## COMMUNITY DEVELOPMENT COMMISSION Village of Bensenville VILLAGE HALL June 5, 2018 6:30 PM

- I. Call Meeting to Order
- II. Roll Call and Quorum
- III. Pledge of Allegiance
- IV. Public Comment
- V. Approval of Minutes

April 3, 2018 Community Development Commission Minutes

- VI. Action Items:
- 1. Consideration of an Amendment to Conditional Use Permit and Variance, Stacking for Thorntons, Inc., located at 601 N IL Route 83.
- 2. Consideration of a Conditional Use Permit (Electronic Message Board Sign) and Variances (Monument Sign Height and Number permitted and Wall Sign number permitted) for Amoco, Inc. at 101 W. Irving Park Road.
- 3. Consideration of a Variance (Fence in corner side yard) for Celia Fernandez, located at 202 South Mason Street.
- 4. Consideration of a Conditional Use Permit (Electronic Message Center sign) and Variance (EMC sign percentage) for Zion Evangelical Lutheran Church, located at 865 South Church Road.
- 5. Consideration of an Amendment to Preliminary Planned Unit Development and Final Planned Unit Development for the Valinvest Holding, LLC, located at 720 East Green Street.
- VII. Report from Community and Economic Development
- VIII. Adjournment

Any individual with a disability requiring a reasonable accommodation in order to participate in a Community Development Commission Meeting should contact the Village Clerk, Village of Bensenville, 12 S. Center Street, Bensenville, Illinois, 60106 (630-350-3404)

TYPE: Minutes SUBMITTED BY: Corey Williamsen DEPARTMENT: Village Clerk's Office DATE: June 5, 2018

DESCRIPTION:

April 3, 2018 Community Development Commission Minutes

#### SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

#### **REQUEST:**

SUMMARY:

**RECOMMENDATION:** 

ATTACHMENTS: Description DRAFT\_180403\_CDC

Upload Date **5/30/2018** 

Type Cover Memo Village of Bensenville Board Room 12 South Center Street DuPage and Cook Counties Bensenville, IL, 60106

#### MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION

#### April 3, 2018

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:30p.m.

ROLL CALL : Upon roll call the following Commissioners were present: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Absent: Rodriguez A quorum was present.

STAFF PRESENT: K. Pozsgay, C. Williamsen,

## JOURNAL OF

**PROCEEDINGS:** The minutes of the Community Development Commission Meeting of March 6, 2018 were presented.

Motion: Commissioner King made a motion to approve the minutes as presented. Commissioner Marcotte seconded the motion.

All were in favor. Motion carried.

PUBLIC COMMENT:	There was no Public Comment
Public Hearing:	CDC Case Number 2018-05
Petitioner:	Leyva Recycling, Inc.
Location:	334 Evergreen Street
Request:	Conditional Use Permit, Recycling centers
	Municipal Code Section $10 - 9B - 3$
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2018-05. Commissioner King seconded the motion.
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Absent: Rodriguez A quorum was present.

Chairman Rowe opened the Public Hearing at 6:32 p.m.

Chairman Rowe swore in Village Planner, Kurtis Pozsgay.

Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on March 15, 2018. Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on March 15, 2018. Mr. Pozsgay stated on March 16, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours. Mr. Pozsgay stated the Petitioner is seeking a Conditional Use Permit for a Recycling Center at 334 Evergreen Street. Mr. Pozsgay stated the applicant intends to purchase and sort non-ferrous metals i.e. copper, brass, wires, batteries, etc.

Mr. George Leyva, son of the owner of Leyva Recycling Inc. was present and sworn in by Chairman Rowe. Mr. Leyva stated there would be no breaking down of materials on site. Mr. Leyva stated they would only accept car batteries and that the batteries would be stored on a pallet until they received 30-40 to ship out to be refurbished. Mr. Leyva stated they were willing to meet all requirements set forth by Staff and the Police Department.

Commissioner Marcotte asked how many parking spaces are available for their business. Mr. Leyva stated their unit would be designated 4-5 spaces on site and that additional parking can occur on the street.

Commissioner Marcotte asked what their hours would be. Mr. Leyva stated they will operated between 7:00am – 5:00pm Monday – Friday and are still debating whether to operate on weekends.

Commissioner Ciula asked if there would be any hazardous materials on site. Mr. Leyva stated they would not accept anything with hazardous materials.

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Commissioner King asked if there would be storage outside. Mr. Leyva stated all operations and storage would occur inside.

#### **Public Comment:**

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for requested conditional use permit consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: Our business would not create any issues with the traffic flow considering that our clients would go the back of the warehouse. Cars/trucks would enter through one side of the warehouse and exit through the other side therefore keeping the flow of traffic steady. We will not be using large semis so the traffic on Evergreen Ave should not be affected.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: We don't plan on using heavy machinery in the warehouse other then typical power tools. We plan on organizing our material as we receive them in their corresponding box so that we can avoid having a mess. All the material we will be receiving will be clean material therefore odor and dust shouldn't be a problem.

3. **Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: Leyva Recycling will not affect any other business in the village of Bensenville considering that our usage in the property will be no different then any other industrial use. We will do our best to minimize any type of issues with the village, landlord, and surrounding businesses. 4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

#### Applicant's Response: We will not require any public service in the facility other then what is normally provided.

**5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: We feel that our business will be convenient for local public and businesses so that they can recycle their used materials. With this approval the Village of Bensenville will have a new business that isn't commonly seen in Bensenville therefore the public and businesses have a local place to go to instead of driving to other towns.

6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: We don't see any other factors that we feel will have any affect. Only improvement we will make to the building will be some light replacements.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the proposed request with the following conditions:

1. The Conditional Use Permit be granted solely to Leyva Recycling Inc and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;

	<ol> <li>Client will limit hours of operation, including deliveries, to 7am and 8pm;</li> <li>Electronic purchases as outlined in section 3 of the Illinois Recyclable Metal Purchase Registration Law must be entered into LEADSONLINE Metal Theft Investigation System;</li> <li>No outdoor storage allowed;</li> <li>Applicant must provide parking strategy to be approved by staff prior to the Village Board Committee of the Whole review. The case will be continued to next CDC if not completed.</li> </ol>
	Commissioner Moruzzi raised concern with the petitioners proposed operation on the weekend. Commissioner Moruzzi asked that a six-month look back provision be included on the recommendation.
	Commissioner Moruzzi suggested security cameras be installed on site.
	Commissioner Moruzzi suggested the petitioner contact the Illinois State Fire Marshal's Office to ensure all safety parameters are met.
Motion:	Commissioner Moruzzi made a motion to close CDC Case No. 2018-05. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King
	Nays: None
	All were in favor. Motion carried.
	Chairman Rowe closed the Public Hearing at 6:50 p.m.
Motion:	Commissioner Marcotte made a combined motion to approve the Findings of Fact for CDC Case No. 2018-05 as presented by Staff and to approve the Conditional Use Permit request with the following conditions:
	<ol> <li>The Conditional Use Permit be granted solely to Leyva Recycling Inc and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new</li> </ol>

