0	10	0	10	38	5	48	62
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	0	2	0	2	0	6	0	0	6	0	1	7	0	8	16
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	3	11	0	14	17
Hourly Total	0	0	2	0	2	0	9	0	0	9	0	4	18	0	22	33
8:00 AM	0	0	1	1	1	0	0	0	0	0	0	6	10	0	16	17
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	1	5	0	6	11
8:30 AM	0	0	1	1	1	0	0	0	0	0	0	0	6	1	6	7
8:45 AM	0	0	1	0	1	0	1	0	0	1	0	1	1	1	2	4
Hourly Total	0	0	3	2	3	0	6	0	0	6	0	8	22	2	30	39
9:00 AM	0	0	0	1	0	0	1	0	0	1	0	1	1	0	2	3
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	2	0	0	1	0	0	1	0	1	2	0	3	4
2:30 PM	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	5
2:45 PM	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	5
Hourly Total	0	2	1	0	3	0	5	0	0	5	0	1	1	0	2	10
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
3:15 PM	0	1	0	0	1	0	2	3	0	5	0	1	3	1	4	10
3:30 PM	0	0	0	0	0	0	5	1	0	6	0	26	16	5	42	48
3:45 PM	0	1	1	1	2	0	4	0	0	4	0	2	4	0	6	12
Hourly Total	0	2	1	1	3	0	11	4	0	15	0	29	25	6	54	72
4:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	5	0	5	7
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	1	3	0	4	8

Grand Total	0	5	21	9	26	0	86	9	0	95	0	75	200	21	275	396
Approach %	0.0	19.2	80.8	-	-	0.0	90.5	9.5	-	-	0.0	27.3	72.7	-	-	-
Total %	0.0	1.3	5.3	-	6.6	0.0	21.7	2.3	-	24.0	0.0	18.9	50.5	-	69.4	-
Lights	0	5	20	-	25	0	86	9	-	95	0	75	195	-	270	390
% Lights	-	100.0	95.2	-	96.2	-	100.0	100.0	-	100.0	-	100.0	97.5	-	98.2	98.5
Buses	0	0	0	-	0	0	0	0	-	0	0	0	4	-	4	4
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	2.0	-	1.5	1.0
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	4.8	-	3.8	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.4	0.3
Pedestrians	-	-	-	9	-	-	-	-	0	-	-	-	-	21	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pine Avenue with Marshall Street
Site Code:
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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Marshall Street Westbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	4	0	0	4	0	9	31	5	40	44
11:15 AM	0	0	1	2	1	0	3	0	0	3	0	1	5	0	6	10
11:30 AM	0	1	1	2	2	0	0	2	0	2	0	0	2	0	2	6
11:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	3	4	4	0	7	3	0	10	0	10	38	5	48	62
Approach %	0.0	25.0	75.0	-	-	0.0	70.0	30.0	-	-	0.0	20.8	79.2	-	-	-
Total %	0.0	1.6	4.8	-	6.5	0.0	11.3	4.8	-	16.1	0.0	16.1	61.3	-	77.4	-
PHF	0.000	0.250	0.750	-	0.500	0.000	0.438	0.375	-	0.625	0.000	0.278	0.306	-	0.300	0.352
Lights	0	1	3	-	4	0	7	3	-	10	0	10	38	-	48	62
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Pine Avenue with Marshall Street
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Marshall Street Westbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:45 AM	0	0	0	0	0	0	3	0	0	3	0	3	11	0	14	17
8:00 AM	0	0	1	1	1	0	0	0	0	0	0	6	10	0	16	17
8:15 AM	0	0	0	0	0	0	5	0	0	5	0	1	5	0	6	11
8:30 AM	0	0	1	1	1	0	0	0	0	0	0	0	6	1	6	7
Total	0	0	2	2	2	0	8	0	0	8	0	10	32	1	42	52
Approach %	0.0	0.0	100.0	-	-	0.0	100.0	0.0	-	-	0.0	23.8	76.2	-	-	-
Total %	0.0	0.0	3.8	-	3.8	0.0	15.4	0.0	-	15.4	0.0	19.2	61.5	-	80.8	-
PHF	0.000	0.000	0.500	-	0.500	0.000	0.400	0.000	-	0.400	0.000	0.417	0.727	-	0.656	0.765
Lights	0	0	1	-	1	0	8	0	-	8	0	10	30	-	40	49
% Lights	-	-	50.0	-	50.0	-	100.0	-	-	100.0	-	100.0	93.8	-	95.2	94.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Buses	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	6.3	-	4.8	3.8
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	-	50.0	-	50.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	1.9
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Marshall Street Westbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
3:15 PM	0	1	0	0	1	0	2	3	0	5	0	1	3	1	4	10
3:30 PM	0	0	0	0	0	0	5	1	0	6	0	26	16	5	42	48
3:45 PM	0	1	1	1	2	0	4	0	0	4	0	2	4	0	6	12
Total	0	2	1	1	3	0	11	4	0	15	0	29	25	6	54	72
Approach %	0.0	66.7	33.3	-	-	0.0	73.3	26.7	-	-	0.0	53.7	46.3	-	-	-
Total %	0.0	2.8	1.4	-	4.2	0.0	15.3	5.6	-	20.8	0.0	40.3	34.7	-	75.0	-
PHF	0.000	0.500	0.250	-	0.375	0.000	0.550	0.333	-	0.625	0.000	0.279	0.391	-	0.321	0.375
Lights	0	2	1	-	3	0	11	4	-	15	0	29	23	-	52	70
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	92.0	-	96.3	97.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	8.0	-	3.7	2.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Data

Start Time	Hawthorne Street Eastbound					Hawthorne Street Westbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
9:00 AM	0	0	1	0	1	0	3	2	0	5	0	1	2	1	3	9
9:15 AM	0	1	2	0	3	0	1	3	0	4	0	29	32	4	61	68
9:30 AM	0	2	1	0	3	0	2	1	0	3	0	4	3	0	7	13
9:45 AM	0	6	2	0	8	0	4	15	0	19	0	2	2	3	4	31
Hourly Total	0	9	6	0	15	0	10	21	0	31	0	36	39	8	75	121
10:00 AM	0	6	3	0	9	0	3	1	0	4	0	2	3	1	5	18
10:15 AM	0	0	1	0	1	0	3	3	0	6	0	0	2	0	2	9
10:30 AM	0	1	3	0	4	0	2	1	0	3	0	3	0	4	3	10
10:45 AM	0	5	6	0	11	0	4	0	0	4	0	3	3	2	6	21
Hourly Total	0	12	13	0	25	0	12	5	0	17	0	8	8	7	16	58
11:00 AM	0	3	11	0	14	0	2	2	0	4	0	22	9	3	31	49
11:15 AM	0	1	8	0	9	0	5	2	0	7	0	2	2	1	4	20
11:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	7
11:45 AM	0	3	2	0	5	0	2	1	0	3	0	1	1	1	2	10
Hourly Total	0	7	21	0	28	0	12	6	0	18	0	25	15	5	40	86
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	2	30	0	32	0	10	3	0	13	0	3	4	1	7	52
7:45 AM	0	0	15	0	15	0	8	3	0	11	0	4	7	2	11	37
Hourly Total	0	2	45	0	47	0	18	6	0	24	0	7	11	3	18	89
8:00 AM	0	0	4	0	4	0	5	0	0	5	0	5	7	2	12	21
8:15 AM	0	0	11	0	11	0	10	3	0	13	0	3	4	2	7	31
8:30 AM	0	0	7	0	7	0	5	0	0	5	0	5	1	1	6	18
8:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	1	23	0	24	0	20	3	0	23	0	13	13	5	26	73
9:00 AM	0	0	6	0	6	0	5	1	0	6	0	1	0	1	1	13
9:15 AM	0	0	5	0	5	0	2	0	0	2	0	0	1	2	1	8
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	11	0	11	0	7	1	0	8	0	1	1	3	2	21
2:30 PM	0	2	6	0	8	0	2	1	0	3	0	1	0	0	1	12
2:45 PM	0	2	6	0	8	0	2	0	0	2	0	2	1	0	3	13
Hourly Total	0	4	12	0	16	0	4	1	0	5	0	3	1	0	4	25
3:00 PM	0	0	4	0	4	0	5	1	0	6	0	1	0	1	1	11
3:15 PM	0	4	6	0	10	0	12	0	0	12	0	1	2	0	3	25
3:30 PM	0	2	9	0	11	0	1	1	0	2	0	5	8	0	13	26
3:45 PM	0	2	8	0	10	0	5	1	0	6	0	3	3	4	6	22
Hourly Total	0	8	27	0	35	0	23	3	0	26	0	10	13	5	23	84
4:00 PM	0	0	5	0	5	0	4	1	0	5	0	1	1	2	2	12
4:15 PM	0	3	2	0	5	0	0	0	0	0	0	2	2	1	4	9

Grand Total	0	46	165	0	211	0	110	47	0	157	0	106	104	39	210	578
Approach %	0.0	21.8	78.2	-	-	0.0	70.1	29.9	-	-	0.0	50.5	49.5	-	-	-
Total %	0.0	8.0	28.5	-	36.5	0.0	19.0	8.1	-	27.2	0.0	18.3	18.0	-	36.3	-
Lights	0	46	159	-	205	0	106	47	-	153	0	102	102	-	204	562
% Lights	-	100.0	96.4	-	97.2	-	96.4	100.0	-	97.5	-	96.2	98.1	-	97.1	97.2
Buses	0	0	2	-	2	0	0	0	-	0	0	2	2	-	4	6
% Buses	-	0.0	1.2	-	0.9	-	0.0	0.0	-	0.0	-	1.9	1.9	-	1.9	1.0
Single-Unit Trucks	0	0	1	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.6	-	0.5	-	0.9	0.0	-	0.6	-	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	-	3	0	3	0	-	3	0	2	0	-	2	8
% Bicycles on Road	-	0.0	1.8	-	1.4	-	2.7	0.0	-	1.9	-	1.9	0.0	-	1.0	1.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	39	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data (11:00 AM)

Start Time	Hawthorne Street Eastbound					Hawthorne Street Westbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
11:00 AM	0	3	11	0	14	0	2	2	0	4	0	22	9	3	31	49
11:15 AM	0	1	8	0	9	0	5	2	0	7	0	2	2	1	4	20
11:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	3	0	3	7
11:45 AM	0	3	2	0	5	0	2	1	0	3	0	1	1	1	2	10
Total	0	7	21	0	28	0	12	6	0	18	0	25	15	5	40	86
Approach %	0.0	25.0	75.0	-	-	0.0	66.7	33.3	-	-	0.0	62.5	37.5	-	-	-
Total %	0.0	8.1	24.4	-	32.6	0.0	14.0	7.0	-	20.9	0.0	29.1	17.4	-	46.5	-
PHF	0.000	0.583	0.477	-	0.500	0.000	0.600	0.750	-	0.643	0.000	0.284	0.417	-	0.323	0.439
Lights	0	7	21	-	28	0	12	6	-	18	0	25	15	-	40	86
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Hawthorne Street Eastbound					Hawthorne Street Westbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
7:45 AM	0	0	15	0	15	0	8	3	0	11	0	4	7	2	11	37
8:00 AM	0	0	4	0	4	0	5	0	0	5	0	5	7	2	12	21
8:15 AM	0	0	11	0	11	0	10	3	0	13	0	3	4	2	7	31
8:30 AM	0	0	7	0	7	0	5	0	0	5	0	5	1	1	6	18
Total	0	0	37	0	37	0	28	6	0	34	0	17	19	7	36	107
Approach %	0.0	0.0	100.0	-	-	0.0	82.4	17.6	-	-	0.0	47.2	52.8	-	-	-
Total %	0.0	0.0	34.6	-	34.6	0.0	26.2	5.6	-	31.8	0.0	15.9	17.8	-	33.6	-
PHF	0.000	0.000	0.617	-	0.617	0.000	0.700	0.500	-	0.654	0.000	0.850	0.679	-	0.750	0.723
Lights	0	0	36	-	36	0	28	6	-	34	0	15	19	-	34	104
% Lights	-	-	97.3	-	97.3	-	100.0	100.0	-	100.0	-	88.2	100.0	-	94.4	97.2
Buses	0	0	1	-	1	0	0	0	-	0	0	2	0	-	2	3
% Buses	-	-	2.7	-	2.7	-	0.0	0.0	-	0.0	-	11.8	0.0	-	5.6	2.8
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Pine Avenue with Hawthorne Stret
Site Code:
Start Date: 08/27/2017
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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Hawthorne Street Eastbound					Hawthorne Street Westbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	
3:00 PM	0	0	4	0	4	0	5	1	0	6	0	1	0	1	1	11
3:15 PM	0	4	6	0	10	0	12	0	0	12	0	1	2	0	3	25
3:30 PM	0	2	9	0	11	0	1	1	0	2	0	5	8	0	13	26
3:45 PM	0	2	8	0	10	0	5	1	0	6	0	3	3	4	6	22
Total	0	8	27	0	35	0	23	3	0	26	0	10	13	5	23	84
Approach %	0.0	22.9	77.1	-	-	0.0	88.5	11.5	-	-	0.0	43.5	56.5	-	-	-
Total %	0.0	9.5	32.1	-	41.7	0.0	27.4	3.6	-	31.0	0.0	11.9	15.5	-	27.4	-
PHF	0.000	0.500	0.750	-	0.795	0.000	0.479	0.750	-	0.542	0.000	0.500	0.406	-	0.442	0.808
Lights	0	8	27	-	35	0	23	3	-	26	0	10	11	-	21	82
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	84.6	-	91.3	97.6
Buses	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	15.4	-	8.7	2.4
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Pine Avenue with Northerly
Access Drive
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Start Date: 08/27/2017
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Turning Movement Data

Start Time	Northerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
9:00 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	2	2
9:15 AM	0	12	21	3	33	0	0	10	3	10	0	13	0	0	13	56
9:30 AM	0	1	3	0	4	0	1	0	0	1	0	1	1	0	2	7
9:45 AM	0	0	0	0	0	0	3	2	0	5	0	4	4	0	8	13
Hourly Total	0	13	24	5	37	0	4	12	3	16	0	20	5	0	25	78
10:00 AM	0	0	0	0	0	0	1	1	0	2	0	2	1	0	3	5
10:15 AM	0	0	0	1	0	0	1	1	0	2	0	2	0	0	2	4
10:30 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	1	3
10:45 AM	0	0	1	1	1	0	1	2	0	3	0	2	0	0	2	6
Hourly Total	0	1	1	3	2	0	3	5	0	8	0	7	1	0	8	18
11:00 AM	0	9	6	0	15	0	0	18	0	18	0	2	0	0	2	35
11:15 AM	0	0	1	0	1	0	0	1	0	1	0	1	2	0	3	5
11:30 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
11:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	2
Hourly Total	0	9	8	1	17	0	0	21	0	21	0	4	3	0	7	45
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	1	0	0	1	0	1	4	0	5	0	8	0	0	8	14
7:45 AM	0	4	6	1	10	0	0	5	0	5	0	4	0	0	4	19
Hourly Total	0	5	6	1	11	0	1	9	0	10	0	12	0	0	12	33
8:00 AM	0	2	4	1	6	0	0	3	0	3	0	2	0	1	2	11
8:15 AM	0	2	1	3	3	0	3	4	0	7	0	4	0	0	4	14
8:30 AM	0	0	0	1	0	0	0	2	0	2	0	2	0	1	2	4
8:45 AM	0	0	0	1	0	0	0	3	0	3	0	2	0	0	2	5
Hourly Total	0	4	5	6	9	0	3	12	0	15	0	10	0	2	10	34
9:00 AM	0	1	1	1	2	0	0	1	0	1	0	1	0	0	1	4
9:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	1	1	3	2	0	0	1	0	1	0	1	0	0	1	4
2:30 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	0	0	0	6	0	6	0	2	0	0	2	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
3:15 PM	0	0	1	0	1	0	0	1	1	1	0	8	1	2	9	11
3:30 PM	0	0	0	3	0	0	1	2	0	3	0	9	1	1	10	13
3:45 PM	0	2	0	0	2	0	0	4	0	4	0	2	0	0	2	8
Hourly Total	0	2	1	3	3	0	1	7	1	8	0	21	3	3	24	35
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	6	0	0	6	8
4:15 PM	0	0	0	2	0	0	0	3	0	3	0	0	2	0	2	5

Grand Total	0	35	46	24	81	0	12	78	4	90	0	83	14	5	97	268
Approach %	0.0	43.2	56.8	-	-	0.0	13.3	86.7	-	-	0.0	85.6	14.4	-	-	-
Total %	0.0	13.1	17.2	-	30.2	0.0	4.5	29.1	-	33.6	0.0	31.0	5.2	-	36.2	-
Lights	0	35	46	-	81	0	12	77	-	89	0	80	13	-	93	263
% Lights	-	100.0	100.0	-	100.0	-	100.0	98.7	-	98.9	-	96.4	92.9	-	95.9	98.1
Buses	0	0	0	-	0	0	0	0	-	0	0	2	1	-	3	3
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	2.4	7.1	-	3.1	1.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	1.3	-	1.1	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.0	0.4
Pedestrians	-	-	-	24	-	-	-	-	4	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Northerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
11:00 AM	0	9	6	0	15	0	0	18	0	18	0	2	0	0	2	35
11:15 AM	0	0	1	0	1	0	0	1	0	1	0	1	2	0	3	5
11:30 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
11:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	2
Total	0	9	8	1	17	0	0	21	0	21	0	4	3	0	7	45
Approach %	0.0	52.9	47.1	-	-	0.0	0.0	100.0	-	-	0.0	57.1	42.9	-	-	-
Total %	0.0	20.0	17.8	-	37.8	0.0	0.0	46.7	-	46.7	0.0	8.9	6.7	-	15.6	-
PHF	0.000	0.250	0.333	-	0.283	0.000	0.000	0.292	-	0.292	0.000	0.500	0.375	-	0.583	0.321
Lights	0	9	8	-	17	0	0	21	-	21	0	4	3	-	7	45
% Lights	-	100.0	100.0	-	100.0	-	-	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-



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Count Name: Pine Avenue with Northerly
Access Drive
Site Code:
Start Date: 08/27/2017
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Turning Movement Peak Hour Data (7:45 AM)

Start Time	Northerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	4	6	1	10	0	0	5	0	5	0	4	0	0	4	19
8:00 AM	0	2	4	1	6	0	0	3	0	3	0	2	0	1	2	11
8:15 AM	0	2	1	3	3	0	3	4	0	7	0	4	0	0	4	14
8:30 AM	0	0	0	1	0	0	0	2	0	2	0	2	0	1	2	4
Total	0	8	11	6	19	0	3	14	0	17	0	12	0	2	12	48
Approach %	0.0	42.1	57.9	-	-	0.0	17.6	82.4	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	16.7	22.9	-	39.6	0.0	6.3	29.2	-	35.4	0.0	25.0	0.0	-	25.0	-
PHF	0.000	0.500	0.458	-	0.475	0.000	0.250	0.700	-	0.607	0.000	0.750	0.000	-	0.750	0.632
Lights	0	8	11	-	19	0	3	13	-	16	0	10	0	-	10	45
% Lights	-	100.0	100.0	-	100.0	-	100.0	92.9	-	94.1	-	83.3	-	-	83.3	93.8
Buses	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	16.7	-	-	16.7	4.2
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	7.1	-	5.9	-	0.0	-	-	0.0	2.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Pine Avenue with Northerly
Access Drive
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Turning Movement Peak Hour Data (3:00 PM)

Start Time	Northerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
3:15 PM	0	0	1	0	1	0	0	1	1	1	0	8	1	2	9	11
3:30 PM	0	0	0	3	0	0	1	2	0	3	0	9	1	1	10	13
3:45 PM	0	2	0	0	2	0	0	4	0	4	0	2	0	0	2	8
Total	0	2	1	3	3	0	1	7	1	8	0	21	3	3	24	35
Approach %	0.0	66.7	33.3	-	-	0.0	12.5	87.5	-	-	0.0	87.5	12.5	-	-	-
Total %	0.0	5.7	2.9	-	8.6	0.0	2.9	20.0	-	22.9	0.0	60.0	8.6	-	68.6	-
PHF	0.000	0.250	0.250	-	0.375	0.000	0.250	0.438	-	0.500	0.000	0.583	0.750	-	0.600	0.673
Lights	0	2	1	-	3	0	1	7	-	8	0	21	2	-	23	34
% Lights	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	-	100.0	66.7	-	95.8	97.1
Buses	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	33.3	-	4.2	2.9
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	3	-	-	-	-	1	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Pine Avenue with Southerly
Access Drive
Site Code:
Start Date: 08/27/2017
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Turning Movement Data