proprietor contemplates a change in use which is inconsistent with

	the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit:
2.	Client will limit hours of operation, including deliveries, to 7am
3.	Electronic purchases as outlined in section 3 of the Illinois Recyclable Metal Purchase Registration Law must be entered into LEADSONLINE Metal Theft Investigation System;
5.	Applicant must provide parking strategy to be approved by staff prior to the Village Board Committee of the Whole review. The case will be continued to next CDC if not completed.
6.	Staff will perform a 6-month review of the case to ensure all conditions have been met. The review should also ensure that no vehicles are being parked indoors or vehicle parts are being recycled which would require additional building code requirements.
	Commissioner Moruzzi seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Nays: None
	All were in favor. Motion carried.
Public Hearing: Petitioner: Location: Request:	CDC Case Number 2018-06 DLJ Laundromat, Inc. 1204 West Irving Park Road Conditional Use Permit, Dry cleaner and laundry drop off stations and laundromats - Municipal Code Section 10 – 7B – 3
Motion:	Commissioner Marcotte made a motion to open CDC Case No. 2018-06. Commissioner King seconded the motion.
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Absent: Rodriguez A quorum was present.
	Chairman Rowe opened the Public Hearing at 6:52 p.m.
	Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on March 15, 2018.

Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on March 15, 2018. Mr. Pozsgay stated on March 16, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours. Mr. Pozsgay stated the Petitioner is seeking a Conditional Use Permit for a Laundromat and Dry Cleaner at 1204 W Irving Park Road. Mr. Pozsgay stated the applicant intends to purchase the property. Both, the laundromat and dry cleaning will occupy the entire building. Mr. Pozsgay stated the proposed space is about 5,741 square feet. Mr. Pozsgay stated the laundromat will be opened from 6am to 11 pm, 7 days a week. Mr. Pozsgay stated the dry cleaner will only be pick up and deliveries. Mr. Pozsgay stated the cleaning process for dry cleaner will be conducted off the site.

Mr. Denny Vo, owner of DLJ Laundromat, Inc. was present and sworn in by Chairman Rowe. Mr. Vo stated he currently operates a laundromat in Bellwood. Mr. Vo stated he would be purchasing the property and operating as a laundromat and drop off/pick up dry cleaner. Mr. Vo stated the dry cleaning will occur off site.

Mr. Mitchel Gebczak, Real Estate Agent, was present and sworn in by Chairman Rowe. Mr. Gebczak stated his client, Mr. Vo, purchased the property for \$100,000.00 and plans to put just as much into the building.

Commissioner King raised concern with the amount of laundromats already operating in Bensenville.

Commissioner Moruzzi asked if there would be an employee on site. Mr. Vo stated there would always be one employee on site.

#### Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none. Mr. Pozsgay reviewed the approval criteria for the proposed request consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

#### Applicant's Response: The proposed use will not create any adverse impact on traffic or parking. This property has 26 available parking spaces on the property.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will be no environmental nuisance as a result of the laundromat or dry cleaner. I expect to use approximate 900,000 gallons of water per year, which will be similar to the annual water usage in my laundromat in Bellwood. There will not be any adverse effect on noise, glare, odor, dust or waste disposal as a result of the approval of the Condition Use, as all services are contained indoors and the dry cleaning process will be conducted by the third party off the site.

3. **Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: The proposed laundromat and dry cleaner will fit harmoniously with the existing business located at Irving Park Rd Commercial Corridor. The new business will not compete with the other business, but will draw additional people to the other business. A typical customer may do some shopping or eating at an existing business while doing their laundry.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

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> Applicant's Response: The proposed use will not put a burden or disproportionate demand on public services beyond what is normally provided for in a C-2 Commercial District. Even the water usage may be comparable with the previous property usage, which was a large restaurant. The washers currently in use are very efficient regarding the water waste. Currently, I have 60Ib, 40Ib and 30Ib washers in my laundromat at 1704 St. Charles Rd in Bellwood and my average water bill shows usage of 68,000 gallons.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The proposed laundromat and dry cleaning services will be a great addition to the Village of Bensenville. This new, state of the art facility will be able to meet the need of the public for the proposed services, especially the community of the surrounding apartment buildings. The customer friendly additions like multiple large, flat screen TVs and vending machines will complete the high quality service provided by my business to the public.

6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: The proposed business will be filing a vacancy, improve the building and increase the safety in this area. The building, which I intend to purchase, was foreclosed and boarded years ago. I want to bring it back to the Village of Bensenville as a nicely restored property and a great and much needed service to the community. My business will produce a good volume of people from not only Bensenville but also surrounding towns.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the request with the following conditions:

	<ol> <li>The Conditional Use Permit be granted solely to DLJ Laundromat, Inc. and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; and</li> <li>Applicant must remedy all outstanding billing and service issues; and</li> <li>Applicant must provide a Final Landscape plan for staff approval; and</li> <li>Applicant must provide a Final Site Lighting plan for staff approval.</li> </ol>
	Commissioner Marcotte asked if the drainage on site was proper for the proposed operation. Mr. Pozsgay stated there were no issues from Engineering regarding the discharge on site.
	Commissioner Moruzzi asked to add a condition for the installation of security cameras on site and to allow access to them from the Bensenville Police Department when need be.
Motion:	Commissioner Moruzzi made a motion to close CDC Case No. 2018-06. Commissioner Marcotte seconded the motion.
ROLL CALL:	Ayes: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King
	Nays: None
	All were in favor. Motion carried.
	Chairman Rowe closed the Public Hearing at 7:10 p.m.
Motion:	Commissioner Moruzzi made a combined motion to approve the Findings of Fact for CDC Case No. 2018-06 as presented by Staff and to approve the Conditional Use Request with the following conditions:

- The Conditional Use Permit be granted solely to DLJ Laundromat, Inc. and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; and
- 2. Applicant must remedy all outstanding billing and service issues; and
- 3. Applicant must submit a Final Landscape plan for staff approval; and
- 4. Applicant must provide a Final Site Lighting plan for staff approval.
- 5. A public safety plan should be submitted for review to Bensenville Police for approval prior to Village Board Committee of the Whole. To include:
  - a. Laundromat staff
  - b. Cameras and remote viewing
  - c. Police authorization to bar subjects and/or arrest for trespass without contacting management
  - d. Prohibition of amusement games
  - e. Lighting
  - f. Limitations on the hours of operation

Commissioner Marcotte seconded the motion.

Ayes: Ciula, Czarnecki, Moruzzi

Nays: Rowe, King, Marcotte

The motion failed.