Start Time	Southerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
9:00 AM	0	0	2	2	2	0	1	0	0	1	0	2	0	0	2	5
9:15 AM	0	6	33	10	39	0	1	4	0	5	0	38	0	0	38	82
9:30 AM	0	0	4	1	4	0	0	1	0	1	0	4	0	0	4	9
9:45 AM	0	0	2	1	2	0	23	5	0	28	0	1	2	0	3	33
Hourly Total	0	6	41	14	47	0	25	10	0	35	0	45	2	0	47	129
10:00 AM	0	0	0	0	0	0	5	3	0	8	0	3	0	0	3	11
10:15 AM	0	0	0	1	0	0	1	2	3	3	0	1	0	0	1	4
10:30 AM	0	0	0	1	0	0	0	1	0	1	0	2	0	0	2	3
10:45 AM	0	0	4	6	4	0	2	3	0	5	0	2	0	0	2	11
Hourly Total	0	0	4	8	4	0	8	9	3	17	0	8	0	0	8	29
11:00 AM	0	17	38	2	55	0	3	1	0	4	0	9	0	0	9	68
11:15 AM	0	0	3	1	3	0	3	1	0	4	0	3	0	0	3	10
11:30 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
11:45 AM	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	17	41	4	58	0	6	4	0	10	0	14	0	0	14	82
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:30 AM	0	1	1	0	2	1	5	4	0	10	0	5	2	0	7	19
7:45 AM	0	4	11	2	15	0	3	1	0	4	0	7	2	0	9	28
Hourly Total	0	5	12	2	17	1	8	5	0	14	0	12	4	0	16	47
8:00 AM	0	2	4	3	6	0	0	1	0	1	0	7	1	0	8	15
8:15 AM	0	1	3	4	4	0	0	6	0	6	0	5	0	0	5	15
8:30 AM	0	1	2	1	3	0	0	1	0	1	0	2	0	0	2	6
8:45 AM	0	1	0	2	1	0	0	2	0	2	0	2	0	0	2	5
Hourly Total	0	5	9	10	14	0	0	10	0	10	0	16	1	0	17	41
9:00 AM	0	0	1	0	1	0	0	1	0	1	0	2	0	0	2	4
9:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	1	1	1	0	0	1	0	1	0	3	0	0	3	5
2:30 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
2:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
Hourly Total	0	0	0	0	0	0	0	6	0	6	0	2	0	0	2	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	1	0	1	0	1	1	0	2	0	5	2	0	7	10
3:30 PM	0	0	29	14	29	0	0	3	0	3	0	13	0	0	13	45
3:45 PM	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	7
Hourly Total	0	0	30	14	30	0	1	8	0	9	0	22	2	0	24	63
4:00 PM	0	0	1	0	1	0	0	1	0	1	0	5	1	0	6	8
4:15 PM	0	2	4	0	6	0	3	1	3	4	0	0	0	0	0	10

Grand Total	0	35	143	53	178	1	51	55	6	107	0	127	10	0	137	422
Approach %	0.0	19.7	80.3	-	-	0.9	47.7	51.4	-	-	0.0	92.7	7.3	-	-	-
Total %	0.0	8.3	33.9	-	42.2	0.2	12.1	13.0	-	25.4	0.0	30.1	2.4	-	32.5	-
Lights	0	35	140	-	175	1	51	54	-	106	0	124	10	-	134	415
% Lights	-	100.0	97.9	-	98.3	100.0	100.0	98.2	-	99.1	-	97.6	100.0	-	97.8	98.3
Buses	0	0	2	-	2	0	0	0	-	0	0	2	0	-	2	4
% Buses	-	0.0	1.4	-	1.1	0.0	0.0	0.0	-	0.0	-	1.6	0.0	-	1.5	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	1.8	-	0.9	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.7	-	0.6	0.0	0.0	0.0	-	0.0	-	0.8	0.0	-	0.7	0.5
Pedestrians	-	-	-	53	-	-	-	-	6	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

[illegible]

Start Time	Southerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:45 AM	0	4	11	2	15	0	3	1	0	4	0	7	2	0	9	28
8:00 AM	0	2	4	3	6	0	0	1	0	1	0	7	1	0	8	15
8:15 AM	0	1	3	4	4	0	0	6	0	6	0	5	0	0	5	15
8:30 AM	0	1	2	1	3	0	0	1	0	1	0	2	0	0	2	6
Total	0	8	20	10	28	0	3	9	0	12	0	21	3	0	24	64
Approach %	0.0	28.6	71.4	-	-	0.0	25.0	75.0	-	-	0.0	87.5	12.5	-	-	-
Total %	0.0	12.5	31.3	-	43.8	0.0	4.7	14.1	-	18.8	0.0	32.8	4.7	-	37.5	-
PHF	0.000	0.500	0.455	-	0.467	0.000	0.250	0.375	-	0.500	0.000	0.750	0.375	-	0.667	0.571
Lights	0	8	20	-	28	0	3	8	-	11	0	19	3	-	22	61
% Lights	-	100.0	100.0	-	100.0	-	100.0	88.9	-	91.7	-	90.5	100.0	-	91.7	95.3
Buses	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	9.5	0.0	-	8.3	3.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	11.1	-	8.3	-	0.0	0.0	-	0.0	1.6
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	10	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Start Time	Southerly Access Drive Eastbound					Pine Avenue Northbound					Pine Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
3:15 PM	0	0	1	0	1	0	1	1	0	2	0	5	2	0	7	10
3:30 PM	0	0	29	14	29	0	0	3	0	3	0	13	0	0	13	45
3:45 PM	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	7
Total	0	0	30	14	30	0	1	8	0	9	0	22	2	0	24	63
Approach %	0.0	0.0	100.0	-	-	0.0	11.1	88.9	-	-	0.0	91.7	8.3	-	-	-
Total %	0.0	0.0	47.6	-	47.6	0.0	1.6	12.7	-	14.3	0.0	34.9	3.2	-	38.1	-
PHF	0.000	0.000	0.259	-	0.259	0.000	0.250	0.500	-	0.563	0.000	0.423	0.250	-	0.462	0.350
Lights	0	0	28	-	28	0	1	8	-	9	0	22	2	-	24	61
% Lights	-	-	93.3	-	93.3	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	96.8
Buses	0	0	2	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	-	6.7	-	6.7	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	3.2
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	14	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan

CMAP 2040 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

September 20, 2017

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: *Arlington Heights Road @ Frederick Street*
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated September 20, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Arlington Heights Rd, @ Frederick St	22,000	24,700

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\ArlingtonHeights\ck-83-17\ck-83-17.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

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/20/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	79	90	0	592	707	0
Future Volume (vph)	79	90	0	592	707	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.76				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	1693	1710	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1229	0	1693	1710	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	300	
Travel Time (s)	12.8			3.6	6.8	
Confl. Peds. (#/hr)		70	34			34
Confl. Bikes (#/hr)						
Peak Hour Factor	0.26	0.29	0.91	1.00	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)				0	0	
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	310	0	592	822	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		79.0	79.0	
Total Split (%)	31.3%	31.3%		68.7%	68.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	29.6	29.6		65.8	65.8	
Actuated g/C Ratio	0.28	0.28		0.61	0.61	

Sunday Existing Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/20/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.61	0.92		0.57	0.79	
Control Delay	42.0	72.8		14.8	21.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	42.0	72.8		14.8	21.9	
LOS	D	E		B	C	
Approach Delay	57.6			14.8	21.9	
Approach LOS	E			B	C	
Queue Length 50th (ft)	201	227		228	396	
Queue Length 95th (ft)	71	85		324	515	
Internal Link Dist (ft)	391			80	220	
Turn Bay Length (ft)						
Base Capacity (vph)	509	347		1163	1175	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.60	0.89		0.51	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 107.5

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 30.6

Intersection LOS: C

Intersection Capacity Utilization 61.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 79 s	Ø4 36 s
Ø6 79 s	

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	88	0	667	1132	0
Future Volume (vph)	94	88	0	667	1132	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.83				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	3438	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1338	0	3438	3471	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	300	
Travel Time (s)	12.8			3.6	6.8	
Confl. Peds. (#/hr)		85	2			2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.45	0.40	0.90	0.90	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	5%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	220	0	741	1348	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		79.0	79.0	
Total Split (%)	31.3%	31.3%		68.7%	68.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	23.2	23.2		73.2	73.2	
Actuated g/C Ratio	0.21	0.21		0.68	0.68	

School Day Existing AM Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.54	0.77		0.32	0.58	
Control Delay	43.0	58.2		8.4	11.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.0	58.2		8.4	11.3	
LOS	D	E		A	B	
Approach Delay	50.8			8.4	11.3	
Approach LOS	D			A	B	
Queue Length 50th (ft)	130	144		102	238	
Queue Length 95th (ft)	92	88		158	314	
Internal Link Dist (ft)	391			80	220	
Turn Bay Length (ft)						
Base Capacity (vph)	501	371		2321	2344	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.42	0.59		0.32	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 108.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 79 s	Ø4 36 s
Ø6 79 s	

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	54	0	819	915	0
Future Volume (vph)	53	54	0	819	915	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.69				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	3539	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1108	0	3539	3471	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	300	
Travel Time (s)	12.8			3.6	6.8	
Confl. Peds. (#/hr)		157				
Confl. Bikes (#/hr)						
Peak Hour Factor	0.55	0.41	0.91	0.91	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	132	0	900	984	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		94.0	94.0	
Total Split (%)	27.7%	27.7%		72.3%	72.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	19.1	19.1		74.2	74.2	
Actuated g/C Ratio	0.18	0.18		0.70	0.70	

School Day Existing PM Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.30	0.66		0.36	0.41	
Control Delay	43.3	60.2		7.2	7.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.3	60.2		7.2	7.6	
LOS	D	E		A	A	
Approach Delay	53.1			7.2	7.6	
Approach LOS	D			A	A	
Queue Length 50th (ft)	66	98		116	131	
Queue Length 95th (ft)	69	68		194	220	
Internal Link Dist (ft)	391			80	220	
Turn Bay Length (ft)						
Base Capacity (vph)	541	332		2913	2857	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.18	0.40		0.31	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 106.1

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 94 s	Ø4 36 s
Ø6 94 s	

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

11/29/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	62	69	0	631	706	0
Future Volume (vph)	62	69	0	631	706	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.76				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	1693	1710	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1229	0	1693	1710	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	217	
Travel Time (s)	12.8			3.6	4.9	
Confl. Peds. (#/hr)		70	34			34
Confl. Bikes (#/hr)						
Peak Hour Factor	0.26	0.29	0.91	1.00	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)				0	0	
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	238	238	0	631	821	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		79.0	79.0	
Total Split (%)	31.3%	31.3%		68.7%	68.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	24.6	24.6		63.5	63.5	
Actuated g/C Ratio	0.24	0.24		0.63	0.63	

Sunday Projected Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

11/29/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.54	0.80		0.59	0.76	
Control Delay	40.0	57.9		14.1	19.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	40.0	57.9		14.1	19.4	
LOS	D	E		B	B	
Approach Delay	48.9			14.1	19.4	
Approach LOS	D			B	B	
Queue Length 50th (ft)	150	162		240	377	
Queue Length 95th (ft)	58	66		359	514	
Internal Link Dist (ft)	391			80	137	
Turn Bay Length (ft)						
Base Capacity (vph)	562	383		1251	1264	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.42	0.62		0.50	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 100.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 24.9

Intersection LOS: C

Intersection Capacity Utilization 61.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 79 s	Ø4 36 s
Ø6 79 s	

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	88	0	688	1168	0
Future Volume (vph)	94	88	0	688	1168	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.83				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	3438	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1338	0	3438	3471	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	300	
Travel Time (s)	12.8			3.6	6.8	
Confl. Peds. (#/hr)		85	2			2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.45	0.40	0.90	0.90	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	5%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	220	0	764	1390	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		79.0	79.0	
Total Split (%)	31.3%	31.3%		68.7%	68.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	23.2	23.2		73.2	73.2	
Actuated g/C Ratio	0.21	0.21		0.68	0.68	

School Day Projected AM Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.54	0.77		0.33	0.59	
Control Delay	43.0	58.2		8.4	11.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.0	58.2		8.4	11.6	
LOS	D	E		A	B	
Approach Delay	50.8			8.4	11.6	
Approach LOS	D			A	B	
Queue Length 50th (ft)	130	144		106	251	
Queue Length 95th (ft)	92	88		164	330	
Internal Link Dist (ft)	391			80	220	
Turn Bay Length (ft)						
Base Capacity (vph)	501	371		2321	2344	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.42	0.59		0.33	0.59	

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 108.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 79 s	Ø4 36 s
Ø6 79 s	

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	54	0	845	944	0
Future Volume (vph)	53	54	0	845	944	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.69				
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1615	0	3539	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1108	0	3539	3471	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			30	30	
Link Distance (ft)	471			160	300	
Travel Time (s)	12.8			3.6	6.8	
Confl. Peds. (#/hr)		157				
Confl. Bikes (#/hr)						
Peak Hour Factor	0.55	0.41	0.91	0.91	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	132	0	929	1015	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0		15.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0	
Total Split (s)	36.0	36.0		94.0	94.0	
Total Split (%)	27.7%	27.7%		72.3%	72.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None		Min	Min	
Act Effect Green (s)	19.3	19.3		75.9	75.9	
Actuated g/C Ratio	0.18	0.18		0.70	0.70	

School Day Projected PM Peak Hour
Arlington Heights

Synchro 9 Report

Lanes, Volumes, Timings

1: Arlington Heights Road & St. James Exit Only Access Drive

09/21/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.30	0.67		0.37	0.42	
Control Delay	43.6	61.1		7.3	7.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.6	61.1		7.3	7.7	
LOS	D	E		A	A	
Approach Delay	53.7			7.3	7.7	
Approach LOS	D			A	A	
Queue Length 50th (ft)	66	98		121	138	
Queue Length 95th (ft)	69	68		202	230	
Internal Link Dist (ft)	391			80	220	
Turn Bay Length (ft)						
Base Capacity (vph)	526	323		2894	2838	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.18	0.41		0.32	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 107.8

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 12.3

Intersection LOS: B

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Arlington Heights Road & St. James Exit Only Access Drive

Ø2 94 s	Ø4 36 s
Ø6 94 s	

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

09/20/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	71	578	729	65
Future Volume (Veh/h)	0	0	71	578	729	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.55	0.92	0.70	0.49
Hourly flow rate (vph)	0	0	129	628	1041	133
Pedestrians	26					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					382	
pX, platoon unblocked	0.57	0.57	0.57			
vC, conflicting volume	2020	1134	1200			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2415	855	972			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	68			
cM capacity (veh/h)	14	205	407			
Direction, Lane #	NB 1	SB 1				
Volume Total	757	1174				
Volume Left	129	0				
Volume Right	0	133				
cSH	407	1700				
Volume to Capacity	0.32	0.69				
Queue Length 95th (ft)	33	0				
Control Delay (s)	10.5	0.0				
Lane LOS	B					
Approach Delay (s)	10.5	0.0				
Approach LOS						
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			83.5%		ICU Level of Service	E
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

09/20/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	12	633	22	7	691
Future Volume (Veh/h)	9	12	633	22	7	691
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	11	15	801	28	9	875
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			300			
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	1270	815			829	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1192	580			599	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	96			99	
cM capacity (veh/h)	135	344			736	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	26	829	301	583		
Volume Left	11	0	9	0		
Volume Right	15	28	0	0		
cSH	207	1700	736	1700		
Volume to Capacity	0.13	0.49	0.01	0.34		
Queue Length 95th (ft)	11	0	1	0		
Control Delay (s)	24.8	0.0	0.4	0.0		
Lane LOS	C		A			
Approach Delay (s)	24.8	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			44.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

09/20/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	7	19	2	2	11	0	7	18	3	0	3	3
Future Volume (vph)	7	19	2	2	11	0	7	18	3	0	3	3
Peak Hour Factor	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Hourly flow rate (vph)	17	46	5	5	27	0	17	44	7	0	7	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	68	32	68	14								
Volume Left (vph)	17	5	17	0								
Volume Right (vph)	5	0	7	7								
Hadj (s)	0.01	0.03	-0.01	-0.30								
Departure Headway (s)	4.1	4.2	4.1	3.9								
Degree Utilization, x	0.08	0.04	0.08	0.02								
Capacity (veh/h)	852	839	844	895								
Control Delay (s)	7.5	7.3	7.5	6.9								
Approach Delay (s)	7.5	7.3	7.5	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			18.9%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

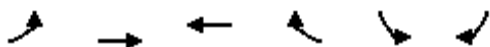
09/20/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	3	7	3	10	38
Future Volume (Veh/h)	1	3	7	3	10	38
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	9	20	9	29	109
Pedestrians	4					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196	34			33	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	34			33	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			98	
cM capacity (veh/h)	780	1037			1586	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	12	29	138			
Volume Left	3	0	29			
Volume Right	9	9	0			
cSH	958	1700	1586			
Volume to Capacity	0.01	0.02	0.02			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	8.8	0.0	1.6			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	1.6			
Approach LOS	A					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			20.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

09/20/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	21	12	6	25	15
Future Volume (Veh/h)	7	21	12	6	25	15
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.44	0.44	0.44	0.44	0.44	0.44
Hourly flow rate (vph)	16	48	27	14	57	34
Pedestrians					5	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	46				119	39
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46				119	39
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	97
cM capacity (veh/h)	1567				868	1033
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	64	41	91			
Volume Left	16	0	57			
Volume Right	0	14	34			
cSH	1567	1700	923			
Volume to Capacity	0.01	0.02	0.10			
Queue Length 95th (ft)	1	0	8			
Control Delay (s)	1.9	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	1.9	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			4.9			
Intersection Capacity Utilization			17.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

09/20/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	8	0	21	4	3
Future Volume (Veh/h)	9	8	0	21	4	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.32	0.32	0.32	0.32	0.32	0.32
Hourly flow rate (vph)	28	25	0	66	13	9
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	18	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	18	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	100			
cM capacity (veh/h)	921	1065	1604			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	53	66	22			
Volume Left	28	0	0			
Volume Right	25	0	9			
cSH	984	1604	1700			
Volume to Capacity	0.05	0.00	0.01			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	8.9	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.9	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			13.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

09/20/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	41	6	4	14	0
Future Volume (Veh/h)	17	41	6	4	14	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.30	0.30	0.30	0.30	0.30	0.30
Hourly flow rate (vph)	57	137	20	13	47	0
Pedestrians	4					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	104	51	51			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	51	51			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	87	99			
cM capacity (veh/h)	884	1019	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	194	33	47			
Volume Left	57	20	0			
Volume Right	137	0	0			
cSH	975	1562	1700			
Volume to Capacity	0.20	0.01	0.03			
Queue Length 95th (ft)	18	1	0			
Control Delay (s)	9.6	4.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	4.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			15.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

09/20/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	21	7	7	14	4	7
Future Volume (Veh/h)	21	7	7	14	4	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.41	0.41	0.41	0.41	0.41	0.41
Hourly flow rate (vph)	51	17	17	34	10	17
Pedestrians						2
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			70	130		62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			70	130		62
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			99	99		98
cM capacity (veh/h)			1541	858		1007
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	68	51	27			
Volume Left	0	17	10			
Volume Right	17	0	17			
cSH	1700	1541	946			
Volume to Capacity	0.04	0.01	0.03			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	2.5	8.9			
Lane LOS			A			
Approach Delay (s)	0.0	2.5	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			16.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

09/20/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↗
Traffic Volume (veh/h)	0	0	585	0	0	797
Future Volume (Veh/h)	0	0	585	0	0	797
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.30	0.30	0.91	0.91	0.86	0.86
Hourly flow rate (vph)	0	0	643	0	0	927
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						160
pX, platoon unblocked	0.56					
vC, conflicting volume	1570	643			643	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1625	643			643	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	64	477			951	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	643	927			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1700			
Volume to Capacity	0.00	0.38	0.55			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			45.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕↕	↕↕	
Traffic Volume (veh/h)	0	0	69	667	1082	138
Future Volume (Veh/h)	0	0	69	667	1082	138
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.42	0.92	0.95	0.45
Hourly flow rate (vph)	0	0	164	725	1139	307
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)	382					
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	1983	723	1446			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1720	134	1044			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	69			
cM capacity (veh/h)	45	712	535			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	406	483	759	687		
Volume Left	164	0	0	0		
Volume Right	0	0	0	307		
cSH	535	1700	1700	1700		
Volume to Capacity	0.31	0.28	0.45	0.40		
Queue Length 95th (ft)	32	0	0	0		
Control Delay (s)	9.0	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	4.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	61.4%			ICU Level of Service	B	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	38	744	17	13	1115
Future Volume (Veh/h)	17	38	744	17	13	1115
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	20	44	865	20	15	1297
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			300			
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1564	454			896	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1436	226			708	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	94			98	
cM capacity (veh/h)	113	703			818	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	64	577	308	447	865	
Volume Left	20	0	0	15	0	
Volume Right	44	0	20	0	0	
cSH	267	1700	1700	818	1700	
Volume to Capacity	0.24	0.34	0.18	0.02	0.51	
Queue Length 95th (ft)	23	0	0	1	0	
Control Delay (s)	22.7	0.0	0.0	0.5	0.0	
Lane LOS	C			A		
Approach Delay (s)	22.7	0.0		0.2		
Approach LOS	C					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			50.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

09/21/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	26	5	3	19	2	7	13	3	0	5	12
Future Volume (vph)	13	26	5	3	19	2	7	13	3	0	5	12
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	18	36	7	4	26	3	10	18	4	0	7	16
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	61	33	32	23								
Volume Left (vph)	18	4	10	0								
Volume Right (vph)	7	3	4	16								
Hadj (s)	-0.01	0.04	-0.01	-0.31								
Departure Headway (s)	4.0	4.1	4.1	3.8								
Degree Utilization, x	0.07	0.04	0.04	0.02								
Capacity (veh/h)	873	857	845	914								
Control Delay (s)	7.3	7.3	7.3	6.9								
Approach Delay (s)	7.3	7.3	7.3	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.2								
Level of Service				A								
Intersection Capacity Utilization				20.6%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

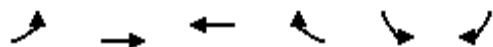
09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	2	8	0	10	32
Future Volume (Veh/h)	0	2	8	0	10	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	0	3	10	0	13	42
Pedestrians	2					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80	13			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	13			12	
tC, single (s)	6.4	6.7			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.8			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	918	941			1617	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	3	10	55			
Volume Left	0	0	13			
Volume Right	3	0	0			
cSH	941	1700	1617			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.8	0.0	1.8			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	1.8			
Approach LOS	A					
Intersection Summary						
Average Delay		1.8				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

09/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	37	28	6	17	19
Future Volume (Veh/h)	0	37	28	6	17	19
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	0	51	39	8	24	26
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54				101	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54				101	50
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				97	97
cM capacity (veh/h)	1554				868	1017
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	51	47	50			
Volume Left	0	0	24			
Volume Right	0	8	26			
cSH	1554	1700	940			
Volume to Capacity	0.00	0.03	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	0.0	9.0			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			15.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	11	3	14	12	0
Future Volume (Veh/h)	8	11	3	14	12	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	13	17	5	22	19	0
Pedestrians	6				2	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59	25	25			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59	25	25			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	943	1051	1593			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	27	19			
Volume Left	13	5	0			
Volume Right	17	0	0			
cSH	1001	1593	1700			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.7	1.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	1.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			15.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	20	3	9	21	3
Future Volume (Veh/h)	8	20	3	9	21	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Hourly flow rate (vph)	14	35	5	16	37	5
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	76	50	52			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	76	50	52			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	97	100			
cM capacity (veh/h)	921	1015	1552			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	49	21	42			
Volume Left	14	5	0			
Volume Right	35	0	5			
cSH	986	1552	1700			
Volume to Capacity	0.05	0.00	0.02			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	8.8	1.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	1.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			16.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

09/21/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	25	6	7	31	20	19
Future Volume (Veh/h)	25	6	7	31	20	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	34	8	10	42	27	26
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			43		101	39
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			43		101	39
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	97
cM capacity (veh/h)			1577		896	1037
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	42	52	53			
Volume Left	0	10	27			
Volume Right	8	0	26			
cSH	1700	1577	960			
Volume to Capacity	0.02	0.01	0.06			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.0	1.4	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.4	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization			17.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

09/21/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	667	0	0	1220
Future Volume (Veh/h)	0	0	667	0	0	1220
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.40	0.40	0.90	0.90	0.84	0.84
Hourly flow rate (vph)	0	0	741	0	0	1452
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	160					
pX, platoon unblocked	0.79					
vC, conflicting volume	1467	370			741	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1069	370			741	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	174	632			875	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	494	247	726	726	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.29	0.15	0.43	0.43	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			37.1%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕↕	↕↕	
Traffic Volume (veh/h)	0	0	46	819	926	43
Future Volume (Veh/h)	0	0	46	819	926	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.44	0.91	0.94	0.57
Hourly flow rate (vph)	0	0	105	900	985	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					382	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1682	530	1060			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1517	220	817			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	86			
cM capacity (veh/h)	85	702	729			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	405	600	657	403		
Volume Left	105	0	0	0		
Volume Right	0	0	0	75		
cSH	729	1700	1700	1700		
Volume to Capacity	0.14	0.35	0.39	0.24		
Queue Length 95th (ft)	13	0	0	0		
Control Delay (s)	4.2	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			57.6%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

09/21/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	18	855	17	24	905
Future Volume (Veh/h)	10	18	855	17	24	905
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	19	900	18	25	953
Pedestrians	24					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			300			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1460	483			942	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1296	216			724	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	92	97			97	
cM capacity (veh/h)	133	702			738	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	30	600	318	343	635	
Volume Left	11	0	0	25	0	
Volume Right	19	0	18	0	0	
cSH	274	1700	1700	738	1700	
Volume to Capacity	0.11	0.35	0.19	0.03	0.37	
Queue Length 95th (ft)	9	0	0	3	0	
Control Delay (s)	19.7	0.0	0.0	1.1	0.0	
Lane LOS	C			A		
Approach Delay (s)	19.7	0.0		0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			52.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

09/21/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	17	10	8	17	2	6	2	0	2	8	16
Future Volume (vph)	4	17	10	8	17	2	6	2	0	2	8	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	19	11	9	19	2	7	2	0	2	9	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	30	9	29								
Volume Left (vph)	5	9	7	2								
Volume Right (vph)	11	2	0	18								
Hadj (s)	-0.11	0.02	0.16	-0.36								
Departure Headway (s)	3.9	4.0	4.2	3.7								
Degree Utilization, x	0.04	0.03	0.01	0.03								
Capacity (veh/h)	907	879	828	954								
Control Delay (s)	7.1	7.2	7.3	6.8								
Approach Delay (s)	7.1	7.2	7.3	6.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			19.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

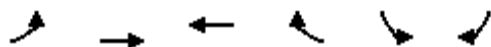
09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	11	4	29	25
Future Volume (Veh/h)	2	1	11	4	29	25
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.38	0.38	0.38	0.38
Hourly flow rate (vph)	5	3	29	11	76	66
Pedestrians	1					6
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	254	42			41	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	254	42			41	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			95	
cM capacity (veh/h)	703	1028			1580	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	40	142			
Volume Left	5	0	76			
Volume Right	3	11	0			
cSH	798	1700	1580			
Volume to Capacity	0.01	0.02	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	9.6	0.0	4.1			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	4.1			
Approach LOS	A					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			21.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

09/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	27	23	3	10	13
Future Volume (Veh/h)	8	27	23	3	10	13
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	10	33	28	4	12	16
Pedestrians					5	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	37				88	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	37				88	35
tC, single (s)	4.1				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				99	98
cM capacity (veh/h)	1579				908	997
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	43	32	28			
Volume Left	10	0	12			
Volume Right	0	4	16			
cSH	1579	1700	957			
Volume to Capacity	0.01	0.02	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	1.7	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	1.7	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			18.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	1	1	7	21	3
Future Volume (Veh/h)	2	1	1	7	21	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	3	1	1	10	31	4
Pedestrians	3			1	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	51	37	38			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	51	37	38			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	957	1037	1581			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	11	35			
Volume Left	3	1	0			
Volume Right	1	0	4			
cSH	976	1581	1700			
Volume to Capacity	0.00	0.00	0.02			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	1	8	22	2
Future Volume (Veh/h)	0	30	1	8	22	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	0	86	3	23	63	6
Pedestrians	14					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	80	83			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	80	83			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	879	954	1506			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	86	26	69			
Volume Left	0	3	0			
Volume Right	86	0	6			
cSH	954	1506	1700			
Volume to Capacity	0.09	0.00	0.04			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	9.1	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.5			
Intersection Capacity Utilization			17.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

09/21/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	31	8	15	24	1	0
Future Volume (Veh/h)	31	8	15	24	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	35	9	17	27	1	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			44		100	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			44		100	40
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1577		893	1038
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	44	44	1			
Volume Left	0	17	1			
Volume Right	9	0	0			
cSH	1700	1577	893			
Volume to Capacity	0.03	0.01	0.00			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	2.9	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.9	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			18.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

09/21/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↕↗
Traffic Volume (veh/h)	0	0	819	0	0	969
Future Volume (Veh/h)	0	0	819	0	0	969
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.91	0.91	0.93	0.93
Hourly flow rate (vph)	0	0	900	0	0	1042
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						160
pX, platoon unblocked	0.89					
vC, conflicting volume	1421	450			900	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1217	450			900	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	156	562			763	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	0	600	300	521	521	
Volume Left	0	0	0	0	0	
Volume Right	0	0	0	0	0	
cSH	1700	1700	1700	1700	1700	
Volume to Capacity	0.00	0.35	0.18	0.31	0.31	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			30.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

11/29/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	46	625	772	47
Future Volume (Veh/h)	0	0	46	625	772	47
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.55	0.92	0.70	0.49
Hourly flow rate (vph)	0	0	84	679	1103	96
Pedestrians	26					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					382	
pX, platoon unblocked	0.66	0.66	0.66			
vC, conflicting volume	2024	1177	1225			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2288	1014	1086			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	81			
cM capacity (veh/h)	24	194	432			
Direction, Lane #	NB 1	SB 1				
Volume Total	763	1199				
Volume Left	84	0				
Volume Right	0	96				
cSH	432	1700				
Volume to Capacity	0.19	0.71				
Queue Length 95th (ft)	18	0				
Control Delay (s)	6.1	0.0				
Lane LOS	A					
Approach Delay (s)	6.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			74.1%	ICU Level of Service		D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

11/29/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	52	36	658	17	39	692
Future Volume (Veh/h)	52	36	658	17	39	692
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	66	46	833	22	49	876
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			300			
pX, platoon unblocked						
vC, conflicting volume	1380	428			855	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1380	428			855	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	49	92			94	
cM capacity (veh/h)	129	581			793	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	112	555	300	341	584	
Volume Left	66	0	0	49	0	
Volume Right	46	0	22	0	0	
cSH	190	1700	1700	793	1700	
Volume to Capacity	0.59	0.33	0.18	0.06	0.34	
Queue Length 95th (ft)	81	0	0	5	0	
Control Delay (s)	48.0	0.0	0.0	2.0	0.0	
Lane LOS	E			A		
Approach Delay (s)	48.0	0.0		0.8		
Approach LOS	E					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			54.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

11/29/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	23	1	7	11	0	25	10	8	0	8	8
Future Volume (vph)	13	23	1	7	11	0	25	10	8	0	8	8
Peak Hour Factor	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41
Hourly flow rate (vph)	32	56	2	17	27	0	61	24	20	0	20	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	90	44	105	40								
Volume Left (vph)	32	17	61	0								
Volume Right (vph)	2	0	20	20								
Hadj (s)	0.06	0.08	0.00	-0.30								
Departure Headway (s)	4.3	4.4	4.3	4.0								
Degree Utilization, x	0.11	0.05	0.12	0.04								
Capacity (veh/h)	801	785	814	857								
Control Delay (s)	7.9	7.6	7.9	7.2								
Approach Delay (s)	7.9	7.6	7.9	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			20.6%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

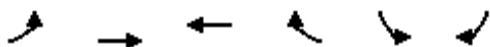
11/29/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	1	49	3	1	71
Future Volume (Veh/h)	1	1	49	3	1	71
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	3	3	140	9	3	203
Pedestrians	4					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	358	154			153	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	358	154			153	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	641	890			1434	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	6	149	206			
Volume Left	3	0	3			
Volume Right	3	9	0			
cSH	745	1700	1434			
Volume to Capacity	0.01	0.09	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.9	0.0	0.1			
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.1			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			16.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

11/29/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	22	12	39	54	19
Future Volume (Veh/h)	16	22	12	39	54	19
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.44	0.44	0.44	0.44	0.44	0.44
Hourly flow rate (vph)	36	50	27	89	123	43
Pedestrians					5	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	121				198	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	121				198	76
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				84	96
cM capacity (veh/h)	1472				772	985
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	86	116	166			
Volume Left	36	0	123			
Volume Right	0	89	43			
cSH	1472	1700	818			
Volume to Capacity	0.02	0.07	0.20			
Queue Length 95th (ft)	2	0	19			
Control Delay (s)	3.3	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	3.3	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			19.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

11/29/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	22	16	25	10	6
Future Volume (Veh/h)	20	22	16	25	10	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.32	0.32	0.32	0.32	0.32	0.32
Hourly flow rate (vph)	63	69	50	78	31	19
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	220	42	51			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	42	51			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	93	97			
cM capacity (veh/h)	748	1034	1567			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	132	128	50			
Volume Left	63	50	0			
Volume Right	69	0	19			
cSH	874	1567	1700			
Volume to Capacity	0.15	0.03	0.03			
Queue Length 95th (ft)	13	2	0			
Control Delay (s)	9.8	3.0	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	3.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.4			
Intersection Capacity Utilization			18.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

11/29/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	43	30	20	28	6
Future Volume (Veh/h)	21	43	30	20	28	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.30	0.30	0.30	0.30	0.30	0.30
Hourly flow rate (vph)	70	143	100	67	93	20
Pedestrians	4					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	374	107	117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	374	107	117			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	85	93			
cM capacity (veh/h)	586	949	1478			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	213	167	113			
Volume Left	70	100	0			
Volume Right	143	0	20			
cSH	788	1478	1700			
Volume to Capacity	0.27	0.07	0.07			
Queue Length 95th (ft)	27	5	0			
Control Delay (s)	11.2	4.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	4.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			6.5			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

11/29/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	21	34	12	38	47	17
Future Volume (Veh/h)	21	34	12	38	47	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.41	0.41	0.41	0.41	0.41	0.41
Hourly flow rate (vph)	51	83	29	93	115	41
Pedestrians						2
Lane Width (ft)						12.0
Walking Speed (ft/s)						3.5
Percent Blockage						0
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			136		246	94
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			136		246	94
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		84	96
cM capacity (veh/h)			1458		731	966
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	134	122	156			
Volume Left	0	29	115			
Volume Right	83	0	41			
cSH	1700	1458	781			
Volume to Capacity	0.08	0.02	0.20			
Queue Length 95th (ft)	0	2	19			
Control Delay (s)	0.0	1.9	10.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	1.9	10.8			
Approach LOS			B			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			19.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

11/29/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	26	598	35	0	797
Future Volume (Veh/h)	0	26	598	35	0	797
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.30	0.30	0.91	0.91	0.86	0.86
Hourly flow rate (vph)	0	87	657	38	0	927
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						160
pX, platoon unblocked	0.66					
vC, conflicting volume	1603	676			695	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1655	676			695	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	81			100	
cM capacity (veh/h)	72	457			910	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	87	695	927			
Volume Left	0	0	0			
Volume Right	87	38	0			
cSH	457	1700	1700			
Volume to Capacity	0.19	0.41	0.55			
Queue Length 95th (ft)	17	0	0			
Control Delay (s)	14.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	14.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			45.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕↕	↕↕	
Traffic Volume (veh/h)	0	0	69	689	1116	138
Future Volume (Veh/h)	0	0	69	689	1116	138
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.42	0.92	0.95	0.45
Hourly flow rate (vph)	0	0	164	749	1175	307
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					382	
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	2031	741	1482			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1763	116	1062			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	68			
cM capacity (veh/h)	41	721	520			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	414	499	783	699		
Volume Left	164	0	0	0		
Volume Right	0	0	0	307		
cSH	520	1700	1700	1700		
Volume to Capacity	0.32	0.29	0.46	0.41		
Queue Length 95th (ft)	34	0	0	0		
Control Delay (s)	9.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	4.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			63.0%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	40	767	18	15	1148
Future Volume (Veh/h)	20	40	767	18	15	1148
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	23	47	892	21	17	1335
Pedestrians	11					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			300			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1615	468			924	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1484	228			728	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	93			98	
cM capacity (veh/h)	104	698			800	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	70	595	318	462	890	
Volume Left	23	0	0	17	0	
Volume Right	47	0	21	0	0	
cSH	243	1700	1700	800	1700	
Volume to Capacity	0.29	0.35	0.19	0.02	0.52	
Queue Length 95th (ft)	29	0	0	2	0	
Control Delay (s)	25.7	0.0	0.0	0.6	0.0	
Lane LOS	D			A		
Approach Delay (s)	25.7	0.0		0.2		
Approach LOS	D					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			52.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

09/21/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	13	27	5	3	20	2	7	13	3	0	5	12
Future Volume (vph)	13	27	5	3	20	2	7	13	3	0	5	12
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	18	37	7	4	27	3	10	18	4	0	7	16
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	62	34	32	23								
Volume Left (vph)	18	4	10	0								
Volume Right (vph)	7	3	4	16								
Hadj (s)	-0.01	0.04	-0.01	-0.31								
Departure Headway (s)	4.0	4.1	4.1	3.8								
Degree Utilization, x	0.07	0.04	0.04	0.02								
Capacity (veh/h)	873	857	844	913								
Control Delay (s)	7.3	7.3	7.3	6.9								
Approach Delay (s)	7.3	7.3	7.3	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			20.7%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	2	10	0	10	34
Future Volume (Veh/h)	0	2	10	0	10	34
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	0	3	13	0	13	44
Pedestrians	2					1
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	85	16			15	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	85	16			15	
tC, single (s)	6.4	6.7			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.8			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	912	937			1613	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	3	13	57			
Volume Left	0	0	13			
Volume Right	3	0	0			
cSH	937	1700	1613			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.9	0.0	1.7			
Lane LOS	A		A			
Approach Delay (s)	8.9	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			19.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

09/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	38	29	7	19	20
Future Volume (Veh/h)	0	38	29	7	19	20
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	0	53	40	10	26	28
Pedestrians					7	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	57				105	52
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57				105	52
tC, single (s)	4.1				6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.6	3.3
p0 queue free %	100				97	97
cM capacity (veh/h)	1550				863	1015
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	53	50	54			
Volume Left	0	0	26			
Volume Right	0	10	28			
cSH	1550	1700	936			
Volume to Capacity	0.00	0.03	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.0	9.1			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			15.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	11	4	14	12	0
Future Volume (Veh/h)	8	11	4	14	12	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	13	17	6	22	19	0
Pedestrians	6				2	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61	25	25			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61	25	25			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	940	1051	1593			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	28	19			
Volume Left	13	6	0			
Volume Right	17	0	0			
cSH	1000	1593	1700			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.7	1.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	1.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			15.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	21	4	10	22	3
Future Volume (Veh/h)	8	21	4	10	22	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.57	0.57	0.57	0.57	0.57	0.57
Hourly flow rate (vph)	14	37	7	18	39	5
Pedestrians	10					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	52	54			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	52	54			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	96	100			
cM capacity (veh/h)	910	1012	1549			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	51	25	44			
Volume Left	14	7	0			
Volume Right	37	0	5			
cSH	982	1549	1700			
Volume to Capacity	0.05	0.00	0.03			
Queue Length 95th (ft)	4	0	0			
Control Delay (s)	8.9	2.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	2.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		4.2				
Intersection Capacity Utilization		16.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

09/21/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	26	8	7	32	23	19
Future Volume (Veh/h)	26	8	7	32	23	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	36	11	10	44	32	26
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			48		106	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			48		106	42
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	97
cM capacity (veh/h)			1571		889	1033
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	47	54	58			
Volume Left	0	10	32			
Volume Right	11	0	26			
cSH	1700	1571	948			
Volume to Capacity	0.03	0.01	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	1.4	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.4	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			17.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

09/21/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	687	2	0	1256
Future Volume (Veh/h)	0	1	687	2	0	1256
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.40	0.40	0.90	0.90	0.84	0.84
Hourly flow rate (vph)	0	3	763	2	0	1495
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						160
pX, platoon unblocked	0.78					
vC, conflicting volume	1512	382			765	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1098	382			765	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	165	621			857	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	3	509	256	748	748	
Volume Left	0	0	0	0	0	
Volume Right	3	0	2	0	0	
cSH	621	1700	1700	1700	1700	
Volume to Capacity	0.00	0.30	0.15	0.44	0.44	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.8	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			38.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Arlington Heights Road & St. James Entrance Only Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕↕	↕↕	
Traffic Volume (veh/h)	0	0	46	846	956	43
Future Volume (Veh/h)	0	0	46	846	956	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.44	0.91	0.94	0.57
Hourly flow rate (vph)	0	0	105	930	1017	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)					382	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	1730	546	1092			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1563	224	842			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	85			
cM capacity (veh/h)	79	694	709			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	415	620	678	414		
Volume Left	105	0	0	0		
Volume Right	0	0	0	75		
cSH	709	1700	1700	1700		
Volume to Capacity	0.15	0.36	0.40	0.24		
Queue Length 95th (ft)	13	0	0	0		
Control Delay (s)	4.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	1.7		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			59.2%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Arlington Heights Road & Frederick Street

09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	20	881	18	27	932
Future Volume (Veh/h)	12	20	881	18	27	932
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	13	21	927	19	28	981
Pedestrians	24					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			300			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1507	497			970	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1342	220			746	
tC, single (s)	6.8	6.9			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	89	97			96	
cM capacity (veh/h)	123	695			721	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	34	618	328	355	654	
Volume Left	13	0	0	28	0	
Volume Right	21	0	19	0	0	
cSH	251	1700	1700	721	1700	
Volume to Capacity	0.14	0.36	0.19	0.04	0.38	
Queue Length 95th (ft)	12	0	0	3	0	
Control Delay (s)	21.6	0.0	0.0	1.3	0.0	
Lane LOS	C			A		
Approach Delay (s)	21.6	0.0		0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			55.2%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: Pine Avenue & Frederick Street

09/21/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	18	10	8	18	2	6	2	0	2	8	16
Future Volume (vph)	4	18	10	8	18	2	6	2	0	2	8	16
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	20	11	9	20	2	7	2	0	2	9	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	36	31	9	29								
Volume Left (vph)	5	9	7	2								
Volume Right (vph)	11	2	0	18								
Hadj (s)	-0.10	0.02	0.16	-0.36								
Departure Headway (s)	3.9	4.0	4.2	3.7								
Degree Utilization, x	0.04	0.03	0.01	0.03								
Capacity (veh/h)	906	879	827	953								
Control Delay (s)	7.1	7.2	7.3	6.8								
Approach Delay (s)	7.1	7.2	7.3	6.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.0									
Level of Service			A									
Intersection Capacity Utilization			19.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Pine Avenue & Marshall Street