ROLL CALL:

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Public Hearing: Petitioner: Location: Request:	CDC Case Number 2018-07 Global CFS, Inc. 525 Meyer Road A Planned Unit Development Amendment and Conditional Use Permit Amendment to Ordinance Nos. $9 - 2013$ , $42 - 2014$ and $13 - 2016$ to allow for the construction of a parking lot on site, Municipal Code Sections $10 - 7D - 2$ and $10 - 10 - 6$ .
Motion:	Commissioner Moruzzi made a motion to open CDC Case No. 2018-07. Commissioner Marcotte seconded the motion.
ROLL CALL :	Upon roll call the following Commissioners were present: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Absent: Rodriguez A quorum was present. Chairman Rowe opened the Public Hearing at 7:14 p.m.
	Village Planner, Kurtis Pozsgay, was present and previously sworn in by Chairman Rowe. Mr. Pozsgay stated a Legal Notice was published in the Bensenville Independent on March 15, 2018.
	Mr. Pozsgay stated a certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours. Mr. Pozsgay stated Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on March 15, 2018. Mr. Pozsgay stated on March 16, 2018 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. Mr. Pozsgay stated an affidavit of mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours. Mr. Pozsgay stated the Petitioner is seeking to amend 3 previously approved ordinances which granted a Planned Unit Development and Conditional Use Permit for a parking lot at 525 Meyer Road. Mr. Pozsgay stated the applicant intends to expand the lot to the north. Mr. Pozsgay stated the addition will more than double the number of parking spaces adding 28 for a total of 51 (including 2 handicap). Mr. Pozsgay stated additional detention is proposed, along with landscaping.

Mr. Joe Petrungaro of Petrungaro & Associates, Inc. was present and sworn in by Chairman Rowe. Mr. Petrungaro reviewed the proposed plans for the parking lot extension. Mr. Petrungaro stated he has been in discussion with the Village's Engineering Department and will meet all concerns to ensure the proper permits are issued.

There were no questions from the Commissioners.

#### Public Comment:

Chairman Rowe asked if there was any member of the Public that would like to speak on behalf of the case. There were none.

Mr. Pozsgay reviewed the approval criteria for the proposed Planned Unit Development request consisting of:

1. **Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: The proposed use will not create any adverse impact on traffic or parking. This property has 26 available parking spaces on the property.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: There will be no environmental nuisance as a result of the laundromat or dry cleaner. I expect to use approximate 900,000 gallons of water per year, which will be similar to the annual water usage in my laundromat in Bellwood. There will not be any adverse effect on noise, glare, odor, dust or waste disposal as a result of the approval of the Condition Use, as all services are contained indoors and the dry cleaning process will be conducted by the third party off the site.

3. **Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized. Community Development Commission Meeting Minutes April 3, 2018 Page 14

> Applicant's Response: The proposed laundromat and dry cleaner will fit harmoniously with the existing business located at Irving Park Rd Commercial Corridor. The new business will not compete with the other business, but will draw additional people to the other business. A typical customer may do some shopping or eating at an existing business while doing their laundry.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The proposed use will not put a burden or disproportionate demand on public services beyond what is normally provided for in a C-2 Commercial District. Even the water usage may be comparable with the previous property usage, which was a large restaurant. The washers currently in use are very efficient regarding the water waste. Currently, I have 60Ib, 40Ib and 30Ib washers in my laundromat at 1704 St. Charles Rd in Bellwood and my average water bill shows usage of 68,000 gallons.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The proposed laundromat and dry cleaning services will be a great addition to the Village of Bensenville. This new, state of the art facility will be able to meet the need of the public for the proposed services, especially the community of the surrounding apartment buildings. The customer friendly additions like multiple large, flat screen TVs and vending machines will complete the high quality service provided by my business to the public.

6. **Other Factors:** The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: The proposed business will be filing a vacancy, improve the building and increase the safety in this area. The building, which I intend to purchase, was foreclosed and boarded years ago. I want to bring it back to the Village of Bensenville as a nicely restored property and a great and much needed service to the community. My business will produce a good volume of people from not only Bensenville but also surrounding towns.

Mr. Pozsgay stated Staff recommends the approval of the findings of fact as they appear above and therefor recommend approval of the requests with the following conditions:

- The Conditional Use Permit for Outdoor Storage be granted solely to Global CFS/PC Properties, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.
- 2) The property be developed in substantial compliance with the plans submitted Petrungaro & Associates, Inc. dated 03.09.18.
- 3) All outstanding inspections for previous work be completed prior to permits being issued for the proposed updates.
- 4) A landscape plan shall be submitted for the entire site for staff review and approval prior to the Committee meeting.

There were no questions from the Commissioners.

Motion:Commissioner Moruzzi made a motion to close CDC Case No.<br/>2018-07. Commissioner Marcotte seconded the motion.

ROLL CALL: Ayes: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King

Nays: None

All were in favor. Motion carried.

Chairman Rowe closed the Public Hearing at 7:20 p.m.

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Motion: Commissioner Marcotte made a combined motion to approve the Findings of Fact for CDC Case No. 2018-07 as presented by Staff and to approve the proposed request with Staff's recommendations ask listed above. Commissioner King seconded the motion. ROLL CALL: Ayes: Rowe, Ciula, Czarnecki, Marcotte, Moruzzi, King Nays: None All were in favor. Motion carried. **Report from Community** Mr. Pozsgay reviewed both recent CDC cases along with **Development:** upcoming cases. **ADJOURNMENT:** There being no further business before the Community Development Commission, Commissioner Marcotte made a motion to adjourn the meeting. Commissioner King seconded the motion. All were in favor. Motion carried.

The meeting was adjourned at 7:24 p.m.

Ronald Rowe, Chairman Community Development Commission **TYPE:** Public Hearing SUBMITTED BY: K. Pozsgay DEPARTMENT:

**DATE:** 06.05.18

#### **DESCRIPTION:**

Consideration of an Amendment to Conditional Use Permit and Variance, Stacking for Thorntons, Inc., located at 601 N IL Route 83.

#### <u>SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:</u> SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

\_\_\_\_ Enrich the lives of Residents

- X Major Business/Corporate Center
- X Vibrant Major Corridors

### **REQUEST:**

Amendment to Conditional Use Permit, Ordinance No. 53A – 2012 and; Variance, Truck fueling station stacking Municipal Code Section 10 – 11 – 11E

#### SUMMARY:

- 1. The Petitioner is seeking an Amendment to Conditional Use Permit, to add an additional two truck fueling stations.
- 2. The Petitioner is also seeking a Variance to Truck fueling station stacking, from two spaces to zero at the two new fueling stations.
- 3. They also propose to make enhancements to the truck exit by further attempting to restrict left turns onto Foster Avenue, which have been a problem even with the current configuration constructed to limit the movement.
- 4. A neighborhood meeting was held on May 16. Meeting notes are included with this report. In summary: a. Neighbors are firmly against the proposal as is.
  - b. If the applicant is to expand, they should explore moving north, away from the homes, and not south, closer to the homes.
- 5. Staff does not support the reduction of stacking requirements.

### **RECOMMENDATION:**

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use Permit Amendment and Variance for Thorntons. Should the Commission decide to approve the application, staff recommends the following conditions:

- 1. The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18;
- 2. Applicant works with homes to the south to address light from signage;
- 3. Applicant fixes fence along Foster Avenue.
- 4. Applicant works with engineering on final changes to site plan regarding truck movements.