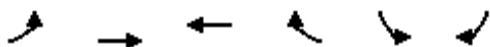
09/21/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	13	4	30	28
Future Volume (Veh/h)	2	1	13	4	30	28
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.38	0.38	0.38	0.38
Hourly flow rate (vph)	5	3	34	11	79	74
Pedestrians	1					6
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	0					1
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	272	46			46	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272	46			46	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			95	
cM capacity (veh/h)	684	1022			1573	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	45	153			
Volume Left	5	0	79			
Volume Right	3	11	0			
cSH	781	1700	1573			
Volume to Capacity	0.01	0.03	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	9.7	0.0	4.0			
Lane LOS	A		A			
Approach Delay (s)	9.7	0.0	4.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.4				
Intersection Capacity Utilization		21.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

6: Hawthorne Street & Pine Avenue

09/21/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	28	24	4	11	14
Future Volume (Veh/h)	9	28	24	4	11	14
Sign Control		Free	Free		Yield	
Grade		0%	0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	11	35	30	5	14	17
Pedestrians					5	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	40				94	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40				94	38
tC, single (s)	4.1				6.4	6.4
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	99				98	98
cM capacity (veh/h)	1575				899	994
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	46	35	31			
Volume Left	11	0	14			
Volume Right	0	5	17			
cSH	1575	1700	949			
Volume to Capacity	0.01	0.02	0.03			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	1.8	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	1.8	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			18.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Pine Avenue & St. James Northerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	2	2	7	22	3
Future Volume (Veh/h)	2	2	2	7	22	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Hourly flow rate (vph)	3	3	3	10	33	4
Pedestrians	3			1	3	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	0			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	57	39	40			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	57	39	40			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	948	1034	1578			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	6	13	37			
Volume Left	3	3	0			
Volume Right	3	0	4			
cSH	989	1578	1700			
Volume to Capacity	0.01	0.00	0.02			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	1.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	1.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Pine Avenue & St. James Southerly Access Drive

09/21/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	31	2	9	24	2
Future Volume (Veh/h)	0	31	2	9	24	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.35	0.35	0.35	0.35	0.35	0.35
Hourly flow rate (vph)	0	89	6	26	69	6
Pedestrians	14					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124	86	89			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124	86	89			
tC, single (s)	6.4	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.2			
p0 queue free %	100	91	100			
cM capacity (veh/h)	861	946	1499			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	32	75			
Volume Left	0	6	0			
Volume Right	89	0	6			
cSH	946	1499	1700			
Volume to Capacity	0.09	0.00	0.04			
Queue Length 95th (ft)	8	0	0			
Control Delay (s)	9.2	1.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	1.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			17.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: St. James Access & Frederick Street

09/21/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	32	10	15	25	4	0
Future Volume (Veh/h)	32	10	15	25	4	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	36	11	17	28	5	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			47		104	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		104	42
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	100
cM capacity (veh/h)			1573		890	1035
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	47	45	5			
Volume Left	0	17	5			
Volume Right	11	0	0			
cSH	1700	1573	890			
Volume to Capacity	0.03	0.01	0.01			
Queue Length 95th (ft)	0	1	0			
Control Delay (s)	0.0	2.8	9.1			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.8	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			18.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

10: Arlington Heights Road & Proposed Right-In/Right-Out Access Drive

09/21/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	844	2	0	998
Future Volume (Veh/h)	0	1	844	2	0	998
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.91	0.91	0.93	0.93
Hourly flow rate (vph)	0	2	927	2	0	1073
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						160
pX, platoon unblocked	0.88					
vC, conflicting volume	1464	464			929	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1258	464			929	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	146	550			744	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	2	618	311	536	536	
Volume Left	0	0	0	0	0	
Volume Right	2	0	2	0	0	
cSH	550	1700	1700	1700	1700	
Volume to Capacity	0.00	0.36	0.18	0.32	0.32	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	11.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			33.4%	ICU Level of Service		A
Analysis Period (min)			15			



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: 831 N Arlington Heights Rd – St James Parish – PUD, Special Use Permit Amendment, Preliminary/Final Plat of Subdivision, Comp Plan Amendment, and Parking Variation

PC#: 17-012

Date: October 9, 2017

Sam:

I have reviewed the documents for the project indicated above and have the following comments:

1. Provide the construction type of the existing building and new addition.
2. Provide an occupant load calculation for the rooms on the lower level per 2009 IBC Table 1004.1.1.
3. Provide a calculation based on the total occupant load of the number of required/provided exits, their width and number of occupants per exit.
4. Review 2009 IBC Section 410 for platform construction requirements.
5. All designated switchgear rooms, electrical closets, electrical equipment rooms and/or electrical closets, transformer rooms, vaults, and the like, shall have a minimum fire-rating of one hour construction, or shall be rated equal to the designed structure, but not less than one hour construction, whichever is greater.
6. Where the electrical room contains equipment rated 1,200 amps or more, there shall be two exits on opposite corners of the room. The doors and door hinges shall have a fire-rating equal to the rating of the electrical room. Doors shall swing out and have panic hardware.
7. Storage is not permitted in any mechanical or electrical room.

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OCT 10 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights, IL Building & Life Safety Department

Fire Safety Division



Date: 9/26/2017

P.C. Number: 17-012 Round: 1

Project Name: St. James Parish

Project Location: 820 N Arlington Heights Rd.

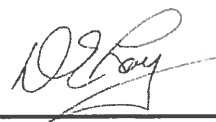
Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. Show the proposed location of the Fire Dept. Connection on the plans.
2. The parking lot pavement shall be capable of accepting the weight of fire apparatus.
3. Fire department connections shall be 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.
4. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided.
5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
6. Fire protection equipment and service rooms shall be identified in an approved manner.
7. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
8. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
9. A fully functional fire alarm shall be installed in all areas of the building new and existing per NFPA 72 and the Life Safety Code, NFPA 101. The alarm annunciator panel shall be located at the front entrance.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
11. 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.
12. 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.

13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
14. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
15. Exit signs shall be illuminated at all times and have emergency power backup.
16. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
17. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
18. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
19. Buildings shall have approved address numbers.
20. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
21. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.
22. Signs shall be posted on both sides of an approach of any fire lane stating NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.
23. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.

Date 09-26-17

Reviewed By: 
Fire Safety Supervisor

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SEP 26 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: October 10, 2017
Subject: 831 N Arlington Heights Road – PC #17-012 Round 1

With regard to the proposed utility installation at 831 N Arlington Heights Road, I have the following comments:

- 1) Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.
- 2) The proposed 6" pressure connection must be enclosed within a vault with a minimum diameter of 60".
- 3) The existing services (water/sanitary/storm) that are going to be abandoned must be abandoned at the respective Village mains.
- 4) The existing 1" domestic service that serves the address must be abandoned at the respective main. The building must be served by one source.
- 5) Provide a detail of the proposed underground detention facility with a proposed maintenance plan.
- 6) Provide a detail of the storm water control structure #D13 for review and approval.
- 7) Install chimney seals on all proposed storm and sanitary structures.
- 8) There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6th edition or newer.
- 9) All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
- 10) A compound meter within the building will be required:
 - a. The compound meter will require a 3: bypass meter configuration.
 - b. The compound meter will be a 6" x 2" fire meter.
- 11) Required backflow devices (RPZ) are as listed:
 - a. 1-6" RPZ for fire protection
 - b. 1-2" RPZ for domestic purposes

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

12) A separate RPZ will be required in an irrigation system will be installed.

13) Any roadway utility patch shall have surface only patch at minimum of 2' beyond excavation on all sides.

C. file



Arlington Heights Fire Department Plan Review Sheet

P. C. Number PC#17-012

Project Name

St. James Parish

Project Location

820 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 1 Comments:

1. The Fire Department requires that the Fire Department connection, Knox Box, and a fully operational annunciator panel or alarm panel be located at the main front entrance. The Fire Department would like more clarification if the lobby entrance on the south side of the building will be used as the "main entrance". The Fire Department would like to explore the feasibility of considering this the main entrance for these items. We have in the past and will likely respond to calls in a manner that avoids the need to park on Arlington Heights Road.
2. Building to be sprinkled in accordance with building code.
3. The fire hydrant must be located with 100' of the sprinkler connection.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date October 5, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

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DEPARTMENT PLAN REVIEW SUMMARY

St. James' Church – 831 N. Arlington Heights Road

PUD, Parking Variation

PC#17-012

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

09/29/2017

1. Character of use:

The character of use should not be problematic.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and any secluded areas on the property. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.

3. Present traffic problems?

There is parking allowed on Arlington Heights Road on Sundays. With the addition of the larger parking lot, this authorization should be reviewed and possibly changed to be uniform with the rest of Arlington Heights Road with no parking allowed.

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.

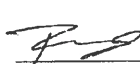
See above #3.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

 #537
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

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-012</u>	P.I.N.# <u>Multiple - See Attached</u>
Petitioner: <u>St. James Parish</u>	Location: <u>820 N. Arlington Hts. Rd.</u>
<u>820 N. Arlington Heights Road</u>	Rezoning: <u> </u> Current: <u>R-3</u> Proposed: <u>R-3</u>
<u>224.345.7200</u>	Subdivision: <u> </u>
Owner: <u>Archdiocese of Chicago, A Corporation Sole</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>835 N. Rush Street</u>	PUD: <u> </u> For: <u> </u>
<u>Chicago, IL 60611-2030 312.534.5309</u>	Special Use: <u>✓</u> For: <u>Church</u>
Contact Person: <u>Matt Hichens</u>	Land Use Variation: <u> </u> For: <u> </u>
Address: <u>Newman Architecture, 1730 Park St</u>	Land Use: <u> </u> Current: <u>Church/Resident.</u>
<u>Ste. 115, Naperville, IL 60563</u>	Proposed: <u>Church</u>
Phone #: <u>630.420.1600</u>	Site Gross Area: <u>3.39 Acres</u>
Fax #: <u>630.420.1987</u>	# of Units Total: <u>0</u>
E-Mail: <u>matt@newmanarchitecture.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

See the attached accessibility comments.

Sean Freres, LEHP 

10/5/17

Environmental Health Officer

Date

James McCalister 

10/5/17

tor

Dir
Date

Plan Review

Address: St. James Parish
831 N. Arlington Heights Road
PUD, Special Use Permit Amendment, Preliminary/Final Plat
of Subdivision, Comp Plan Amendment, Parking Variation

PC # 17-0012 Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
Health & Human Services
(847) 368-5793



Date: October 4, 2017

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

Sheet A1 and A6:

1. At the front end of the four (4) Accessible Reserved Parking Spaces adjoining the sidewalk remove the curb stops from the access aisle portion of the Accessible Parking Space. IAC Section 400.310(c)(3) specifies that "...all access aisles shall blend to a common level with an accessible route."
2. Show "Depressed Curbs" curb ramps at all locations where a sidewalk crosses a curb per IAC Section 400.310(d)(1).
3. Show "Depressed Curbs" on the both ends of the "Landscape Island" where the accessible route crosses a curb per IAC Section 400.310(d)(1). IAC Section 400.310(c)(3) specifies that "...all access aisles shall blend to a common level with an accessible route."

Sheet A2: First floor plan

4. On the Main Level Identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).

Sheet A3: Lower Level

5. Identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).
6. Shower Rooms L35 and L03 are required to be wheelchair accessible per IAC Section 400.310(o)(8)(B)(i-vii) and 400.Illustration B. Figures 35(a) or (b).

PC # 17-0012

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>17-012</u>	P.I.N.# <u>Multiple - See Attached</u>
Petitioner: <u>St. James Parish</u>	Location: <u>820 N. Arlington Hts. Rd.</u>
<u>820 N. Arlington Heights Road</u>	Rezoning: <u> </u> Current: <u>R-3</u> Proposed: <u>R-3</u>
<u>224.345.7200</u>	Subdivision: <u> </u>
Owner: <u>Archdiocese of Chicago, A Corporation Sole</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>835 N. Rush Street</u>	PUD: <u> </u> For: <u> </u>
<u>Chicago, IL 60611-2030 312 534 5309</u>	Special Use: <u>✓</u> For: <u>Church</u>
Contact Person: <u>Matt Hichens</u>	Land Use Variation: <u> </u> For: <u> </u>
Address: <u>Newman Architecture, 1730 Park St</u>	Land Use: <u> </u> Current: <u>Church/Resident</u>
<u>Ste. 115, Naperville, IL 60563</u>	Proposed: <u>Church</u>
Phone #: <u>630.420.1600</u>	Site Gross Area: <u>3.39 Acres</u>
Fax #: <u>630.420.1987</u>	# of Units Total: <u>0</u>
E-Mail: <u>matt@newmanarchitecture.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

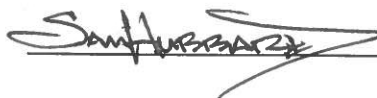
(Petitioner: Please do not write below this line.)

YES NO

1. X COMPLIES WITH COMPREHENSIVE PLAN?
2. X COMPLIES WITH THOROUGHFARE PLAN?
3. X VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. X SUBDIVISION REQUIRED?
6. X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.)

Comments:

SEE ATTACHED COMMENTS



Date

Planning & Community Development Dept. Review

October 12, 2017



REVIEW ROUND 1

Project: 2525 N. Arlington Heights Rd.
St. Edna's PUD Amendment

Case Number: PC 17-010

General:

7. The Plan Commission must review and approve the following action:
 - a) Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
 - b) Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
 - c) Planned Unit Development to allow multiple buildings on one zoning lot.
 - d) Plat of Subdivision to consolidate all of the east campus into one lot.
 - e) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 301 to 186.
8. The Plat of Subdivision to consolidate the lots into one lot of record was not provided until 10/11/17, and therefore review of this document did not occurring during the first round review period. The Plat will be reviewed separately and comments on the Plat will be provided to you when completed. Relative to the Plat, please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
9. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
10. Section 9.8(i) of the Zoning Code requires that all PUD's include a construction schedule and phasing plan. Please provide the required construction schedule and phasing plan, which includes information on the approximate date of construction type, the number of construction phases and the starting and completion date for each phase, and a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.
11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.
12. Will the building addition or site feature any sustainable/green design elements?

Site Plan:

13. The engineering plans, architectural site plans, and landscape plans do not appear to be consistent. Please revise the plans so that they reflect the same information. Specifically, the following areas are different:
 - a) The trash enclosure area to the south of the rectory is shown different on all of the plans.
 - b) There is a transformer shown on the south side of the rectory, which is not shown on the landscape plans or architectural site plans.
 - c) There is a transformer proposed at the northeast corner of the church addition, which is not shown on the engineering plans or landscape plans.
14. Please add a chart to the architectural site plan that outlines the existing and proposed building setbacks for the church building to all four property lines (north, south, east, west) at it's closest point.
15. Please provide additional details on the trash enclosure, including information on the height, style, and materials of the fence.
16. Please provide additional information on the proposed mechanical units at the north of the building. How tall are the units? What will be within the enclosure area? The enclosure walls appear to be masonry and 11' tall in height. Please confirm material and height of walls.
17. The northern parking row does not include curbing or the necessary greenspace buffer. The drive aisle abutting this row is shown at 28.9' in width where code allows a minimum width of 24'. It is recommended that this lane be reduced to 24' in width to allow space for the curbing and greenspaces at the perimeter of these parking stalls, which is required by Code.
18. The eastern most north/south drive aisle is shown at 22' in width. Code requires a minimum drive aisle width of 24' where two-way traffic is permitted. Please revise the drive aisle width or clarify if a Variation is requested.
19. Please show the width of the perimeter landscape island along the eastern property boundary, specifically in the northeast corner of the site (the landscape island appears to shorten in width as it extends to the north).

Building:

20. Please label room L16 on the floor plans.
21. Please provide the square footage of Room L27A.
22. Design Commission approval is required for the proposed building addition. Design Commission hearing is scheduled for Oct. 24th.

Parking and Traffic:

23. The Village has recently adopted a bicycle parking space requirement, which applies to existing developments when they add floor area. Therefore, the proposed church addition triggers compliance with the bicycle parking regulations, which require one bicycle parking space per 100 seats. As the proposed church will contain 916 seats, 9 bicycle parking spaces are required. Please include these within the development.
24. Please note that the "Gathering Space" (room 102) was included in the parking calculation as that space is used for "Children's Liturgy of the World" during Mass.
25. Please confirm that no activities will be taking place within the West Campus on Sundays while mass is taking place on the East Campus.

26. How does the church manage traffic/parking for weddings or funerals that take place at the times when the West Campus is in use by the school (or other activities)?
27. The parking analysis concludes that "parking that currently occurs on Evergreen Avenue during the 10:00am and 11:30am services will shift to the east side of Arlington Heights Road and that this parking demand can be accommodated within the off-street parking lots or by the on-street parking locations along Frederick Street and Pine Avenue". Does the east side of Arlington Heights Road, as well as Frederick Street and Pine Avenue, have capacity to accommodate for the additional demand that they will experience when all services are moved to the East Campus?
28. How will the church ensure that parishioners utilize both the east and west parking lots before utilizing on-street parking, especially if on-street parking spaces would be located closer to the church than the west parking lot?

Prepared by: 

Planning & Community Development Dept. Review

October 18, 2017



ADDENDUM TO REVIEW ROUND 1 COMMENTS

Project: 831 N. Arlington Heights Rd.
St. James PUD

Case Number: PC 17-012

Parking and Traffic:

29. In our July 21st letter we asked St. James Parish evaluate the need for parking along Arlington Heights Road and that the parking provided there presented safety issues. Please provide a response addressing the need for parking along Arlington Heights Road. Staff's position is that this parking should be eliminated if viable, and notes that the parking study indicates a peak parking demand to be 359, and a total of 355 parking spaces are to be provided between the East and West campuses. Based on this analysis, it appears that parking along Arlington Heights Road is not necessary.
30. The location of the right-in/right-out along Arlington Heights Rd. will need to be further evaluated. When the addition was constructed and traffic signal placed at the exit drive to the West campus during the 2007 building addition, it was discussed that any future improvements to the East Campus would utilize/incorporate the traffic signal on Arlington Heights Rd. for ingress and egress. The proposed plan does not incorporate use of this traffic signal, and this will need further analysis based on discussions with IDOT. Please provide an update on all communications with IDOT, and continue to keep us apprised on future communications with IDOT. Additional consideration will need to be given to the most appropriate place for ingress/egress onto Arlington Heights Road.
31. Further analysis is needed on the traffic impact to Pine Ave. Cars exiting the site and needing to go southbound on Arlington Heights Rd (in the absence of utilizing the traffic signal on Arlington Heights Rd. to provide southbound access) will cause an increase in traffic along Pine Avenue. Please address this situation within the traffic study.

Prepared by:

SAM J. [Signature]

Planning & Community Development Dept. Review

October 17, 2017



REVIEW ROUND 1

Project: 831 N. Arlington Heights Rd.
St. James Parish PUD – Subdivision Plat Review

Case Number: PC 17-012

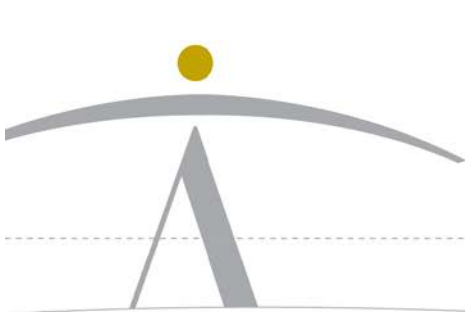
General:

7. The newly created lot is a “double frontage” lot, and Per Section 29-307(f) of Chapter 29, double frontage lots “shall not have vehicular access from an abutting arterial street”. Since access is proposed onto Arlington Heights Rd., a variation is required. Staff is supportive of this variation provided that all IDOT standards are met and approvals are obtained.
8. Section 29-308 of Chapter 29 requires that all building setback lines be shown on the Plat of Survey. Please add the following building setback lines:
 - a) Front Yard Setback Line (north): 25'
 - b) Rear Yard Setback Line (south): 30'
 - c) Exterior Side Yard Setback Line (both east and west): 26.4'
9. Section 29-309 of Chapter 29 requires that all rear lot lines include a 5' easement for utilities. Please provide the code required easement along the rear property line (south).
10. The Plat of Subdivision does not include any signature blocks of any of the public utility companies. Please confirm with the Eng. Dept. as to whether these signature blocks are required.

Prepared by: SAM/ABE

Saint James Parish
PC 17-012
831 N. Arlington Heights Road
October 10, 2017

- 1) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three foot high screen along Frederick where the code required screen is absent. In addition, the code required shrubs along the right of way must be three feet high at time of installation. Please increase the size of the shrubs.
- 2) The ends of all parking rows and every twenty spaces must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Incorporate the code required shade trees and an island at the ends of the parking rows where the trees are absent and where there are more than twenty spaces.
- 3) Per Chapter 28, landscaping must be provided at the perimeter of the detention basin. Include a mix of trees, shrubs and perennials. Please identify the proposed seed mix for at the base of the detention basin.
- 4) Provide foundation plantings adjacent to the church. The plantings should be layered and consist of a mix of shrubs and perennials.
- 5) Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening. There is a transformer in the northeast corner of the church. Please provide landscaping in order to screen the mechanical unit.
- 6) Provide landscaping adjacent to the trash enclosure.