#### ATTACHMENTS:

Description	Upload Date	Туре
Aerial & Zoning Maps	5/31/2018	Backup Material
Legal Notice	5/31/2018	Backup Material
Application	5/31/2018	<b>Backup Material</b>
Draft Staff Report	5/31/2018	Executive Summary

Survey	5/31/2018	Backup Material
As Builts	5/31/2018	<b>Backup Material</b>
Civil Plans	5/31/2018	Backup Material
Topo Survey	5/31/2018	Backup Material
Photometrics	5/31/2018	Backup Material
Traffic Study	5/31/2018	Backup Material

#### CDC#2018 - 08

601 N IL Route 83 Thorntons Amendment to CUP, Ord. No. 53A-2012 and Variance, Stacking





#### LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, June 5, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 08 to consider a request for:

Amendment to Conditional Use Permit, Ordinance No. 53A – 2012 and;

Variance, Truck fueling station stacking Municipal Code Section 10 - 11 - 11E.

601 N IL Route 83 is in a C - 2 Highway Commercial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

THE SOUTH 396 FEET, AS MEASURED ON THE WEST LINE OF THE WEST 660 FEET, AS MEASURED ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (EXCEPT THAT PART TAKEN OR DEDICATED FOR ROADWAY PURPOSES) IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 601 N IL Route 83, Bensenville, IL 60106.

Thorntons, Inc. of 2600 James Thornton way, Louisville, KY 40245 is the owner and Kimley-Horn and Associates, Inc. of 1001 Warrenville Road, IL 60532 the applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through June 5, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

#### TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT May 17, 2018

For Date of Submission: MUNIS Acco	Office Use Only Dount #: CDC Ca	ıse #:
COMMUNITY DEVELOPME 601 IL-83, Bensenville, I	ENT COMMISSION L 60106	APPLICATION
Property Index Number(s) (PIN):03-11-104-015	-0000	
A. PROPERTY OWNER: Thorntons, Inc.	Thorntons, Inc. Corporation (if applicab	le)
2600 James Thornton Way Street Louisville	Kentucky	40245
City Todd Smutz Contact Person	State 502-572-1294 to Telephone Number & E	and the second s
If Owner is a Land Trust, list the names and addresses of the Property Owner Signature:	ne beneficiaries of the Trus	t. Date: <u>3/27/18</u>
Eric Tracy, P.E. Name 1001 Warrenville Road	Corporation (if applicab	le)
Street Lisle City Fric Tracy	Illinois <sub>State</sub> 630-487-5560	60532 <sup>Zip Code</sup> Eric.Tracy@kimley-horn.com
Contact Person Civil Engineering Consultant Relationship of Applicant to subject property Applicant Signature:	Telephone Number & E	mail Address
<ul> <li>C. ACTION REQUESTED (Check applicable):</li> <li>Annexation</li> <li>Conditional Use Permit</li> <li>Master Sign Plan</li> <li>Planned Unit Development**</li> <li>Plat of Subdivision</li> <li>Rezoning (Map Amendment)</li> <li>Site Plan Review</li> <li>Variance</li> <li>*Item located within this application packet.</li> <li>**See staff for additional information on PUD requests</li> </ul>	SUBMITTAL I each):	REQUIREMENTS (1 original & 1 copy of of Ownership* (signed/notarized) ton* I Criteria escription of Property urvey Plans & Elevations ing Plans be Plan Fee (Application Fee + Escrow) agreement and deposit* ubmission of all application ls (CD)

#### Brief Description of Request(s): (Submit separate sheet if necessary)

#### We are requesting a Site Plan Review of modifications to two driveway entrance to

truck fueling area on the eastern side of the site.

- D. PROJECT DATA:
- 1. General description of the site: The site currently is a Thorntons Fueling Station
- 5.40 Building Size (if applicable): 2. Acreage of the site:
- 3. Is this property within the Village limits? (Check applicable below)
  - X Yes
  - No, requesting annexation
  - No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
- 4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.) Ordinance No. 53A-2012

#### Jurisdiction Existing Land Use Zoning Village of Bensenville C-2 Site: **Highway Commercial** Village of Bensenville Office Center & Light Industrial North: 0-2 & 1-2 High Density Traditional Single Family **RS-5** Village of Bensenville South: East: 1-2 Light Industrial Village of Bensenville West: C-2 **Highway Commercial** Village of Bensenville

#### 5. Character of the site and surrounding area:

#### E. DEVELOPER'S STAFF (if applicable):

ARCHITECT	ENGINEER:
Name:	Name: Eric Tracy, P.E.
Telephone:	Telephone: 630-487-5560
Email:	Email: eric.tracy@kimley-horn.com
а <sup>4</sup>	
ATTORNEY	OTHER
Name:	Name:
Telephone:	Telephone:
Email:	Email:

#### F. APPROVAL CRITERIA:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



<u>STAFF REPORT</u>	
HEARING DATE:	June 5, 2018
CASE #:	2018 - 08
PROPERTY:	601 N IL Route 83
PROPERTY OWNER:	San Giovanni, LLC
APPLICANT	Thorntons, Inc.
SITE SIZE:	205,805 SF / 4.7 acres
BUILDING SIZE:	5,000 SF
PIN NUMBERS:	03-11-104-015
ZONING:	C – 2 Highway Commercial District
REQUEST:	A Conditional Use Permit Amendment to Ordinance Ord. No. 53A-2012 to
	allow for the construction of two additional truck fueling stations, and
	Variance, stacking; Municipal Code Section 10 – 11 – 11.

#### **PUBLIC NOTICE:**

- 1. A Legal Notice was published in the Bensenville Independent on Thursday May 17, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday May 18, 2018.
- 3. On Friday May 18, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

#### **SUMMARY:**

The Petitioner is seeking to amend a previously approved Conditional Use Permit to allow a Gasoline and Diesel Fuel Service Station. The Petitioner wants to add two (2) additional Diesel Fuel service lanes. They also propose to make enhancements to the truck exit by further attempting to restrict left turns onto Foster Avenue, which have been a problem even with the current configuration constructed to limit the movement.

SURROUIUDII (G EARD USED:				
	Zoning	Land Use	<b>Comprehensive Plan</b>	Jurisdiction
Site	C – 2	Fueling Station	Regional Commercial	Village of Bensenville
North	O – 2	Office	Commercial/Industrial Flex	Village of Bensenville
South	C – 2	Fueling Station	Regional Commercial	Village of Bensenville
West	C – 2	Fueling Station	Regional Commercial	Village of Bensenville
East	I – 2	Industrial	Industrial	Village of Bensenville

#### SURROUNDING LAND USES:

#### **DEPARTMENT COMMENTS:**

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village

Quality Customer Oriented Services

Safe and Beautiful Village

Enrich the lives of Residents

X Major Business/Corporate Center

Vibrant Major Corridors

#### Finance:

No past due balances.