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

October 31, 2017
Updated November 2, 2017
UPDATED November 7, 2017 – Plat of Subdivision Comments

Mr. Sam Hubbard
Village of Arlington Heights
Building and Life Safety Department
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James Catholic Church
831 N. Arlington Heights Road
Arlington Heights, IL 60004
PC#: 17-012

Response to PLAN REVIEW COMMENTS dated October 9, 2017

GENERAL BUILDING COMMENTS

Reviewed By: Deb Pierce

1. Provide the construction type of the existing building and new addition.
Response: The existing church building was constructed close to 65 years ago. Based on the structural components being non-combustible and typically protected behind or above plaster, it is assumed to have been constructed similar to the requirements of Type II-A Construction. It is anticipated that the new construction will be constructed to comply with Type II-A.
2. Provide an occupant load calculation for the rooms on the lower level per 2009 IBC Table 1004.1.1.
Response: Final Occupant Loads will be provided with final Construction Documents Building Permit Submittal. A preliminary calculation is attached.
3. Provide a calculation based on the total occupant load of the number of required/provided exits, their width and number of occupants per exit.
Response: Final Egress Calculations will be included with Final Construction Documents / Building Permit Submittal. A preliminary calculation is attached.
4. Review 2009 IBC Section 410 for platform construction requirements.
Response: Understood.

5. All designated switchgear rooms, electrical closets, electrical equipment rooms and/or electrical closets, transformer rooms, vaults and the like, shall have a minimum fire-rating of one-hour construction, or shall be rated equal to the designed structure, but not less than one-hour construction, whichever is greater.

Response: Understood. A 1-hour fire-rated enclosure is anticipated.

6. Where the electrical room contains equipment rated 1,200 amps or more, there shall be two exits on opposite corners of the room. The doors and door hinges shall have a fire-rating equal to the rating of the electrical room. Doors shall swing out and have panic hardware.

Response: Understood, two doors are currently shown the plan.

7. Storage is not permitted in any mechanical or electrical room

Response: Understood.

FIRE SAFETY DIVISION

1. Show the proposed location of the Fire Department Connection on the plans.

Response: The location of the FDC is shown on the Civil Drawings and has been added to the Architectural Plans. It is located on the east elevation near the northeast corner of the building. This will allow truck access adjacent to the FDC connection and adjacent to the fire hydrant.

2. The parking lot pavement shall be capable of accepting the weight of fire apparatus.

Response: Understood.

3. Fire department connections shall be 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.

Response: Since the watermain is on the far side of Arlington Heights Road, accessing the existing water line on Frederick Street is more convenient. This also allows for direct fire truck access to the FDC as compared to the west elevation. A hydrant is within 100' of this connection.

4. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided.

Response: As discussed at our preliminary meeting in July with planning, fire department and building department representatives, the new additions will include a fire suppression system. The existing church space will remain as is, with no sprinkler system. A supervised indicating valves will be provided.

5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.

Response: Understood.

6. Fire protection equipment and service rooms shall be identified in an approved manner.

Response: Understood.

7. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Response: Understood.

8. In buildings and structures, where standby power is required or furnished to operate an elevator, the operation shall comply with current code requirements.

Response: A generator is not currently planned for this building. Standby power for the elevator will comply with code.

9. A fully functional fire alarm shall be installed in all areas of the building, new and existing, per NFPA 72 and the Life Safety Code, NFPA 101. The alarm annunciator panel shall be located at the front entrance.
Response: Understood.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
Response: Understood. Required shop drawings will be submitted for review prior to construction.
11. 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.
Response: Understood.
12. 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: Understood.
13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
Response: Understood.
14. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
Response: Understood. A fire pump is not anticipated.
15. Exit signs shall be illuminated at all times and have emergency power backup.
Response: Understood. These will be included with battery backup.
16. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
Response: Understood.
17. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
Response: A diagram was included with Plan Commission submittal packet showing maneuvering through the parking area. No overhead cables are anticipated on the site once the project is complete.
18. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
Response: The existing streets to the north and west have curb widths exceeding 26'. The proposed building is matching the existing elevations / heights of the existing church building. Nothing is exceeding the heights of the existing structure.
19. Buildings shall have approved address numbers.
Response: Understood.
20. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
Response: Understood. Proposed location included on civil utility plan in Plan Commission Submittal and added to the Architectural Site Plan.

21. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible location.

Response: Understood. Based on the location of the water service entering the building, the proposed location is on the northeast corner of the building. We believe this location provides direct fire department access to the FDC and adjacent fire hydrant. Please confirm this is acceptable.

22. Signs shall be posted on both sides of an approach of any fire lane stating, "NO PARKING - FIRE LANE." Signs shall have arrows indicating the area of parking restriction.

Response: Understood. These will be included on final permit drawings.

23. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is not less than 6 feet nor more than 6 feet above grade.

Response: Understood. These will be included on final permit drawings.

UTILITY INSTALLATION COMMENTS

Reviewed by Chris Papierniak

Please note, additional engineering comments have been issued based on final engineering drawings submitted by the Village and will be responded to under separate cover.

1. Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.

Response: Understood. This will be reviewed prior to construction.

2. The proposed 6" pressure connection must be enclosed within a vault with a minimum diameter of 60".

Response: Understood.

3. The existing services (water/sanitary/storm) that are going to be abandoned must be abandoned at the respective Village mains.

Response: Understood.

4. The existing 1" domestic service that serves the address must be abandoned at the respective main. The building must be served by one source.

Response: Understood. This will be abandoned.

5. Provide a detail of the proposed underground detention facility with a proposed maintenance plan.

Response: This information will be included on forthcoming submittals.

6. Provide a detail of the storm water control structure #D13 for review and approval.

Response: This has been included with formal engineering submittal.

7. Install chimney seals on all proposed underground detention facility with a proposed maintenance plan.

Response: Understood.

8. There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6th edition or newer.
Response: Understood. This will be indicated on final permit drawings.
9. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
Response: Understood.
10. A compound meter within the building will be required:
a. The compound meter will require a 3: bypass meter configuration.
b. The compound meter will be a 6" x 2" fire meter.
Response: Understood.
11. Require backflow devices (RPZ) are as listed:
a. 1-6" RPZ for fire protection.
b. 1-2" RPZ for domestic purposes.
Response: Understood. We anticipate is a 3" domestic water service. RPZ will be provided.
12. A separate RPZ will be required in an irrigation system will be installed.
Response: Understood. At this time an irrigation system is not currently planned.
13. Any roadway utility patch shall have surface only patch at minimum of 2' beyond excavation on all sides.
Response: Understood.

FIRE DEPARTMENT REVIEW

Reviewed By: Lt. Mark Aleckson

1. The Fire Department requires that the Fire Department connection, Knox Box, and fully operational annunciator panel or alarm panel be located at the main front entrance. The Fire Department would like more clarification if the lobby entrance on the south side of the building will be used as the "main entrance." The Fire Department would like to explore the feasibility of considering this the main entrance for these items. We have in the past and will likely respond to calls in a manner that avoids the need to park on Arlington Heights Road.
Response: Understood. A fire truck maneuvering plan was included in the Plan Commission Submittal showing full access to the site in the parking areas. The new south entrance can be treated as the "main entrance".
2. Building to be sprinkled in accordance with building code.
Response: As discussed at our preliminary meeting in July with planning, fire department and building department representatives, the new additions will include a fire suppression system. The existing church space will remain as is, with no sprinkler system.
3. The fire hydrant must be located with 100' of the sprinkler connection.
Response: Understood. This is shown on the civil plan included with the Plan Commission submittal.

COMMUNITY SERVICE REVIEW

Reviewed By: Brandi Romag

1. **Character of use:** The character of use should not be problematic.
Response: Thank you.
2. **Are lighting requirements adequate?** Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and any secluded areas on the property. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility - potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.
Response: Understood. A photometric plan was included with the plan commission submittal which includes illumination of the parking area and areas adjacent to the building.
3. **Present traffic problem?** There is parking allowed on Arlington Heights Road on Sundays. With the addition of the larger parking lot, this authorization should be reviewed and possibly changed to be uniform with the rest of Arlington Heights Road with no parking allowed.
Response: We have reviewed this with the Parish, they would also prefer no parking on Arlington Heights Road. They agree this parking can be eliminated since both parking lots are being utilized for Sunday services.
4. **Traffic accidents at particular location?** This is not a problem area in relation to traffic accidents.
Response: Acknowledged.
5. **Traffic problems that may be created by the development?** See above #3.
Response: Acknowledged.
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 for suspicious/criminal activity on the property during all hours.

Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities - theft, trespassing, vandalism, underage drinking, drug use, etc.

Consider posting no trespassing / loitering / no unauthorized use signage. The Arlington Heights Police Department has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Response: Thank you for your comments. This will be reviewed with the Parish.

ACCESSIBILITY REVIEW

Reviewed By: David Robb

Sheet A1 and A6:

1. At the front end of the four (4) Accessible Reserved Parking Spaces adjoining the sidewalk, remove the curb stops from the access aisle portion of the Accessible Parking Space.
IAC Section 400.310(c)(3) specifies that "...all access aisles shall blend to a common level with an accessible route."
Response: Understood.

2. Show “Depressed Curbs” curb ramps at all locations where a sidewalk crosses a curb per IAC Section 400.310(d)(1).

Response: Depressed curbs area located at new walks and curb crossings.

3. Show “Depressed Curbs” on the both ends of the “Landscape Island” where the accessible route crosses a curb per IAC Section 400.310(d)(1). IAC Section 400.310(c)(3) specifies that “...all access aisles shall blend to a common level with an accessible route.”

Response: Understood. Additional curb ramps will be included on the final drawings.

Sheet A2: First floor Plan

4. On the Main Level, identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).

Response: Since the building addition is fully sprinklered, an area of rescue assistance is not required per the reference section.

Sheet A3: Lower Level

5. Identify the Areas of Rescue Assistance per IAC Section 400.310(b)(4).

Response: Since the building addition is fully sprinklered, an area of rescue assistance is not required per the reference section.

6. Shower Rooms L35 and L03 are required to be wheelchair accessible per IAC Section 400.310(o)(8)(B)(i-vii) and 400. Illustration B. figures 35(a) or (b).

Response: Understood. It is the intent that these spaces are fully accessible. These will meet the accessible requirements outlined in the referenced section.

PLANNING AND COMMUNITY DEVELOPMENT REVIEW

Reviewed by: Sam Hubbard

7. The Plan Commission must review and approve the following action:
- Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building on the east campus.
 - Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 S. Arlington Heights Road and 810 S. Pine Avenue.
 - Planned Unit Development to allow multiple buildings on one zoning lot.
 - Plat of Subdivision to consolidate all of the east campus into one lot.
 - A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 301 to 186.

Response: Understood.

8. The Plat of Subdivision to consolidate the lots into one lot of record was not provided until 10/11/17, and therefore review of this document did not occurring during the first-round review period. The Plat will be reviewed separately and comments on the Plat will be provided to you when completed. Relative to the Plat, please note that the Final Plat, as approved by the Engineering Dept., must be printed on Mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future

date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: Understood.

9. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval on Nov. 29th with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

Response: Final Engineering Drawings were submitted to the Village on October 6, 2017.

10. Section 9.8(i) of the Zoning Code requires that all PUD's include a construction schedule and phasing plan. Please provide the required construction schedule and phasing plan, which includes information on the approximate date of construction type, the number of construction phases and the starting and completion date for each phase, and a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.

Response: The construction is to be completed in one phase starting in the Spring of 2018 with completion in 10-12 months, or Spring of 2019. Once a General Contractor has been selected by the Parish, they will begin a staging plan including the items noted in your comment above.

11. Please ensure that all plans and / or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

Response: Understood.

12. Will the building addition or site feature any sustainable / green design elements?

Response: Not at this time.

13. The engineering plans, architectural site plans, and landscape plans do not appear to be consistent. Please revise the plans so that they reflect the same information. Specifically, the following areas are different:

- a. The trash enclosure area to the south of the rectory is shown different on all of the plans. Trash enclosure has been updated to match civil drawings.
- b. There is a transformer shown on the south side of the rectory, which is not shown on the landscape plans or architectural site plans. The transformer has been relocated to adjacent to the trash enclosure to match the civil drawings.
- c. There is a transformer proposed at the northeast corner of the church addition, which is not shown on the engineering plans or landscape plans. This transformer has been relocated

Response: The drawings have been updated to match.

14. Please add a chart to the architectural site plan that outlines the existing and proposed building setbacks for the church building to all four property lines (north, south, east, west) at its closest point.

Response: This has been added.

15. Please provide additional details on the trash enclosure, including information on the height, style and materials of the fence.
Response: Based on recent Design Commission Meeting, this is being required to be modified to a masonry enclosure. Information is shown on the revised architectural site plan.
16. Please provide additional information on the proposed mechanical units at the north of the building. How tall are the units? What will be within the enclosure area? The enclosure walls appear to be masonry and 11' tall in height. Please confirm material and height of walls.
Response: The enclosure walls are masonry (face brick with CMU back up). These walls conceal a grade mounted ACCU. This unit is approximately 7'-6" by 9'-0" by 6'-6" tall. The enclosure will fully conceal the unit and maintains the required clearances required by the unit.
17. The northern parking row does not include curbing or the necessary greenspace buffer. The drive aisle abutting this row is shown at 28.9' in width to allow space for the curbing and greenspaces at the perimeter of these parking stalls, which is required by Code.
Response: This will be adjusted accordingly.
18. The eastern-most north/south drive aisle is shown at 22' in width. Code requires a minimum drive aisle width of 24' where two-way traffic is permitted. Please revise the drive aisle width or clarify if a Variation is requested.
Response: In order to provide the required landscape buffer this aisle way was reduced. If the landscape buffer is required, we will need to reduce the aisle width as shown.
19. Please show the width of the perimeter landscape island along the eastern property boundary, specifically in the northeast corner of the site (the landscape island appears to shorten in width as it extends to the north).
Response: These dimensions are shown on the revised landscape plans.

PLANNING & COMMUNITY DEVELOPMENT DEPT. REVIEW – Round 1 Additional Comments 10/17

20. The newly created lot is a "double frontage" lot, and Per Section 29-307(f) of Chapter 29, double frontage lots "shall not have vehicular access from an abutting arterial street". Since access is proposed onto Arlington Heights Rd., a variation is required. Staff is supportive of this variation provided that all IDOT standards are met and approvals are obtained.
Response: Comment noted.
21. Section 29-308 of Chapter 29 requires that all building setback lines be shown on the Plat of Survey. Please add the following building setback lines:
a) Front Yard Setback Line (north): 25'
b) Rear Yard Setback Line (south): 30'
c) Exterior Side Yard Setback Line (both east and west): 26.4'
Response: The set back lines have been added to the Plat.
22. Section 29-309 of Chapter 29 requires that all rear lot lines include a 5' easement for utilities. Please provide the code required easement along the rear property line (south).
Response: The easement has been added to the drawing. Please provide any necessary easement provisions.

23. The Plat of Subdivision does not include any signature blocks of any of the public utility companies. Please confirm with the Eng. Dept. as to whether these signature blocks are required.

Response: A general signature block for public utility companies has been added.

BUILDING

24. Please label room L16 on the floor plans.

Response: There is no L16. Room L15 has been enlarged to the entire area (a second operable wall was originally planned, but no longer part of the project scope).

25. Please provide the square footage of Room L27A.

Response: This room is 609 square feet.

26. Design Commission approval is required for the proposed building addition. Design Commission hearing is scheduled for Oct. 24th.

Response: This has been completed.

PARKING AND TRAFFIC

27. The Village has recently adopted a bicycle parking space requirement, which applies to existing developments when they add floor area. Therefore, the proposed church addition triggers compliance with the bicycle parking regulations, which require one bicycle parking space per 100 seats. As the proposed church will contain 916 seats, 9 bicycle spaces are required. Please include these within the development.

Response: This has been included in the new landscape plan.

28. Please note that the "Gathering Space" (room 102) was included in the parking calculation as that space is used for "Children's Liturgy of the Word" during Mass.

Response: This is correct.

29. Please confirm that no activities will be taking place within the West Campus on Sundays while mass is taking place on the East Campus.

Response: This is correct. All masses will be held on the east campus after Project completion.

30. How does the church manage traffic/parking for weddings or funerals that take place at the times when the West Campus is in use by the school (or other activities)?

Response: Weddings do not take place during the hours of school activities. Funerals do take place during school hours, but not during drop-off / pick-up times nor during other high-volume activities at the school. This has not been a problem previously and the Parish does not believe there will be any changes once the proposed work is complete.

31. The parking analysis concludes that "parking that currently occurs on Evergreen Avenue during the 10:00 a.m. and 11:30 a.m. services will shift to the east side of Arlington Heights Road and that this parking demand can be accommodated within the off-street parking lots or by the on-street parking locations along Frederick Street and Pine Avenue." Does the east side of Arlington Heights Road, as well as Frederick Street and Pine Avenue, have capacity to accommodate for the additional demand that they will experience when all services are moved to the East Campus?

Response: See response below from KLOA.

Frederick Street and Pine Avenue do have sufficient capacity to accommodate the projected parking demand the 10:00 A.M. and 11:30 A.M. services. During these services, Frederick Street and Pine Avenue have an existing parking demand of 4 vehicles. With the relocation of the Evergreen Avenue traffic, Frederick Street and Pine Avenue will have a projected parking demand of 38-40 vehicles. This parking demand is consistent with the parking demand currently observed along these two roadways during the 8:30 A.M. service.

32. How will the church ensure that parishioners utilize both the east and west parking lots before utilizing on-street parking, especially if on-street parking spaces would be located closer to the church than the west parking lot?

Response: If on-street parking spaces are available, we are sure they will be utilized. We are not sure how this could be controlled. Currently both lots are used for masses and this will continue.

ADDENDUM TO REVIEW ROUND 1 COMMENTS

33. In our July 21st letter we asked St. James Parish evaluate the need for parking along Arlington Heights Road and that parking provided there presented safety issues. Please provide a response addressing the need for parking along Arlington heights Road. Staff's position is that this parking should be eliminated if viable, and notes that the parking study indicates a peak demand to be 359, and a total of 355 parking spaces are to be provided between the East and West campuses. Based on this analysis, it appears that parking along Arlington Heights Road is not necessary.

Response: The Parish would also like to eliminate the parking along Arlington Heights Road, and as noted in your comment above, they also believe it is viable.

34. The location of the right-in/right-out along Arlington Heights Rd. will need to be further evaluated. When the addition was constructed and traffic signal placed at the exit drive to the West campus during the 2007 building addition, it was discussed that any future improvements to the East Campus would utilize/incorporate the traffic signal on Arlington Heights Rd. for ingress and egress. The proposed plan does not incorporate use of this traffic signal, and this will need further analysis based on discussions with IDOT. Please provide an update on all communications with IDOT, and continue to keep us apprised on future communications with IDOT. Additional consideration will need to be given to the most appropriate place for ingress/egress onto Arlington heights Road.

Response: Early in the design process, the utilization / modification of the existing traffic signal was considered. However, based on past experiences with similar situations, our Civil Engineer believed the necessary modifications would be a significant expense to the Parish. As an example, we believe just the reconstruction of the signal poles and signal heads to meet current IDOT standards is a minimum of \$250,000. In recent days, the Parish has had conversations with IDOT representatives, and in concept, they are favorable with the right-in / right-out access.

35. Further analysis is needed on the traffic impact to Pine Ave. Cars exiting the site and needing to go southbound on Arlington Heights Rd. (in the absence of utilizing the traffic signal on Arlington Heights Rd. to provide southbound access) will cause an increase in traffic along Pine Avenue. Please address this situation within the traffic study.

Response: KLOA has been asked to provide further analysis, in accordance with your request.

LANDSCAPING REVIEW

1. Per Chapter 28, Section 6.15-1.2a, a three-foot-high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Provide a three-foot-high screen along Frederick

where the code-required screen is absent. In addition, the code-required shrubs along the right-of-way must be three feet high at time of installation. Please increase the size of the shrubs.

Response: Shrubs have been increased to 36" in height on the updated plan.

2. The ends of all parking rows and every twenty spaces must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4' caliper shade tree. (Chapter 28, section 6.15-1.2b). Incorporate the code-required shade trees and an island at the ends of the parking rows where the trees are absent and where there are more than twenty spaces.

Response: 4" caliper trees have been included in all parking lot landscape islands and end of parking rows.

3. Per Chapter 28, landscaping must be provided at the perimeter of the detention basin. Include a mix of trees, shrubs and perennials. Please identify the proposed seed mix at the base of the detention basin.

Response: Perimeter landscaping has been added to the detention basin. The seed mix is noted in note #8.

4. Provide foundation plantings adjacent to the church. The plantings should be layered and consist of a mix of shrubs and perennials.

Response: Foundation plantings have been included around the building.

5. Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening. There is a transformer in the northeast corner of the church. Please provide landscaping in order to screen the mechanical unit.

Response: Utilities and mechanical units have been screened with landscape material.

6. Provide landscaping adjacent to the trash enclosure.

Response: Landscaping has been added around the perimeter of the trash enclosure on the updated landscape plan.

Respectfully Submitted,



Karen M. Kristianson, AIA, LEED AP
Licensed Architect

Cc: File



MEMORANDUM TO: Debra Bolash
St. James Parish

FROM: Brendan May
Consultant

Luay R. Aboona, PE
Principal

DATE: November 8, 2017

SUBJECT: Disposition of Comments
St. James Parish Expansion
Arlington Heights, Illinois

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is in receipt of the comments prepared by the Village of Arlington Heights regarding the proposed St. James Parish Expansion and offers the following responses.

PLAN COMMISSION PC #17-012

St. James Parish Subdivision

820 N. Arlington Heights Road

PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation Round 1

- 28. It is our understanding that when the west campus was redeveloped and the traffic signal on Arlington Heights Road relocated, part of the justification for retaining the signal was a future driveway connection to the east campus when that side got redeveloped. The proposed driveway serving the east campus does not connect to the traffic signal. Have there been discussions with IDOT regarding the proposed driveway? Please provide copies of correspondence with IDOT for our records. Will the traffic signal still be warranted under the proposed configuration?**

The provision of the proposed driveway aligned opposite of the existing traffic signal is prohibitive for St. James due to the cost and due to the limitation of land available for St. James to provide a right lane turn and that the configuration would not have worked with the buildings themselves.

- 29. Show the current limits of allowed parking on the east side of Arlington Heights Road. The installation of the right in/out driveway will require additional parking restrictions to allow for proper sight distance, etc. at the new driveway.**

Per request from the Village of Arlington Heights, on-street parking on the east and west sides of Arlington Heights Road will be eliminated.

- 30. The north-south orientation of the parking lot south of the proposed building addition is not as efficient as if it were laid out on an east and west orientation. An additional 2-3 stalls per row could be gained with a revised layout.**

Noted.

- 31. There is some discrepancy in the traffic report about the true number of total site parking stalls available. Report mentions 335, verses lot totals, (186+ 136=322).**

The discrepancy is a typing error within the traffic report. The existing 136-stall parking lot on the east side of the campus will be expanded by 50 spaces to provide 186 parking stalls. This combined with the 149-stall parking lot on the west side of the campus yields a total of 335 total off-site parking spaces.

- 32. Based upon the observed parking and the number of parishioners in attendance at each service please provide an occupancy per vehicle rate to be utilized for passenger car density.**

Based on information provided by St. James, the 10:30 AM services on both days surveyed were the services with the highest attendance. When the results of the parking occupancy services were compared to the attendance at these services, the average occupancy per vehicle rate is 2.4 parishioners per vehicle.

- 33. Provide a proposed tally of parking utilization by location per lot on the east and west side of Arlington Heights Road. If a shortfall, where is overflow parking to be placed? Sensitivity to on street parking is being expressed to the Village so dependence upon using on street parking may not be assured.**

The existing peak parking demand of the church is 347 parking spaces. As stated in the traffic impact study, the projected parking demand for the proposed expansion based on the Village of Arlington Heights Code is 47 parking spaces. This results in a total projected parking demand of 394 parking spaces. As proposed the church will provide a total of 335 off-street parking spaces resulting in a deficit of 59 parking spaces. This overflow parking will be accommodated by the on-street parking available along Frederick Street and Pine Avenue which experiences 35 to 45 on-street parked vehicles under existing conditions. It should be noted that the main purpose of the church expansion is to enhance the handicap accessibility of the existing church so that all services can be held in the expanded church building. This will help distribute the number of attendees per service and limit the high attendance of a single church service.

34. **The values provided for existing traffic volumes in figures 4A & 4B are confusing when compared with the 2023 projected volumes in figures 8A & 8B. No changes are shown for Sunday even though the services have shifted to the west side of the street, and all the numbers for the School day are the same into and out of the site. Projected through street volume growth as well as site growth need to be properly reflected.**

All of the proposed expansion generated traffic was assigned to the east parking lot as shown in Figures 7A and 7B. The existing church generated traffic was not reassigned as vehicles will continue to use the parking lot on the west side of the campus during church services. The existing traffic volumes during School days are the same as the proposed church expansion will not impact the operations of a typical school day. As indicated in the traffic impact study, the existing traffic volumes were increased by a regional growth factor of three percent based on information provided by the Chicago Metropolitan Agency for Planning (CMAP) and this growth factor was applied to all movements except for the turning movement to/from the church campus access drives.

Planning & Community Development Department Review – Addendum to Review Round 1 Comments

29. **In our July 21st letter, we asked St. James Parish to evaluate the need for parking along Arlington Heights Road and that the parking provided there presented safety issues. Please provide a response addressing the need for parking along Arlington Heights Road. Staff's position is that this parking should be eliminated if viable, and notes that the parking study indicates a peak parking demand to be 359, and a total of 355 parking spaces are to be provided between the East and West campuses. Based on this analysis, it appears that parking along Arlington Heights Road is not necessary.**

Per request from the Village of Arlington Heights, on-street parking on the east and west sides of Arlington Heights Road will be eliminated.

30. **The location of the right-in/right-out along Arlington Heights Rd. will need to be further evaluated. When the addition was constructed and traffic signal placed at the exit drive to the West campus during the 2007 building addition, it was discussed that any future improvements to the East Campus would utilize/incorporate the traffic signal on Arlington Heights Rd. for ingress and egress. The proposed plan does not incorporate use of this traffic signal, and this will need further analysis based on discussions with IDOT. Please provide an update on all communications with IDOT, and continue to keep us apprised on future communications with IDOT. Additional consideration will need to be given to the most appropriate place for ingress/egress onto Arlington Heights Road.**

The provision of the proposed driveway aligned opposite of the existing traffic signal is prohibitive for St. James due to the cost, due to the limitation of land available for St. James to provide a right lane turn and that the configuration would not have worked with the buildings themselves.

31. **Further analysis is needed on the traffic impact to Pine Ave. Cars exiting the site and needing to go southbound on Arlington Heights Rd (in the absence of utilizing the traffic signal on Arlington Heights Rd. to provide southbound access) will cause an increase in traffic along Pine Avenue. Please address this situation within the traffic study.**

The traffic impact study evaluates the adequacy of the intersections of Pine Avenue between Frederick Street and Hawthorne Street. The analysis took into consideration the existing traffic volumes increased by the regional growth factor and the addition of the expansion generated traffic assigned based on the directional distribution.

October 31, 2017

City of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED
NOV 06 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: St. James PUD
831 N. Arlington Heights Road
Arlington Heights, Illinois

Mr. Hubbard:

We have received your review comments dated October 19, 2017 for the St. James PUD located at 433 S. Arlington Heights Road in Arlington Heights, Illinois. Below is a summary of the actions taken in response to these comments.

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. There are no required public improvements to this site. The estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: An Engineers Estimate of Construction Costs will be provided under a separate cover at a separate date.

13. 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 Basting: 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: Comment noted. The coordinate system will be discussed with the surveyor.

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

15. The proposed detention facilities 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.

Response: An Onsite Utility Maintenance Agreement will be discussed with the property owner.

16. The Village requires stormwater detention based on the entire subdivision area. Provide calculations for the entire subdivision area. Show areas of un-detained offsite flow. The proposed basin includes the required 1- foot freeboard with an overflow weir at the 6" line. Provide calculations showing the volume of the surface basin. Show the volume to the HWL=692.60 and also show the volume to the weir elevation of 693.10.

Response: Stormwater detention has been provided for the entire subdivision area. See the attached MWRD Watershed Management Report for all calculations. The proposed dry-bottom detention basin provides 2.05' of freeboard with an overflow weir at the 1.28' line which provides more freeboard than required. Stage storage calculations are included in the attached report.

17. Show that the detention storage system located under pavement is designed to AASHTO HS-25 loading standard.

Response: Final plans for the underground detention system will be provided under a separate cover.

18. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Please provide the light fixture catalog cuts for lights over building entrance service doors

Response: Site lighting plans will be submitted under a separate cover.

19. The exhibit showing the turning path of the Fire Department's responding vehicle appears acceptable. However, provide additional exhibits showing the vehicle entering the RIRO drive from the south, then turning toward the new building entrance and also looping through the parking area north of the church. Exhibits 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.

Response: The updated Fire Truck Routing Exhibit includes the requested movements. The front and rear wheel paths are shown (dotted and dashed lines) as well as the truck overhangs (solid lines). The fire truck can access and circulate the site in the event of a fire.

20. 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, 2-114" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron and/or public sidewalk to be 8" thick unreinforced concrete. Heavy duty pavement required only where parking lot is being constructed/reconstructed. Does not apply to areas where parking lot is being milled and resurfaced. The reconstructed sections of the north-south drive aisle east of the church must be heavy duty pavement.

Response: The heavy duty asphalt pavement section has been revised to meet the required materials and thicknesses. The concrete sidewalk detail has been revised to specify an 8" thickness in the driveway aprons and public sidewalks. See Sheet 7.0.

21. Public sidewalks to run through the driveways. Curb shall not run through the sidewalk. ADA panels required at all driveways with stop control.

Response: The plans have been revised to show the public sidewalk sections being carried through the driveways. Curbs will not be constructed through the public sidewalks. ADA panels will be installed at all drives with stop control. See Sheet C3.0.

22. Curb along west side of Pine Street shall be depressed running through the driveways. The curb returns for the Pine Avenue driveways should be reduced from 30' radii to 15' radii

Response: Depressed curb and gutters have been added along the Pine Street drives. The curb returns have been reduced to 15'. See Sheet C3.0.

23. The parking aisle along the north property line should be pulled back to allow a planting area and eliminate vehicles overhanging the public sidewalk. There appears to be extra width to the east-west drive aisles that can be reduced to accommodate this requirement.

Response: The parking aisle along the northern property line has been reduced in width to provide a 4' landscape strip. See Sheet 3.0.

24. Parking aisles adjacent to curbs can be 16.5' deep to the face of curb, but must be 18' deep with wheel stops if there is sidewalk adjacent to the curb.

Response: All sidewalks adjacent to parking stalls have been widened to 6.5' width. This allows a 5' wide sidewalk width if a parked car has a 1.5' overhang. See sheet C3.0.

25. The north-south drive aisle east of the building should be 24' wide per Code.

Response: The north-south drive aisle width has not been increased to 24' as a variance is being requested for the reduced width.

26. Is the proposed water service replacing the existing water service line? Only one service line is allowed. Show the existing water service line being retired at the main.

Response: Water services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.

27. Is the proposed sanitary sewer service replacing the existing sanitary service line? Only one service line is allowed. Show the existing sanitary sewer service line being retired at the main.

Response: Sanitary services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.



We have revised the plans per your comments. Please find enclosed the following for your review.

1. Final Engineering Plans
2. Watershed Management Report
3. Fire Truck Routing Exhibit

Should you have any questions concerning the submittal or draft documents, please do not hesitate to contact me at 630-487-5560. Please provide comments at your earliest convenience.

Regards,

A handwritten signature in blue ink that reads "Eric Tracy".

Eric Tracy
Kimley-Horn and Associates, Inc.
Ph: (630) 487-5560
eric.tracy@kimley-horn.com



November 7, 2017

City of Arlington Heights
Attn: Sam Hubbard
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James PUD
831 N. Arlington Heights Road
Arlington Heights, Illinois

Mr. Hubbard:

We have received your review comments dated October 19, 2017 for the St. James PUD located at 433 S. Arlington Heights Road in Arlington Heights, Illinois. Below is a summary of the actions taken in response to these comments.

7. The newly created lot is a “double frontage” lot, and Per Section 29-307(f) of Chapter 29, double frontage lots “shall not have vehicular access from an abutting arterial street”. Since access is proposed onto Arlington Heights Rd., a variation is required. Staff is supportive of this variation provided that all IDOT standards are met and approvals are obtained.

Response: Comment noted.

8. Section 29-308 of Chapter 29 requires that all building setback lines be shown on the Plat of Survey. Please add the following building setback lines:

- a) Front Yard Setback Line (north): 25’
- b) Rear Yard Setback Line (south): 30’
- c) Exterior Side Yard Setback Line (both east and west): 26.4’

Response: The setback lines have been added to the Plat.

9. Section 29-309 of Chapter 29 requires that all rear lot lines include a 5’ easement for utilities. Please provide the code required easement along the rear property line (south).

Response: The easement has been added to the drawing. Please provide any necessary easement provisions.

10. The Plat of Subdivision does not include any signature blocks of any of the public utility companies. Please confirm with the Eng. Dept. as to whether these signature blocks are required.

Response: A general signature block for public utility companies has been added.

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. There are no required public improvements to this site. The estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: An Engineers Estimate of Construction Costs will be provided under a separate cover at a separate date.

13. 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 Basting: 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: Comment noted. The coordinate system will be discussed with the surveyor.

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: Noted.

15. The proposed detention facilities 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.

Response: An Onsite Utility Maintenance Agreement will be discussed with the property owner.

16. The Village requires stormwater detention based on the entire subdivision area. Provide calculations for the entire subdivision area. Show areas of un-detained offsite flow. The proposed basin includes the required 1- foot freeboard with an overflow weir at the 6" line. Provide calculations showing the volume of the surface basin. Show the volume to the HWL=692.60 and also show the volume to the weir elevation of 693.10.

Response: Stormwater detention has been provided for the entire subdivision area. See the attached MWRD Watershed Management Report for all calculations. The proposed dry-bottom

detention basin provides 2.05' of freeboard with an overflow weir at the 1.28' line which provides more freeboard than required. Stage storage calculations are included in the attached report.

17. Show that the detention storage system located under pavement is designed to AASHTO HS-25 loading standard.

Response: Final plans for the underground detention system will be provided under a separate cover.

18. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Please provide the light fixture catalog cuts for lights over building entrance service doors

Response: Site lighting plans will be submitted under a separate cover.

19. The exhibit showing the turning path of the Fire Department's responding vehicle appears acceptable. However, provide additional exhibits showing the vehicle entering the RIRO drive from the south, then turning toward the new building entrance and also looping through the parking area north of the church. Exhibits 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.

Response: The updated Fire Truck Routing Exhibit includes the requested movements. The front and rear wheel paths are shown (dotted and dashed lines) as well as the truck overhangs (solid lines). The fire truck can access and circulate the site in the event of a fire.

20. 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, 2-114" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron and/or public sidewalk to be 8" thick unreinforced concrete. Heavy duty pavement required only where parking lot is being constructed/reconstructed. Does not apply to areas where parking lot is being milled and resurfaced. The reconstructed sections of the north-south drive aisle east of the church must be heavy duty pavement.

Response: The heavy duty asphalt pavement section has been revised to meet the required materials and thicknesses. The concrete sidewalk detail has been revised to specify an 8" thickness in the driveway aprons and public sidewalks. See Sheet 7.0.

21. Public sidewalks to run through the driveways. Curb shall not run through the sidewalk. ADA panels required at all driveways with stop control.

Response: The plans have been revised to show the public sidewalk sections being carried through the driveways. Curbs will not be constructed through the public sidewalks. ADA panels will be installed at all drives with stop control. See Sheet C3.0.

22. Curb along west side of Pine Street shall be depressed running through the driveways. The curb returns for the Pine Avenue driveways should be reduced from 30' radii to 15' radii

Response: Depressed curb and gutters have been added along the Pine Street drives. The curb returns have been reduced to 15'. See Sheet C3.0.

23. The parking aisle along the north property line should be pulled back to allow a planting area and eliminate vehicles overhanging the public sidewalk. There appears to be extra width to the east-west drive aisles that can be reduced to accommodate this requirement.

Response: The parking aisle along the northern property line has been reduced in width to provide a 4' landscape strip. See Sheet 3.0.

24. Parking aisles adjacent to curbs can be 16.5' deep to the face of curb, but must be 18' deep with wheel stops if there is sidewalk adjacent to the curb.

Response: All sidewalks adjacent to parking stalls have been widened to 6.5' width. This allows a 5' wide sidewalk width if a parked car has a 1.5' overhang. See sheet C3.0.

25. The north-south drive aisle east of the building should be 24' wide per Code.

Response: The north-south drive aisle width has not been increased to 24' as a variance is being requested for the reduced width.

26. Is the proposed water service replacing the existing water service line? Only one service line is allowed. Show the existing water service line being retired at the main.

Response: Water services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.

27. Is the proposed sanitary sewer service replacing the existing sanitary service line? Only one service line is allowed. Show the existing sanitary sewer service line being retired at the main.

Response: Sanitary services to the church will be replaced as part of the site improvements. Notes have been added to Sheet C2.0 for the contractor to abandon the existing service lines at the Village main.

35. There was no preliminary plat provided, only a Final Plat of Subdivision. The plat was reviewed against the attached Final Plat of Subdivision Checklist. Items a, b, d, e, f, g, i, j, k, l, o, p, q, r, s, t, & u are complete. Include utility signature blocks. Leave room for the ComEd easement provisions

c. Show all survey monuments, markers and bench marks.

Response: We add the monuments that will be set in the field.

h. The public sidewalk along Arlington Heights Road encroaches over the private property line. Provide a public sidewalk easement and include easement provisions.

Response: A 5 ft. sidewalk easement was added over the areas with the encroachment. Please provide easement provisions if necessary.

m. Show the building setback lines.

Response: The building setback lines have been added.

n. Provide the deed of dedication substantially as shown on the checklist.

Response: The deed of dedication seems to be mostly applicable to multi lot subdivisions where there are road dedications and open space. It does not seem to be applicable to a one lot subdivision with no road dedications.



We have revised the plans per your comments. Please find enclosed the following for your review.

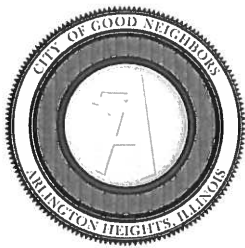
1. Final Engineering Plans
2. Watershed Management Report
3. Fire Truck Routing Exhibit
4. Plat of Subdivision

Should you have any questions concerning the submittal or draft documents, please do not hesitate to contact me at 630-487-5560. Please provide comments at your earliest convenience.

Regards,

A handwritten signature in blue ink that reads "Eric Tracy". The signature is fluid and cursive, with the first and last names clearly legible.

Eric Tracy
Kimley-Horn and Associates, Inc.
Ph: (630) 487-5560
eric.tracy@kimley-horn.com



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: 831 N Arlington Heights Rd – St James Parish – PUD, Special Use Permit Amendment, Preliminary/Final Plat of Subdivision, Comp Plan Amendment, and Parking Variation

PC#: 17-012 - Round 2

Date: November 13, 2017

Sam:

I have reviewed the documents for the project indicated above and have no additional comments.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building & Life Safety Department**

Fire Safety Division



Date: 11/7/2017

P.C. Number: 17-012 Round: 2

Project Name: St. James Parish

Project Location: 820 N Arlington Heights Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. No additional comments.

Date 11-7-17

Reviewed By: 

Fire Safety Supervisor

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NOV 08 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: November 10, 2017
Subject: 831 N Arlington Heights Road – PC #17-012 Round 2

With regard to the proposed utility installation at 831 N Arlington Heights Road, I have the following comments:

1. Contact and coordinate the relocations of both hydrants with the public Works Distribution Unit at 847-368-5800.
2. If a private hydrant is going to be installed (W2), a master meter vault with meter must be installed after (W1).

C. file

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DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-012
St. James Parish Subdivision
820 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation
Round 2

36. The response by the petitioner to comments #11, 13-16, 18, 20-25 & 35 are acceptable.
37. The response made by the petitioner to comments #12 & #17 must be addressed prior to final approval of the subdivision.
38. The response made by the petitioner to comments #19 & #25 may need to be modified if an aisle width variance is granted due to the potential conflict with the fire truck turning "Autoturn" exhibit.
39. The response made by the petitioner to comments #26 & #27 should be shown on the demolition plan.
40. The response provided by the petitioner to Comment #28 is not acceptable. Please provide preliminary cost estimates and alignment that were utilized by KLOA to determine prohibitive costs and limitation of land available to St. James.
41. The response provided by the petitioner to Comment #29 is acceptable.
42. The response provided by the petitioner to Comment #30 is not acceptable. No formal feedback about how feasible parking lot reconfiguration could achieve more on-site parking has been provided.
43. The response provided by the petitioner to Comment #31 is acceptable.
44. The response provided by the petitioner to Comment #32 is acceptable.
45. The response provided by the petitioner to Comment #33 is not acceptable. While the existing parking demand of 394 stalls was identified, there currently is significant violation of parking randomly on the properties, (especially at the parish center, of cars parked along drive aisles, blocking other cars in), and also no discussion for the peak holiday periods was provided. When the last analysis of the parking lot was provided the escalation of parking for holiday services was stated to be 15% higher. The presumption of diluting the parking shortfall onto the adjacent neighborhood streets is not a condition to be counted upon since neighbors are currently complaining to the Village about this situation. Identify an exhibit showing potential parking areas, (curb space adjacent to the actual church property along the west side of Pine between Fredrick and Marshall, and south side of Fredrick between Arlington Heights Road and Pine Street). Alternatives for parking overflow has to be provided that do not impinge upon neighborhood streets. Please clearly identify the precise variation being requested based upon the calculation of parking required by code, versus the actual provided.

46. The response provided by the petitioner to Comment #34 is not acceptable. Based upon the proposed parking for peak services, the east lot has a capacity of 186 parking stalls, the west lot has a parking capacity of 149. Based upon this distribution, and trip generation values, please properly identify in/out traffic generated to and from the site. To not reassign the existing church traffic, stating that these vehicles will continue to park on the west side of the street is not understood, when all church services are going to be on the east side of the street. The statement that the existing school day projections are the same discounts the 3% trip generation of traffic you stated for the design year, and the projections for School enrollment increases/decreases which may be able to be cited. So the basis of the church driveway access drives projections will include increases based upon additional congregation seating area, but the regional growth factor is being omitted is not clear.
47. The 22 foot drive aisle asked for along the east side of the church should be widened to the code required 24 foot north of the N.E. corner of the new church building.
48. The cost for any modification, relocation, or removal of the existing traffic signal along Arlington Heights Road is the responsibility of the parish to manage. Since this is a private benefit signal all electrical energy and maintenance costs should be billed to the church.