#### Police:

- 1) The additional pumps may reduce stacking but it just as well may just attract more trucks. Without knowing what is more likely, the police department has no opinion on whether the proposal will reduce or increase the traffic problems associated with the location.
- 2) The proposed structural change to the Foster exit to reduce the number of left turn violators onto Foster Avenue is supported.

#### Engineering and Public Works:

The adjustment to the exit lane curb is very subtle. Concern that it will do anything to discourage left turns out onto Foster. It might need a sharper point at the east side to reinforce that it's a right-only.

#### Community & Economic Development:

Economic Development:

- 1) Generally supportive of the amendment to the Conditional Use Permit.
- 2) The additional truck fueling stations will allow increased vehicle circulation through the property, increasing the number of transactions and resulting in additional sales tax revenue for the Village.

Fire Safety: No issues.

## Building:

No comments.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Local Commercial" for this property.
- 2) In the 2013 CEDS this property falls in the "Northern Business District".
- 3) The amendment to the CUP is based on the addition of two fueling stations and a modified site plan.
- 4) No modifications are proposed for the existing building, just the truck canopy.
- 5) Conditions from previous approvals that were not met include:
  - a. 19. A cross access agreement be established with the property to the north (for a non-competing use).
  - b. 20. The Applicant shall work with the Village on the installation of a sign denoting the Bensenville Northern Business District on the property.

- 6) Staff has concerns about the truck stacking variance request. This is not a variance that has been allowed anywhere else in the Village.
- 7) While the staff understands the argument that the two new fueling stations will help the applicant serve more customers during peak hours, there is a real concern of induced demand. The concern is that more trucks will be served, causing even more backups onto Foster.
- 8) A neighborhood meeting was held on May 16. Meeting notes are included with this report. In summary:
  - a. Neighbors are firmly against the proposal as is.
  - b. If the applicant is to expand, they should explore moving north, away from the homes, and not south, closer to the homes.

#### **APPROVAL CRITERIA FOR CONDITIONAL USES:**

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

**1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

# Applicant's Response: The project is proposing to restrict exiting left turns from the store to increase safety on Foster Avenue.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

#### Applicant's Response: There will not be any adverse environmental effects.

**3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

#### Applicant's Response: The character of the neighborhood will not be altered.

**4.** Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

# Applicant's Response: The expansion will not affect the use of public services and facilities.

**5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The expansion of two diesel fuel canopies will allow Thorntons to better serve the existing corridor.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

#### Applicant's Response: No response.

#### Staff response to approval criteria:

1) Staff does not support the reduction of stacking requirements.

2) Staff believes adding additional fueling lanes closer to the residential to the south will increase diesel fumes into the neighborhood.

3) Staff believes the increase traffic and fumes from additional fueling lanes changes the character of the neighborhood.

	Meets (	Criteria
<b>Conditional Use Approval Criteria</b>	Yes	No
1. Traffic		X
2. Environmental Nuisance		Х
3. Neighborhood Character		X
4. Public Services and Facilities	X	
5. Public Necessity	X	
6. Other Factors		Х

#### **APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

- 1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.
- Response: Space does not exist on the site to provide additional stacking for the proposed fuel positions. The proposed fuel positions will allow Thorntons to serve customers more efficiently and allow for more customers to be served in less time which will help to alleviate stacking.
- 2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

**Response:** Adhering to the stacking requirements would result in a hardship for Thorntons. Thorntons would not be able to provide the additional dispensers at the store.

**3.** Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The stacking area between the entrance to the fuel dispenser area and the fuel canopy does not have adequate space to allow for the additional stacking requirements.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

# **Response:** The special circumstances have not been created by the applicant and are existing site conditions.

5. Preserve Rights Conferred by District: A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

# **Response:** Given the unique site constraints, granting of the variance does not provide special privilege to the development.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

# **Response:** The granting of the variance is necessary for Thorntons to be able to provide additional fueling lanes to serve customers more efficiently.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

# **Response:** The granting of the Variance will not alter the essential character of the area.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

**Response:** The granting of the Variance will be consistent with the existing conditional use. The variance will provide Thorntons the ability to serve their customers more effectively.

**9. Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

**Response:** The variance requested is the minimum variation needed. Thorntons would not be able to provide the additional dispensers at the store.

#### Staff response to approval criteria:

1) Staff understands that there is limited room on site for stacking, but doesn't believe that is a cause for relief from stacking requirements.

2) Staff does not feel the stacking requirements cause a hardship.

3) Staff does not believe the lack of space is cause for variation.

6) Staff does not believe the variation is necessary for use of the property.

	Meets (	Criteria	
Variances Approval Criteria	Yes	No	
1. Special Circumstances		X	
2. Hardship		Х	
3. Circumstances relate to the Property		Х	
4. Not Resulting from Applicant Actions	Х		
5. Preserve Rights Conferred By District	X		
6. Necessary for the Use of the Property		Х	
7. Not Alter Local Character	Х		
8. Consistent with Title and Plan	Х		
9. Minimum Variance Needed	Х		

#### **RECOMMENDATIONS:**

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use Permit Amendment and Variance for Thorntons. Should the Commission decide to approve the application, staff recommends the following conditions:

- 1) The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18;
- 2) Applicant works with homes to the south to address light from signage;
- 3) Applicant fixes fence along Foster Avenue.
- 4) Applicant works with engineering on final changes to site plan regarding truck movements.

Respectfully Submitted, Department of Community & Economic Development



This professional service conforms to the current Illinois minimum standards for a boundary survey.

## NOTE

ALL WORK UNDER THIS PROJECT MUST BE CONSTRUCTED IN COMPLIANCE WITH ALL FEDERAL, STATE AND OSHA REQUIREMENTS TO INSURE SAFETY AT ALL TIMES ON THIS DEVELOPMENT, INCLUDING IF NECESSARY THE FENCING IN OF THE DEVELOPMENT PARCEL OR WORK AREA.



- NOTES

- TOPOGRAPHIC SURVEY











# TRASH GUARDS FOR F.E.S.







# FINAL ENGINEERING ENGINEERING PLANS **THORTONS #314** 601 IL-83

# **UTILITY AND GOVERNING AGENCY CONTACTS**

ENGINEERING DEPARTMENT VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

STORM SEWER SERVICE VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435

ROADWAY AUTHORITY VILLAGE OF BENSENVILLE, PUBLIC WORKS 717 EAST JEFFERSON STREET BENSENVILLE, IL 60106 TEL: (630) 350-3435 CONTACT: MEHUL PATEL, P.E.