 11/20/17

James J. Massarelli, P.E.
Director of Engineering

Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number PC#17-012

Project Name

St. James Parish

Project Location

820 N. Arlington Heights Road

Planning Department Contact Sam Hubbard

General Comments

Round 2 Comments:

The Fire Department has no additional comments at this time.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date November 14, 2017

Reviewed By: _____

LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

St. James' Church – 831 N. Arlington Heights Road

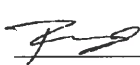
PUD, Parking Variation

PC#17-012

Round 2 Review Comments

11/13/2017

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

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DEVELOPMENT DEPARTMENT



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

Date: November 13, 2017

Re: PC# 17-0012. St. James Parish SUP Amendment, Round 2

-
- See the attached accessibility comments.

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Address: St. James Parish
831 N. Arlington Heights Road
PUD, Special Use Permit Amendment, Preliminary/Final Plat
of Subdivision, Comp Plan Amendment, Parking Variation

PC # 17-0012 Round 2

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
Health & Human Services
(847) 368-5793



Date: November 13, 2017

Re: Illinois Accessibility Code (IAC), Effective April 1997
<https://www.illinois.gov/cdb/business/codes/Pages/IllinoisAccessibilityCode.aspx>

1. On each level without an exit discharge at grade identify the required Areas of Rescue Assistance per IAC Section 400.310(b)(5).

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DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

November 16, 2017



REVIEW ROUND 2

Project: 2525 N. Arlington Heights Rd.
St. James Parish

Case Number: PC 17-010

Previous Comments:

32. The responses to comments #11-24, #26, #27, #29, and #31 are acceptable.
33. The response to #7 is noted. Based on a re-evaluation of the approvals, which will incorporate both the East and West campuses, the required zoning actions have been adjusted as follows:
 - a) Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building and modifications to the parking area on the east campus.
 - b) Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
 - c) Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
 - d) Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.
 - e) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
 - f) A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
 - g) A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
34. The responses to #8 and #9 are noted. Since Final Plat of Subdivision approval will be sought at a future date, the items as outlined in #8 and #9 will not be required at this time.
35. The response to #10 is not acceptable and additional details are needed on the construction activities. Please outline what construction activities will take place and when these activities will start and finish (e.g. demolition of school building, parking lot work, construction of church addition, etc.). Additionally, preliminary construction staging information is required as part of the PUD process. Provide a preliminary outline of parishioner parking will take place during construction including what parking spaces will be lost during construction activities. Additionally, please provide preliminary information on the location of construction personnel parking, location of construction access/entrances, and information on street/lane closures.
36. The response to #25 is noted. No activities will take place in the West Campus during mass.
37. The response to #28 is noted. While it is understood that ultimately parishioners will park where they choose, the Church should develop and implement a strategy that encourages parishioners to utilize the parking area first before looking for parking on the street. Please propose how the church will do this. Additionally, please note that if the west campus parking lot is underutilized during mass and worship times, and if parking on adjacent residential streets is over utilized, additional restrictions on residential street parking may be imposed by the Village.

38. The response to #30 is noted. Has the church and/or traffic consultant reached out to IDOT to gauge their preliminary opinion as to whether the alignment of the east campus driveway with the signal on Arlington Heights Road will be necessary for the signal to remain? Please verify this with IDOT and copy the Village on all correspondence.

Additional Comments:

39. Please verify the accuracy of all information in the attached parking table. Additionally, please verify the following information:

- a) The school has 53 employees.
- b) The school has 33 classrooms.
- c) The size of all office areas in the school is 6,162 sq. ft.
- d) The size of all multi-purpose rooms in the school is 25,641 sq. ft.
- e) The rectory includes a 3-car garage.
- f) The east campus includes 185 exterior parking spaces (the KLOA study lists 186 parking spaces on the east campus).

Subdivision Comments:

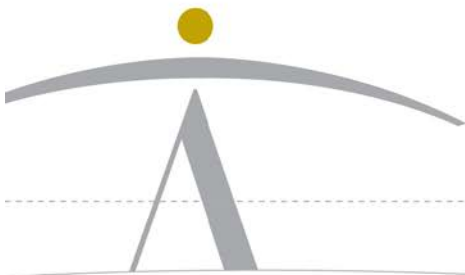
40. The responses to subdivision comments #7-10 are acceptable.

41. Please revise the subdivision plat to read "Preliminary" and not "Final".

Prepared by: 

Saint James Parish
PC 17-012
831 N. Arlington Heights Road
November 16, 2017

- 1) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. In the northwest corner of the parking area, please extend the screen to the north along Arlington Heights road in order to screen the parking /drive aisle.
- 2) The ends of all parking rows must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Provide an island and incorporate the code required shade tree at the ends of the parking row in the northeast corner or request a variation.
- 3) Code requires a six foot tall screen along the entire length of the southern property line. In order to meet this requirement, please provide a six foot high solid fence along the southern property boundary. However, in the areas where this fence would be adjacent to the front yard of the residential homes to the south, please install a landscape screen instead of the fence in order to complete the code required screen for the entire length of the southern property line. In addition, please substitute the proposed Chokeberry around the detention area with Arborvitae, and the proposed Serviceberry with evergreen trees.



newman architecture

1730 Park Street, Suite 115
Naperville, Illinois 60563-2621
T 630.420.1600 F 630.420.1987
newmanarchitecture.com

November 30, 2017

Mr. Sam Hubbard
Village of Arlington Heights
Building and Life Safety Department
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Re: St. James Catholic Church
831 N. Arlington Heights Road
Arlington Heights, IL 60004
PC#: 17-012 - ROUND 2

Response to ROUND 2 PLAN REVIEW COMMENTS received November 21, 2017.

GENERAL BUILDING AND LIFE SAFETY COMMENTS - ROUND 2

Reviewed By: Deb Pierce on 11/13/2017

1. Per Reviewer - No additional comments required.
Response: Thank you.

FIRE SAFETY DIVISION - ROUND 2

Reviewed On 11/7/2017

1. Per Fire Safety Supervisor, no additional comments required.
Response: Thank you.

UTILITY INSTALLATION COMMENTS - ROUND 2

Comments by Cris Papierniak on 11/10/2017

1. Contact and coordinate the relocations of both hydrants with the Public Works Distribution Unit at 847-368-5800.
Response: A note has been added to Drawing C6.0 to contact Public Works for hydrant relocation.
2. If a private hydrant is going to be installed (W2), a master meter vault with meter must be installed after (W1).
Response: After discussion with Public Works, the fire hydrant will be relocated to the Pine Avenue Right of Way. It was noted that Public Works would maintain this hydrant. This has been revised on Drawing C6.0.

PUD, SU AMEND, PRE/FINAL PLAT OF SUBDIVISION, PARKING VARIATION - ROUND 2

Reviewed By James Massarelli, P.E. On 11/20/2017

36. The responses by the petitioner to comments #11, 13-16, 18, 20-25 and 35 are acceptable.

Response: Thank you.

37. The response made by the petitioner to comments #12 and #17 must be addressed prior to final approval of subdivision.

Response: Understood.

38. The response made by the petitioner to comments #19 & #25 may need to be modified if an aisle width variance is granted due to the potential conflict with the fire truck turning "Autoturn" exhibit.

Response: The updated "Autoturn" exhibit submitted with Engineering Review Comments November 1, was modeled with the 22' wide drive aisle.

39. The response made by the petitioner to comments #26 & #27 should be shown on the demolition plan.

Response: We have added notes to the Demolition Plan indicating that the sewer and water connections are to be abandoned at the main. The approximate locations of the sanitary and water services are also shown.

40. The response provided by the petitioner to comment #28 is not acceptable. Please provide preliminary cost estimates and alignment that were utilized by KLOA to determine prohibitive costs and limitation of land available to St. James.

Response: The Newman Architecture response is similar; see the following: Early in the design process, the utilization / modification of the existing traffic signal was considered. However, based on past experiences with similar situations, our Civil Engineer believed the necessary modifications would be a significant expense to the Parish. As an example, we believe just the reconstruction of the signal poles and signal heads to meet current IDOT standards is a minimum of \$250,000. In recent days, the Parish has had conversations with IDOT representatives, and in concept, they are favorable with the right-in / right-out access. At the time, a detailed estimate was not pursued; the values were based on recent, past experiences. Alignment is NOT desired by the Parish due to the probable impact of excessive costs, and as noted previously, IDOT has had no objections to the proposed right-in/right-out.

41. The response provided by petitioner to comment #29 is acceptable.

Response: Thank you.

42. The response provided by the petitioner to Comment #30 is not acceptable. No formal feedback about how feasible parking lot reconfiguration could achieve more on-site parking has been provided.

Response: Please refer to the attached alternate layout sketch for the south parking lot. This east / west parking orientation does not yield additional parking spaces. In our opinion this design / configuration is not as desirable, since pedestrians would be crossing "through" the parking rows.

43. The response provided by the petitioner to comment #31 is acceptable.

Response: Thank you.

44. The response provided by the petitioner to comment #32 is acceptable.

Response: Thank you.

45. The response provided by the petitioner to comment #33 is not acceptable. While the existing parking demand of 394 stalls was identified, there currently is significant violation of parking randomly on the properties, (especially at the parish center, or cars parked along drive aisles, blocking other cars in) and also no discussion for the peak holiday periods was provided. When the last analysis of the parking lot was provided the escalation of parking for holiday services was stated to be 15% higher. The presumption of diluting the parking shortfall onto the adjacent neighborhood streets is not a condition to be counted upon since neighbors are currently complaining to the Village about this situation. Identify an exhibit showing potential parking areas, (curb space adjacent to the actual church property along the west side of Pine between Fredrick and Marshall, and south side of Fredrick between Arlington Heights Road and Pine Street). Alternatives for parking overflow has to be provided that do not impinge upon neighborhood streets. Please clearly identify the precise variation being requested based upon the calculation of parking required by code, versus the actual provided.

Response: As shown in the revised traffic impact study, the projected parking demand of 406 vehicles includes those vehicles parked within drive aisles and other unmarked parking stalls. As proposed there will be a total of 334 on-site parking spaces. Furthermore, the south side of Frederick Street between Arlington Heights Road and Pine Avenue can accommodate five on-street parking spaces and the west side of Pine Avenue along the St. James frontage can accommodate approximately 20 on-street parking spaces. Additionally, on-street parking on the west side of Arlington Heights Road will be maintained on Sundays providing approximately 35 parking spaces. This results in a total of 394 total parking spaces. With a projected parking demand of 406 parking spaces on a typical Sunday, a deficit of approximately 12 spaces will result which can be accommodated by the available parking spaces on the west side of Pine Avenue south of the church.

Assuming a 15 percent higher parking demand on holidays, the projected parking demand increases to 467 spaces resulting in a parking deficit of 73 parking spaces. However, this parking demand is only projected to occur twice per year and this projected parking demand is conservative as it does not take into consideration the increase in vehicle occupancy that occurs on holidays.

46. The response provided by the petitioner to Comment #34 is not acceptable. Based upon the proposed parking for peak services, the east lot has a capacity of 186 parking stalls, the west lot has a parking capacity of 149. Based upon this distribution, and trip generation values, please properly identify in/out traffic generated to and from the site. To not reassign the existing church traffic, stating that these vehicles will continue to park on the west side of the street is not understood, when all church services are going to be on the east side of the street. The statement that the existing school day projections are the same discounts the 3% trip generation of traffic you stated for the design year, and the projections for School enrollment increases/decreases which may be able to be cited. So the basis of the church driveway access drives projections will include increases based upon additional congregation seating area, but the regional growth factor is being omitted is not clear.

Response: The traffic impact study has been revised to account for the reassignment of traffic from the west campus to the east campus. The existing site generated traffic volumes on a typical Sunday were combined with the traffic projected to be generated by the proposed expansion and the total church generated traffic was reassigned to the roadway network. As proposed, the expansion to the parish will not result in changes in school enrollment or pick-up/drop-off operations. The three percent background growth assumed in the study is an ambient growth factor that was applied to the non-school/non-parish traffic volumes.

47. The 22-foot drive aisle asked for along the east side of the church should be widened to the code required 24-foot north of the N.E. corner of the new church building.

Response: The variations included in the Round 2 Planning Comments, it notes the reduction in the aisleway. To maintain a minimal landscape area adjacent to the building, we would request that the variation of the reduction in the lane width to remain. As noted, the fire truck turning radius submitted was based on the 22' roadway width.

48. The cost for any modification, relocation, or removal of the existing traffic signal along Arlington Heights Road is the responsibility of the Parish to manage. Since this is a private benefit signal all electrical energy and maintenance costs should be billed to the church.

Response: It is not intended that any modifications will be made to the existing traffic signal as part of this Project. Included is a copy of the original IDOT Permit from 2006 where it is noted that this light is the responsibility of the Village to maintain.

FIRE DEPARTMENT REVIEW - ROUND 2

Reviewed By: Lt. Mark Aleckson on 11/14/2017

1. PER REVIEWER, NO ADDITIONAL COMMENTS REQUIRED.

Response: Thank you.

COMMUNITY SERVICE REVIEW - ROUND 2

Reviewed By: Brandi Romag on 11/13/2017

1. Per reviewer, no additional comments required.

Response: Thank you.

ACCESSIBILITY REVIEW - ROUND 2

Reviewed By: David Robb ON 11/13/2017

1. On each level without an exit discharge at grade, identify the required Areas of Rescue Assistance per IAC Section 400.310(b)(5).

Response: Please refer to the updated floor plans identifying the areas of rescue assistance.

PLANNING AND COMMUNITY DEVELOPMENT REVIEW - ROUND 2

Reviewed by: Sam Hubbard on 11/16/2017

32. The responses to comments #11-24, #26, #27, #29 and #31 are acceptable.

Response: Thank you.

33. The response to #7 is noted. Based on a re-evaluation of the approvals, which will incorporate both the East and West campuses, the required zoning actions have been adjusted as follows:

- a) Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building and modifications to the parking area on the east campus.
- b) Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
- c) Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
- d) Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.

- e) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
- f) A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
- g) A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.

Response: We would like to discuss Item "e" further regarding the total parking spots required for the project. As noted in our letter dated August 23, 2017, the number of additional parking spaces being provided on the east side of the campus is commensurate with the number of additional occupants being proposed at the Church. Also, as noted by the Parish, when the Church is being occupied for Saturday evening and Sunday masses, there will NOT be simultaneous occupancy at their other buildings. Therefore, with respect to the variance request, the idea of needing 900 parking spaces seems unreasonable.

34. The responses to #8 and #9 are noted. Since Final Plat of Subdivision approval will be sought at a future date, the items as outlined in #8 and #9 will not be required at this time.

Response: Understood.

35. The response to #10 is not acceptable and additional details are needed on the construction activities. Please outline what construction activities will take place and when these activities will start and finish (e.g. demolition of school building, parking lot work, construction of church addition, etc.). Additionally, preliminary construction staging information is required as part of the PUD process. Provide a preliminary outline of parishioner parking will take place during construction including what parking spaces will be lost during construction activities. Additionally, please provide preliminary information on the location of construction personnel parking, location of construction access/entrances and information on street/lane closures.

Response: The Parish has selected Bulley and Andrews as their General Contractor. Enclosed are their proposed construction schedule and site logistics plan.

36. The response to #25 is noted. No activities will take place in the West Campus during mass.

Response: Thank you.

37. The response to #28 is noted. While it is understood that ultimately parishioners will park where they choose, the Church should develop and implement a strategy that encourages parishioners to utilize the parking area first before looking for parking on the street. Please propose how the church will do this. Additionally, please note: if the west campus parking lot is underutilized during mass and worship times, and if parking on the adjacent residential streets is over utilized, additional restrictions on residential street parking may be imposed by the Village.

Response: To the extent possible, the Parish will encourage its parishioners to park in off-street parking lots before parking on the street. This preference will be communicated via the weekly bulletin and parish mailings. If parking on the adjacent streets is over utilized, the Parish fully supports the additional restrictions that may be imposed by the Village. Please refer to the attached letter from the Parish.

38. The response to #30 is noted. Has the church and/or traffic consultant reached out to IDOT to gauge their preliminary opinion as to whether the alignment of the east campus driveway with the signal on Arlington Heights Road will be necessary for the signal to remain? Please verify this with IDOT and copy the Village on all correspondence.

Response: As noted in IDOT's response letter dated November 13, 2017, the Department "has no objection to the proposed right-in/right-out access driveway," and in turn, understand that the driveway will not align with the existing traffic signal. Also, the Parish has had multiple phone conversations with Mr. Tom

Gallenbach, and at no time has he expressed concern about the driveway alignment OR the presence of the traffic signal itself. (We are not sure where the idea of removing the traffic signal has come from, but it is certainly not from IDOT or the Parish. The Parish expects the traffic signal to remain in place to promote safe access from one side of their campus to the other.)

Additional Comments:

39. Please verify the accuracy of all information in the attached parking table. Additionally, please verify the following information:
- a) The school has 53 employees.
Response: Yes
 - b) The school has 33 classrooms.
Response: Yes
 - c) The size of all office areas in the school is 6,162 sq. ft.
Response: This is based on existing drawings.
 - d) The size of all multi-purpose rooms in the school is 25,641 sq. ft.
Response: This based on existing drawings.
 - e) The rectory includes a 3-car garage.
Response: Yes
 - f) The east campus includes 185 exterior parking spaces (the KLOA study lists 186 parking spaces on the east campus).
Response: 185 is correct, a space was lost from the original design.

Subdivision Comments:

40. The responses to subdivision comments #7-10 are acceptable.
Response: Thank you.
41. Please revise the subdivision plat to read "Preliminary" and not "Final".
Response: Thank you.

Landscaping Review - ROUND 2

Dated November 16, 2017

- 1) Per Chapter 28, Section 6.15-1.2a, a three-foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. In the northwest corner of the parking area, please extend the screen to the north along Arlington Heights Road in order to screen the parking/drive aisle.
Response: This has been added to the updated Landscape Plans.
- 2) The ends of all parking rows must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Provide an island and incorporate the code required shade tree at the ends of the parking row in the northeast corner or request a variation.
Response: Since parking on the campus is a premium, we would request a variance to maintain the parking stall. An alternate option could be to relocate the intermediate island and tree in that parking row to the northeast corner of the parking lot if that would be preferred.
- 3) Code requires a six-foot tall screen along the entire length of the southern property line. In order to meet this requirement, please provide a six-foot high solid fence along the southern property boundary. However, in the areas where this fence would be adjacent to the front yard of the residential homes to the south, please

install a landscape screen instead of the fence in order to complete the code-required screen for the entire length of the southern property line. In addition, please substitute the proposed Chokeberry around the detention area with Arborvitae, and the proposed Serviceberry with evergreen trees.

Response: This has been added / revised to the Landscape Plans. Please note, the landscape located in the 20' sight triangles have been reduced / shortened to ensure the cars or vehicles leaving the driveways have good visibility for pedestrian and vehicular traffic.

Respectfully Submitted,



Karen M. Kristianson, AIA, LEED AP
Licensed Architect

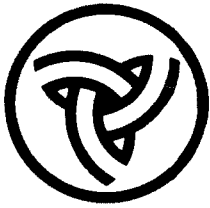
Cc: File



- The one-way design of the two access drives off Arlington Heights Road will ensure efficient and adequate on-site circulation with traffic entering only at the south drive and circulating clockwise around the school building to drop off/pick up and then proceeding to the signalized access at the north drive. Making one or both drives two-way will create confusion and internal conflicts and will require additional circulation of traffic within the parking lot.
- Making the northern proposed driveway two-way will result in inbound left turns occurring at a signalized intersection without channelization. It is IDOT's preference based on our discussions to permit the inbound left turns to occur at the southern unsignalized intersection.

In addition, allowing inbound traffic to occur at two driveways will result in internal conflicts by forcing traffic entering at the northern drive to circulate within the parking lot in order to drop and/or pick up the children on the passenger side. This additional circulation will conflict with traffic entering at the southern driveway creating internal congestion and unsafe conditions.

- The current proposal calls for making the northern intersection as a three-legged ("T") intersection since there are no plans to redevelop the east campus to introduce a fourth (east) leg to this intersection. Furthermore, any such plans, if and when proposed, will have to be reviewed and approved by both the Village and IDOT.
- The southern drive as designed to allow outbound traffic is not appropriate. Making it two-way is not feasible due to its narrow width and physical constraints relative to the existing building. Furthermore, with the designation of a lane (via cones) during drop-off and pick-up time periods, the narrow width of the driveway will allow for only one additional lane that would be needed as a by-pass lane to allow access to the parking lot.
- Parking surveys conducted during current overlapping Sunday services indicated that up to 195 vehicles parked in the lot on the west side which currently has a capacity of 168 spaces. With the proposed staggering of service times, with 30 minutes between services, overlap will not occur and parking demand is expected, per Village ordinance when services will be held in the Parish Center, to be 242 spaces. With 149 spaces to be provided on the west side and 141 parking spaces available on the east side for a total of 290 spaces combined with the available on-street parking on Arlington Heights Road (up to 45 spaces), adequate parking supply will be provided to meet the parking needs of the Parish Center.