POWER COMPANY COMMONWEALTH EDISON 3500 NORTH CALIFORNIA AVENUE CHICAGO, IL 60618 TEL: (866) 639-3532

NATURAL GAS COMPANY NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60563 TEL: (888) 642-6748

<u>TELEPHONE</u> AT&T 915 N. YORK STREET ELMHURST, IL 60126 TEL: (331) 209-6685

# **PROJECT TEAM**

<u>DEVELOPER</u> THORNTONS, INC. 2600 JAMES THORNTON WAY LOUSVILLE, KY 40245 TEL: (502) 572-1294 EMAIL: TODD.SMUTZ@THORNTONSINC.COM CONTACT: TODD SMUTZ

<u>CIVIL ENGINEER</u> KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE RD, SUITE 350 LISLE, IL 60532 TEL: (630) 487-5560 EMAIL: ERIC.TRACY@KIMLEY-HORN.COM CONTACT: ERIC TRACY, P.E.

SURVEYOR SPACECO INC. 9575 W. HIGGINS ROAD, SUITE 700 ROSEMONT, IL 60018 TEL: (847) 696-4060 CONTACT: GABRIELA PTASINSKA, P.L.S.

# BENSENVILLE, IL 60106



	Sheet List Table		
Sheet Number	Sheet Title		
C0.0	TITLE SHEET		
C1.0	DEMOLITION PLAN		
C2.0	SITE PLAN		
C3.0	GRADING PLAN		
C4.0	CONSTRUCTION DETAILS		

# BENCHMARKS

SITE BENCHMARKS: (LOCATIONS SHOWN ON SURVEY)

SITE BENCHMARK #2 BY OTHERS: ARROW BOLT ON FIRE HYDRANT ON SIDE OF FOSTER AVENUE.

ELEVATION = 691.51 (NAVD 88)

ADD 0.94 TO ELEVATIONS FOR NAVD88.

SITE BENCHMARK PER T.K.D LAND SURVEYORS, INC. TOPOGRAPHIC & BOUNDARY SURVEY PLAN UNDER ORDER NO. 12-046, DATED 03/15/2012, FIELD WORK COMPLETED 03/15/2012



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# **PROFESSIONAL ENGINEER'S CERTIFICATION**

I, ERIC J. TRACY, A LICENSED PROFESSIONAL ENGINEER OF IL, HEREBY CERTIFY THAT THIS SUBMISSION, PERTAINING ONLY TO THE "C" SERIES CIVIL SHEETS LISTED ABOVE, WAS PREPARED ON BEHALF OF THORNTONS, INC. 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., 2018.

IL LICENSED PROFESSIONAL ENGINEER 062-067482 MY LICENSE EXPIRES ON NOVEMBER 30, 2019

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## **DEMOLITION LEGEND**

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ITEM TO REMAIN, PROTECT DURING CONSTRUCTION CURB REMOVAL

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FULL DEPTH ASPHALT REMOVAL FULL DEPTH CONCRETE REMOVAL

SAWCUT LINE

# **DEMOLITION NOTES**

- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING 1. STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
- 2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE 3. CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
- 4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- 5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER. TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
- QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
- REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE 7. INFORMATION.
- CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR 8. RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
- 9. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
- 10. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. 11. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND
- GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
- 12. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
- 13. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD 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. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
- 14. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
- 15. 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 MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
- 16. TANK HOLE SHORING WILL BE REQUIRED DUE TO THE PROXIMITY OF PAVEMENT EXCAVATION FOR FUEL LINE PIPING.

KHA PROJECT NO.

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REV.         BY         DATE           R1         TAS         11/6/13           R2         TAS         11/12/13           R4         TAS         6/16/14	DESCRIPTION UPDATED SITE PLAN UPDATED TRUCK CANOPYAND ADDED FLOODS REVISED FIXTURE LATOUT PER OWNER COMMENTS				PERSONS USING THIS PROGRAM ARE ADVISED THAT THIS PROGRAM MAY CONTAIN ERRORS WHICH RED LEONARD ASSOCIATES, INC. OR ITS SOFTWARE PROVIDER HAVE NOT OBSERVED. IN ADDITION, THE USE OF THIS PROGRAM TO AID IN ADDITION, THE USE OF THIS PROGRAM TO AID IN ADDITION, THE USE OF THIS PROGRAM TO AID IN AVY USE OF THES QUANTITIES IS NOT INTENDED TO REMOVE THE RESPONSIBILITY OF THE USER TO VERIFY THE COMPLETENESS OF ANY BILL OF MATERIAL AND THAT THE LAYOUT OR USE OF LUMINAIRES IS IN FULL ACCORDANCE WITH ALL LOCAL, STATE, OR FEDERAL STATUTES, REGULATIONS OR OTHER REQUIREMENTS, OR THE REQUIREMENTS OF ANY INSURANCE GROUP. ORGANIZATION OR CARRIER	AL AND ILLUSTRATION PURPOSES ONLY. ALL PRODUCT, PORATE NAMES ARE THE PROPERTY OF THEIR RESPECTIVE CT SPECIFICATIONS AND QUANTITIES MAY VARY. S ARE THE PROPERTY OF RED LEONARD ASSOCIATES, INC. E DOCUMENTS WITHOUT THE WRITTEN CONSENT OF JAYME D LEONARD ASSOCIATES, INC. IS STRICTLY PROHIBITED. ULTS SHOWN ON THIS LIGHTING APPLICATION ARE BASED WITH LUMINAIRE TEST PROCEDURES CONDUCTED UNDER DITIONS. ACTUAL PROJECT CONDITIONS DIFFERING FROM RS MAY AFFECT FIELD RESULTS. THE CUSTOMER IS 'VERIFYING COMPLIANCE WITH ANY APPLICABLE ING. OR ENERGY CODE. SCALE: SCALE: SCALE: 1" = 30' DWG SIZE: D	LAYOUT BY: TAS DATE: 8/23/13 PRO THOP BENSE DRAWIN RL-143	NTONS NVILLE, IL NUMBER: 38-S1-R4

R4 TAS 6/16/14 REVISED FIXTURE LATOUT PER OWNER COMMENTS R5 TAS 3/8/18

ADDED ADDTION ON TRUCK CANOPY



-574-9500

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ħ2	<b>b</b> 1		-FIXTURE TYPES "B1", AND "B2" ARE MOUNTED	D ON A	27' POL	E ATOP	P A 3' HI	GH CONCRETE F	OUNTATION.
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<u> </u>			Calculation Summary	Ava	м	ax	Min	Ava/Min	Max/Min
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Avg	Max	Min	Avg/Min	Max/Min
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28.19	38	1	28.19	38.00
2.47	23.6	0.6	4.12	39.33
0.77	6.8	0.0	N.A.	N.A.
-	Avg           28.14           4.87           28.19           2.47           0.77	Avg         Max           28.14         37           4.87         28.1           28.19         38           2.47         23.6           0.77         6.8	Avg         Max         Min           28.14         37         17           4.87         28.1         0.5           28.19         38         1           2.47         23.6         0.6           0.77         6.8         0.0	Avg         Max         Min         Avg/Min           28.14         37         17         1.66           4.87         28.1         0.5         9.74           28.19         38         1         28.19           2.47         23.6         0.6         4.12           0.77         6.8         0.0         N.A.



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REV.     BY     DATE     DESCRIPTION       R1     TAS     11/6/13     UPDATED SITE PLAN	
R2 TAS 11/12/13 UPDATED TRUCK CANOPYAND ADDED FLOODS	
R4 TAS 6/16/14 REVISED FIXTURE LATOUT PER OWNER COMMENTS	

REVISED FIXTURE LATOUT PER OWNER COMMENTS ADDED ADDTION ON TRUCK CANOPY

R5 TAS 3/8/18



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# **Ted leonard associates** 1340 Kemper Meadow Dr. | Cincinnati, OH 45240 | 513-574-9500

www.redleonard.com

SCALE: LAYOUT BY: NTS TAS

DWG SIZE: DATE: D 8/23/13

PROJECT NAME: THORNTONS BENSENVILLE, IL DRAWING NUMBER: RL-1438-S1-R4



# THORNTONS STORE 314 DIESEL FUELING STATION EXPANSION

Traffic Impact Study

Bensenville, Illinois

**March 2018** 

Prepared for: **Thorntons, Inc.** 

# Kimley **»Horn**



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#### **EXECUTIVE SUMMARY**

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by Thorntons, Inc., to perform a traffic impact study for a proposed expansion to Thorntons Store 314, located on the northeast quadrant of IL 83 (Busse Road) and Foster Avenue in Bensenville, Illinois. The expansion would add two diesel fueling positions to the existing diesel fueling station. Access to the diesel fueling area would be provided by two existing driveways, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). The diesel fueling area would continue to be separated from the retail gas station and convenience market by a raised curb; internal connectivity between the two uses is not proposed.

As part of this traffic impact study, existing and future traffic conditions were evaluated for the signalized intersection of IL 83/Foster Avenue. Traffic conditions were also evaluated for the existing site access driveways serving the diesel fueling station. The analysis of future conditions considers overall background growth and the addition of site-generated traffic.

Based on a review of future traffic conditions, site-generated traffic is not expected to materially impact the study intersections. The intersection of IL 83/Foster Avenue would operate with delay and 95<sup>th</sup> percentile queues similar to existing conditions. The site access driveways would operate with acceptable delay and 95<sup>th</sup> percentile queues for inbound and outbound traffic are projected to be approximately one vehicle or less.

Minor-leg stop control is recommended for outbound traffic at Access B. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusions* section of this report.

#### **1. INTRODUCTION**

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained by Thorntons, Inc., to perform a traffic impact study for a proposed expansion to the existing Thorntons Store 314, located on the northeast quadrant of IL 83 (Busse Road) and Foster Avenue in Bensenville, Illinois. The proposed expansion would add two diesel fueling positions to the existing diesel fueling area; no changes to the retail gas station are proposed. Access to the diesel fueling area would continue to be provided by two existing driveways to Foster Avenue, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). An aerial view of the study location and the surrounding roadway network is presented in **Exhibit 1**.

As a part of this study, the existing network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were then established for the proposed diesel fueling expansion and added to background traffic volumes in order to assess the site's impact on the area roadway network. This report presents and documents Kimley-Horn's data collection, and summarizes the evaluation of existing and projected future traffic conditions on the surrounding roadways.



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EXHIBIT 1 SITE LOCATION MAP

#### 2. EXISTING CONDITIONS

Kimley-Horn conducted a field visit to collect relevant information pertaining to existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. This section of the report details information on these existing conditions.

#### 2.1. Area Land Uses & Connectivity

Located on the northeast quadrant of IL 83/Foster Avenue, the subject site is currently occupied by Thorntons Store 314, which includes a convenience market, retail fueling positions, and diesel fueling area. Retail gas stations are located on the northwest, southwest, and southeast quadrants of IL 83/Foster Avenue. Industrial uses are located to the north and east of the subject property. Single-family residences are generally located to the south and west. The site is in close proximity to O'Hare International Airport, located approximately two miles to the east. Access to IL 390 is provided at Thorndale Avenue, located less than one mile north of the subject property. Access to both Interstate 290 and Interstate 90 is provided less than three miles west and north of the site, respectively.

#### 2.2. Existing Roadway Characteristics

Based on a field investigation within the study area, the following information was obtained about the existing roadway network.

*IL 83 (Busse Road)* is a north-south roadway that runs along the western boundary of the subject property. The Illinois Department of Transportation (IDOT) classifies IL 83 as a Principal Arterial roadway. IL 83 is also designated a Strategic Regional Arterial (SRA) by IDOT. The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization. Through the study area, IL 83 provides three travel lanes in each direction. At its signalized intersection with Foster Avenue, IL 83 provides a dedicated left-turn lane, two through lanes, and a shared through/right-turn lane on each leg. A speed limit of 45 miles per hour (MPH) is posted within the study area. IL 83 is under IDOT jurisdiction.

**Foster Avenue** is an east-west roadway that runs along the southern boundary of the site. This roadway is classified by IDOT as a Major Collector east of IL 83 and as a Minor Collector west of IL 83. At its signalized intersection with IL 83, Foster Avenue provides a dedicated left-turn lane, a shared through/right-turn lane on the west leg. On the east leg, Foster Avenue provides a dedicated left-turn lane, and a dedicated right-turn lane. A speed limit of 25 MPH is posted within the study area. Foster Avenue is under the jurisdiction of the Village of Bensenville.

**Thorntons Diesel Inbound Driveway (Access A)** provides access to the diesel fueling station via Foster Avenue. The driveway provides two inbound lanes for truck traffic. A speed limit of 25 MPH is assumed for the purposes of this study.

**Thorntons Diesel Outbound Driveway (Access B)** provides access to Foster Avenue from the diesel fueling station. The driveway provides a single right-turn only lane for outbound truck traffic. A speed limit of 25 MPH is assumed for the purposes of this study. Minor-leg stop-control is also assumed for this study.

*Private Driveways* are located opposite both Access A and Access B. The west driveway, located opposite Access B, provides access to a gas station with convenience market. The east driveway, located opposite Access A, provides access to an industrial warehouse development. Each driveway provides a single outbound lane and one receiving lane. For purposes of this analysis, a speed limit of 25 MPH is assumed for each private driveway. Minor-leg stop-control is also assumed for this study.

#### 2.3. Data Collection

To provide a basis for the trip generation study, turning movement count data was collected at the following intersections within the study area:

- IL 83 (Busse Road) / Foster Avenue
- Foster Avenue / Access A (Inbound)
- Foster Avenue / Access B (Outbound)

The counts were performed during the weekday morning and evening peak periods (7:00-9:00AM and 4:00-6:00PM, respectively). Additional turning movement counts were performed during the Saturday midday peak period (11:00AM-1:00PM). This data indicates that peak traffic volumes occur within the study area from 7:45-8:45AM and 4:15-5:15PM during the weekday, and from 11:30AM-12:30PM on Saturday. Existing peak hour vehicle traffic volumes are presented in **Exhibit 2**.