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

PERMITS

Location: Arlington Heights Road south of Fredrick Street
Reference No: 016-37025

September 15, 2006

Mr. Luay R. Aboona, P.E.
Kenig, Lindgren, O'Hara, Aboona, Inc.
9575 W. Higgins Road, Suite 400
Rosemont, IL 60018

Dear Mr. Aboona:

We have completed our review of your request for the subject location. The relocation of the existing mid-block pedestrian traffic signal to the new exit only driveway is acceptable in conjunction with the review and approval of the following items:

1. Provide Intersection Design Study (IDS) for Arlington Heights Road and proposed north Access Drive.
2. The permit applicant must be the Village of Arlington Heights.
3. The Village of Arlington Heights will be maintaining the relocated signal (the existing pedestrian traffic signal is currently maintained by the Village of Arlington Heights).
4. The proposed signal must be interconnected to the existing traffic signal system.
5. Provide two (2) outbound lanes striped as a separate left-turn and separate right turn lane at the proposed north exit only driveway.
6. The existing crosswalk must be removed and relocated to the proposed north access driveway.
7. The applicant may need to dedicate a right of way on the west side of Arlington Heights to locate the proposed signal equipment.

Upon approval to the above items; a submittal of traffic signal engineering plans will be required.

If you have any questions regarding this matter, please contact Mr. Sudud Mahmoud at (847) 705-4145.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

A handwritten signature in cursive script, reading "Stephen M. Travia".

By:
Stephen M. Travia, P.E.
Bureau Chief of Traffic



SAINT JAMES PARISH
A CATHOLIC CHRISTIAN COMMUNITY

820 N Arlington Heights Road
Arlington Heights, Illinois 60004
Office 224-345-7200
Fax 224-345-7220
www.stjamesah.org

November 30, 2017

Project: 831 N Arlington Heights Rd.
St. James Parish

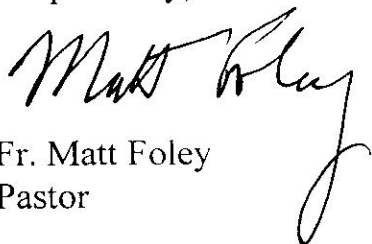
Case Number: PC17-010

Response to item #37

The goal for St. James is to eliminate parking on both residential streets as well as Arlington Heights Rd. We feel that we can accomplish this by utilizing the two parking lots as there will be no activities in the School or Parish Center during services. We will notify our parishioners in print media (through our weekly bulletin), social media (FaceBook) and finally by verbal announcements at our weekend services.

St. James would fully support any additional restrictions on residential street parking by the Village should our efforts prove ineffective.

Respectfully,



Fr. Matt Foley
Pastor



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

PERMITS

Location: Arlington Heights Rd. at Frederick Street (SEC)
Municipality: Village of Arlington Heights, Cook County
Re: St. James Parish Expansion
Reference No.: 016-78472

November 13, 2017

Mr. Luay Aboona, P.E.
KLOA
9575 W. Higgins Rd.
Suite 400
Rosemont, IL 60018

Dear Mr. Aboona:

We have completed our review of your engineering plans for the subject location. Our comments are marked in red on the enclosed plan set, which must be returned with your next submittal, and are detailed below:

1. The Department, in concept, has no objection to the proposed right-in/right-out access driveway; however, school children were observed to utilize the currently closed access as the pathway to the "playground" (existing parking lot) during school hours. Opening the access to live traffic, while the school children are still using the same access, is of concern. The Traffic Impact Study (TIS) must address the Department's aforementioned concern.
2. Dimension the SF/LF of all items to be removed and/or replaced on your Site Demolition Plan sheet.
3. Please provide separate ADA ramp details for roadway crossings along Arlington Heights Road. Please see attached template for reference.
4. All ADA related items shall be designed and installed in accordance with the "ADA Standard for Accessible Design" guidebook. Provide the information and signature required on the enclosed Municipality Sidewalk and ADA Acceptance Letter form.
5. In order to comply with ADA/PROWAG requirements, continue the sidewalk through all proposed driveways, and provide spot grades where necessary.
6. Include at least 24" of pavement patching adjacent to all areas of curb & gutter removal and replacement per the enclosed Pavement Patching at Curb and Gutter Removal detail; additionally, include this detail in your plans.
7. Show the 4' separation between the sidewalk and proposed 24" stop bar at the access driveway along Arlington Heights Road.
8. Please reference the enclosed right-in/right-out access template for geometric design and signing.
9. Provide local approval from all applicable agencies in acceptance of the drainage improvements for your site.

Location: Arlington Hts. Rd. at Frederick St.

November 13, 2017

Page 2

10. Per Public Act 86-616, "It is unlawful for any person to construct or cause to be constructed any drainage facility for the purpose of the detention or retention of water within a distance of 10 feet plus one and one-half times the depth of any drainage facility adjacent to the right-of-way of any public highway without the written permission of the highway authority having jurisdiction over the public highway." Provide evidence of compliance with Public Act 86-616 including a cross-section of the proposed drainage facility continuing through the right of way line.
11. Provide P.E. stamped drainage calculations showing that the proposed flow to the State Highway is not increased.
12. Update IDOT Highway Standard 701606 to its most recent version. Only a one lane closure of Arlington Heights Road will be allowed at this location.
13. Include IDOT Highway Standard 701801 in your plans.

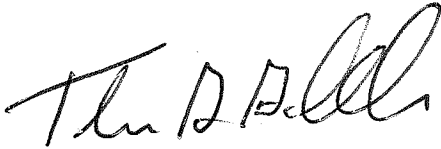
Please revise your plans in accordance with the above comments and resubmit two (2) revised to scale quarter size engineering plan copies along with a written disposition to all comments to continue the review process.

If you have any questions regarding this matter, please contact Abigail Robinson at (847) 705-4541.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:



Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

cc: Village of Arlington Heights

ADA DETAILS FOR PHASE 1 PROJECTS

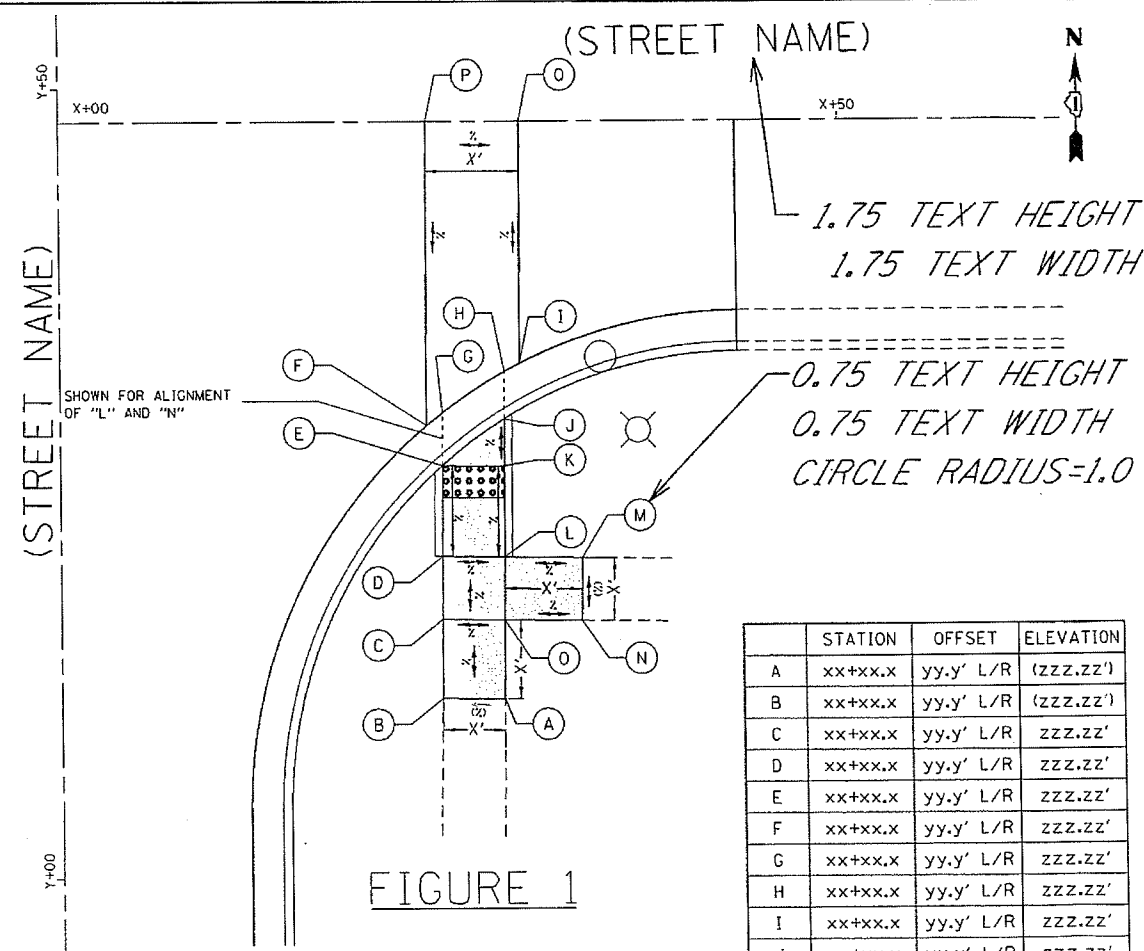


FIGURE 1

NOTES:

- 1.) THESE ADA DETAILS ARE FOR PRESENTATION PURPOSES. REFER TO THE CURRENT BDE MANUAL AND ADA/PROWAG GUIDELINES FOR DESIGN REQUIREMENTS.
- 2.) FOLLOW LEGEND FOR LABELING EXISTING ELEVATIONS, SLOPES, AND LENGTHS.
- 3.) ESTABLISH STATIONS/OFFSETS BASED ON 1 CENTERLINE FOR EACH CORNER.
- 4.) SHOW EXISTING (PROPOSED) ABOVE GROUND UTILITIES AND SIGNS.
- 5.) ELEVATIONS FOR POINTS (P), (Q), (R), AND (S) SHOULD MATCH WITH THEIR ASSOCIATED PROFILE.
- 6.) IN ORDER TO ALLOW FOR CONSTRUCTION TOLERANCES THE CROSS SLOPES AND RAMP RUNNING SLOPES SHOULD NOT BE DESIGNED TO THEIR MAXIMUM ALLOWABLE UNLESS NECESSARY. INSTEAD ALL CROSS SLOPES SHOULD BE DESIGNED AT 1.5% OR FLATTER WHEREAS RAMP RUNNING SLOPES SHOULD BE DESIGNED AT 1:4 (7.14%) OR FLATTER.
- 7.) SUBMIT DETAILS ON 11"x17" SIZED PLAN SHEETS AND AT A SCALE OF 1"=10'. ONLY 1 OR 2 RADII OF RETURN SHOULD BE PROVIDED PER SHEET.
- 8.) IF PARALLEL SIDEWALK SLOPES DO NOT MATCH, LABEL BOTH SLOPES. FOR EXAMPLE, IN FIGURE 1, IF M-L DOES NOT MATCH N-O BOTH SLOPES SHOULD BE LABELED.

	STATION	OFFSET	ELEVATION
A	xx+xx.x	yy.y' L/R	(zzz.zz')
B	xx+xx.x	yy.y' L/R	(zzz.zz')
C	xx+xx.x	yy.y' L/R	zzz.zz'
D	xx+xx.x	yy.y' L/R	zzz.zz'
E	xx+xx.x	yy.y' L/R	zzz.zz'
F	xx+xx.x	yy.y' L/R	zzz.zz'
G	xx+xx.x	yy.y' L/R	zzz.zz'
H	xx+xx.x	yy.y' L/R	zzz.zz'
I	xx+xx.x	yy.y' L/R	zzz.zz'
J	xx+xx.x	yy.y' L/R	zzz.zz'
K	xx+xx.x	yy.y' L/R	zzz.zz'
L	xx+xx.x	yy.y' L/R	zzz.zz'
M	xx+xx.x	yy.y' L/R	zzz.zz'
N	xx+xx.x	yy.y' L/R	zzz.zz'
O	xx+xx.x	yy.y' L/R	zzz.zz'
P	xx+xx.x	yy.y' L/R	(zzz.zz')
Q	xx+xx.x	yy.y' L/R	(zzz.zz')

LEGEND

- (xx.xx') EXISTING LENGTH/ELEVATION
- PROPOSED SIDE CURB
- EXISTING SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

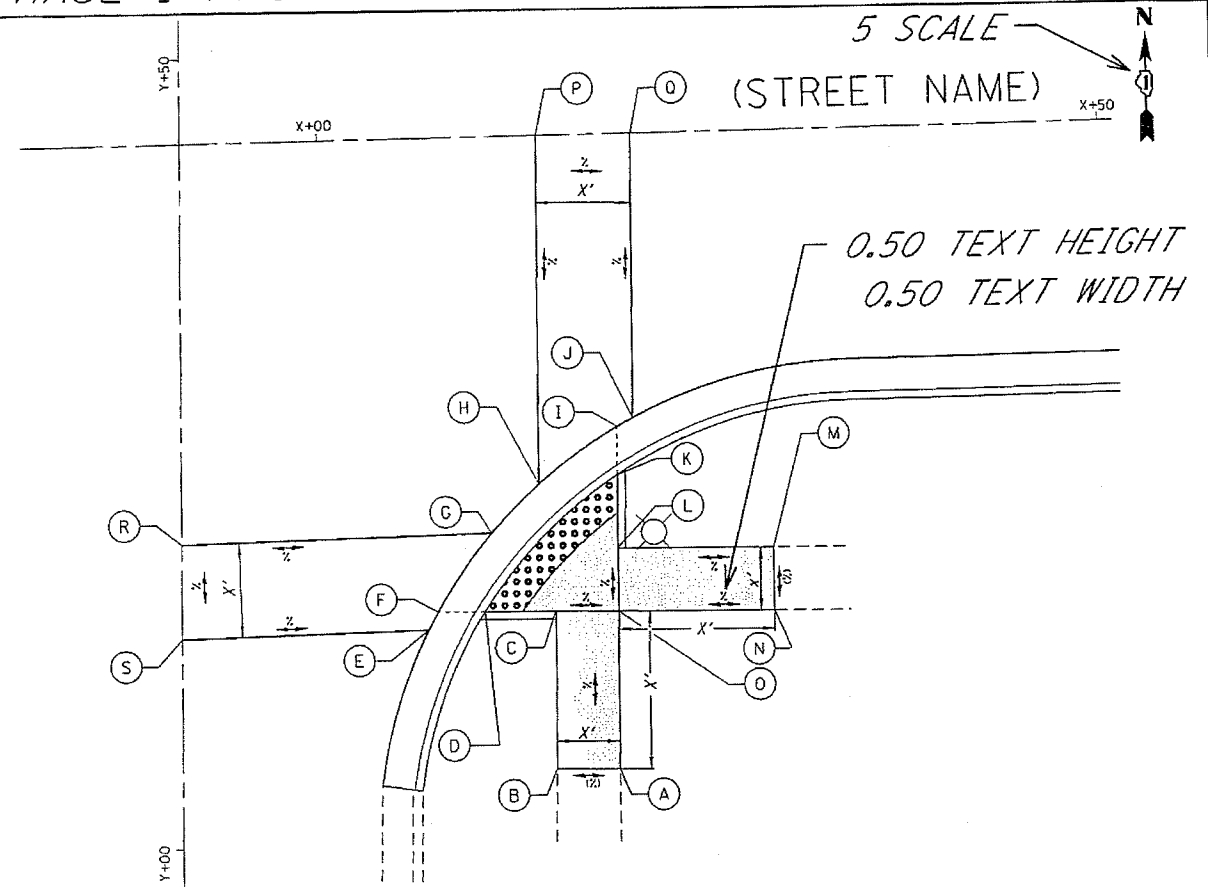
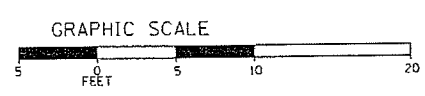


FIGURE 2

	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	xx+xx.x	yy.y' L/R	(zzz.zz')	L	xx+xx.x	yy.y' L/R	zzz.zz'
B	xx+xx.x	yy.y' L/R	(zzz.zz')	M	xx+xx.x	yy.y' L/R	zzz.zz'
C	xx+xx.x	yy.y' L/R	zzz.zz'	N	xx+xx.x	yy.y' L/R	zzz.zz'
D	xx+xx.x	yy.y' L/R	zzz.zz'	O	xx+xx.x	yy.y' L/R	zzz.zz'
E	xx+xx.x	yy.y' L/R	zzz.zz'	P	xx+xx.x	yy.y' L/R	(zzz.zz')
F	xx+xx.x	yy.y' L/R	zzz.zz'	Q	xx+xx.x	yy.y' L/R	(zzz.zz')
G	xx+xx.x	yy.y' L/R	zzz.zz'	R	xx+xx.x	yy.y' L/R	zzz.zz'
H	xx+xx.x	yy.y' L/R	zzz.zz'	S	xx+xx.x	yy.y' L/R	zzz.zz'
I	xx+xx.x	yy.y' L/R	zzz.zz'				
J	xx+xx.x	yy.y' L/R	zzz.zz'				
K	xx+xx.x	yy.y' L/R	zzz.zz'				



BORDER = 5 SCALE
CELLS = 20 SCALE

FILE NAME: S:\WP\pds\GEO\Osborne\CAD Projects\DA Files\ADA Template\Design\PHASE 1-1\pds\DRAWING\plans\PLP	USER NAME: osbornep	DESIGNED: PLP 10/04/2016	REVISED: NO 10/07/2016
		CHECKED: -	REVISED: NO 10/13/2016
		DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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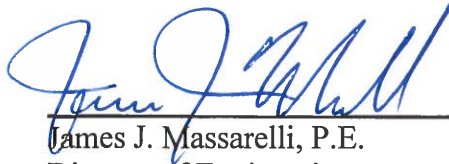
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
CONTRACT NO.			
ILLINOIS FED. AID PROJECT			

**PLAN COMMISSION PC #17-012
St. James Parish Subdivision
820 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation
Round 3**

RECEIVED
DEC 08 2017
**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

49. The response by the petitioner to comments #37-39, 41-44, & 46 are acceptable.
50. The response provided by the petitioner to Comment #40 is not acceptable. As per discussion at the December 7, 2017 meeting, provide a written narrative of the various design options that were considered for a possible driveway connection to the existing traffic signal at Arlington Heights Road and the reasons for not pursuing those options. Include discussion about geometric, traffic operations, and traffic signal considerations.
51. The response provided by the petitioner to Comment #45 is not acceptable. The response states parking along the west side of Arlington Heights Road will be maintained on Sundays. It is our understanding that all parking on Arlington Heights Road will be prohibited.
52. The response provided by the petitioner to Comment #47 is noted. As per discussion at the December 7, 2017 meeting, the variation for a 22' wide drive aisle should only apply to the drive aisle directly adjacent to the east side of the church building. The drive aisle north and south of the building shall be designed to the code required 24' width.
53. The response provided by the petitioner to Comment #48 is noted. As this traffic signal is solely for the benefit of the St. James campus, the Village will require an Agreement with the church that any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal will be borne by St. James Catholic Church. The electrical energy and maintenance costs that are currently paid by the Village will be billed by the Village to the church.
54. Sheet C3.0: At the RIRO driveway on Arlington Heights Road, the public sidewalk shall take precedence over the curb and shall be continuous through the driveway with the curbs stopping on either side of the sidewalk. This comment can be addressed at final engineering.
55. Sheet C3.0: All utility open cuts on Village streets will require heavy duty pavement as replacement. This comment can be addressed at final engineering.
56. Sheet C3.0: It is suggested additional private driveway and public sidewalk removal and replacement be shown on the north side of Frederick Street to account for the impact associated with the installation of the 5' diameter valve vault. This comment can be addressed at final engineering.
57. Sheet C7.0: The pavement thicknesses for the heavy duty pavement section must conform to the following: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. This comment can be addressed at final engineering.

58. Provide an additional Fire Truck routing exhibit showing the vehicle entering the RIRO driveway from the south, immediately turning north, then east toward the new front entrance. Adjust curbs at islands as necessary to allow movements.

 12/8/17
James J. Massarelli, P.E. Date
Director of Engineering

Additional Items for Final Engineering:

Estimates of Cost
Underground storage HS-25 loading
OUMA
Site lighting
Traffic Signal Agreement



Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

Date: December 4, 2017

Re: PC# 17-012. St. James Parish SUP Amendment – 831 N. Arlington Heights Rd. Round 3

-
- All previous comment have been addressed. No comments at this time.

Saint James Parish
PC 17-012
831 N. Arlington Heights Road
December 6, 2017

- 1) Please substitute the proposed Crabapple trees in the southwest corner with evergreen trees.

PLAN COMMISSION PROJECT TIMELINE

Project Name: St. James Parish
 PC Number: 17-012
 Location: 831 N. Arlington Heights Rd.
 Requested Action:

1. Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow to allow an addition to the Church building and modifications to the east campus parking lot.
2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
3. Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
4. Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.
5. Multiple Variations

	Date	# of Business Days
Preliminary Meeting with Applicant	07/13/17	-
Conceptual Plan Review Meeting	08/23/17	29
Awaiting Petitioner PC Application	09/22/17	21
PC Application Submittal Date	09/22/17	-
1 st Round Department Comments	10/12/17	14
Petitioner's Response – 1 st Round	11/03/17	16
2 nd Round Department Comments	11/20/17	10
Petitioner's Response – 2 nd Round	12/1/17	7
PC Hearing	12/13/17*	55 days from application date
Village Board	01/16/17	20
Anticipated Village Board Ord. Adoption	02/05/17	14

*Original PC Hearing was scheduled for 11/29/17, however, due to improper notification made by the petitioner, the meeting had to be pushed back until 12/13/17