As shown, IL 83 is heavily traveled, especially during weekday morning and evening peaks. A commuter pattern to the industrial area north of the study area can be denoted, with a higher volume of traffic traveling northbound on IL 83 in the morning, and conversely, a higher volume of traffic in the southbound direction in the evening. At Access B, less than five (5) outbound left-turn vehicles were observed during the weekday peak hours. Access B is an outbound right-turn-only driveway; therefore, for purposes of this analysis, the left-turn vehicles were added to the outbound right-turn movement.



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#### EXHIBIT 2 EXISTING (YEAR 2018) TRAFFIC VOLUMES

#### 2.4. Existing Capacity Analyses

Synchro software was used to evaluate existing capacity at the study intersections during the weekday and Saturday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's <u>Highway</u> <u>Capacity Manual</u> (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Level of Service	Description
А	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
В	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
С	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

#### Table 2.1. Level of Service Grading Descriptions<sup>1</sup>

<sup>1</sup> Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Loval of Sanvica	Average Control Delay (s/veh) at:					
	Unsignalized Intersections	Signalized Intersections				
А	0 – 10	0 – 10				
В	> 10 – 15	> 10 – 20				
С	> 15 – 25	> 20 – 35				
D	> 25 - 35	> 35 – 55				
E	> 35 - 50	> 55 – 80				
F <sup>2</sup>	> 50	> 80				

#### Table 2.2. Level of Service Grading Criteria<sup>1</sup>

<sup>1</sup> Highway Capacity Manual 2010

<sup>2</sup> All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. In order to evaluate existing traffic operation, the signal timings for the IL 83/Foster Avenue intersection were obtained from IDOT and verified during field observations. Per IDOT requirements, right-turn on red (RTOR) movements were excluded from the capacity analysis.

The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. Overall intersection operations are also reported for the signalized intersection of IL 83/Foster Avenue. The results for the unsignalized intersection are based on Synchro's HCM 2010 reports. For the signalized intersection of IL 83/Foster Avenue, the HCM 2010 report is unable to produce capacity results due to the presence of U-turn volumes on the southbound approach. For purposes of this analysis, the capacity results for the intersection of IL 83/Foster Avenue are based on the Synchro Lanes, Volumes, Timings report.

Intersection	Wee AM Pe	Weekday AM Peak Hour		kday ak Hour	Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 83 / Foster Avenue *						
Eastbound	79	E1	>120	F	52	D <sup>3</sup>
Westbound	66	E	61	E	35-	С
Northbound	41	D <sup>2</sup>	38	D <sup>2</sup>	25	C <sup>4</sup>
Southbound	42	D <sup>2</sup>	51	D <sup>2</sup>	24	C <sup>4</sup>
Intersection	46	D	71	Ε	28	С
Foster Avenue / Access A (Inbound) $\triangle$						
Northbound	13	В	15+	С	10+	В
Eastbound (Left)	9	A	11	В	9	A
Westbound (Left)	8	А	8	А	8	А
Foster Avenue / Access B (Outbound) $\triangle$						
Northbound	14	В	13	В	10+	В
Southbound (Right)	11	В	16	С	10-	А
Westbound (Left)	8	А	8	А	8	А
★ - Signalized Intersection	Δ -	Minor-Leg Sto	p-Controlled Int	ersection	•	

#### Table 2.3. Existing (Year 2018) Levels of Service

Signalized Intersection

<sup>1</sup> Thru movement operates at LOS F. <sup>2</sup> Left-turn movement operates at LOS F.

<sup>3</sup> Thru movement operates at LOS E.

<sup>4</sup> Left-turn movement operates at LOS E.

The intersection of IL 83/Foster Avenue is shown to operate at an overall LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. During the Saturday midday peak hour, the intersection operates at an overall LOS C. During each peak hour analyzed, the northbound and southbound approaches operate at LOS D or better. During the weekday morning and evening peak hours, the eastbound and westbound approaches operate at LOS E or LOS F. The high delay experienced during the weekday peak hours is largely a function of the relatively long cycle length (150 seconds) and priority given to north-south traffic on IL 83. As a result, long periods of green time are allocated to the north-south through movements and the minor street approaches receive relatively short green times. During the morning peak hour, the 95<sup>th</sup> percentile gueues estimated for the westbound right-turn and southbound left-turn movements exceed the available storage. During the evening peak hour, the 95<sup>th</sup> percentile queue estimated for the westbound leftturn movement exceeds the available storage. Based on field observations, traffic observed on each leg was generally serviced within a single signal phase.

Existing traffic operation at the access driveways is shown to be acceptable with LOS C or better on all approaches for each peak hour analyzed. At Access A, the estimated 95th percentile queue for the eastbound left-turn movement is approximately one vehicle or less during the peak hours. At Access B, the estimated 95th percentile queue for outbound truck traffic is approximately one vehicle or less during each peak hour.

#### **3. FUTURE CONDITIONS**

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

#### 3.1. Development Characteristics & Site Access

The proposed expansion would provide two additional diesel fueling positions to the existing diesel fueling area; no changes are proposed for the retail gas station and convenience market. Access to the diesel fueling area would continue to be provided by two existing access driveways to Foster Avenue, including an inbound-only driveway (Access A) and an outbound-only driveway (Access B). The diesel fueling area would continue to be separated from the retail gas station area and convenience market by a raised curb; internal connectivity between the two uses is not proposed. The proposed expansion is depicted in the concept site plan included in the study appendix.

#### 3.2. Trip Generation

Based on the nature of diesel fueling positions, the proposed site expansion was assumed to only generate truck traffic. Because <u>ITE Trip Generation 10<sup>th</sup> Edition</u> does not provide data specific to diesel fueling stations, Kimley-Horn derived peak hour truck demand based on the traffic counts conducted at Access A and Access B. As shown in Table 3.1 below, the existing diesel fueling station generates a total of 75 trips (40 inbound, 35 outbound) during the morning peak hour and 65 trips (40 inbound, 25 outbound) during the evening peak hour. During the Saturday midday peak hour, a total of 30 trips (15 inbound, 15 outbound) are generated.

Land Use		Weekday							Saturday		
	Unit	AM Peak Hour			PM Peak Hour			Midday Peak Hour			
		In	Out	Total	In	Out	Total	In	Out	Total	
Existing Diesel Fueling Area	6 fueling positions	40	35	75	40	25	65	15	15	30	

Table 3.1. Empirical Peak Hour Trip Generation<sup>1</sup>

<sup>1</sup> Peak hour trips rounded to the nearest multiple of five.

In order to evaluate the trip generation for the two additional diesel fueling positions, an empirical trip generation rate was derived from the existing count data. Per these assumptions, site-generated traffic projections are presented in **Table 3.2**. As shown in the table, two additional diesel fueling positions are expected to generate approximately 25 trips (15 inbound, 10 outbound) during the morning peak hour, 20 trips (10 inbound, 10 outbound) during the evening peak hour, and 10 trips (5 inbound, 5 outbound) during the Saturday midday peak hour. It is assumed for the purpose of this study that site-generated trucks will be new trips at the study intersections.

Table 3.2. Site-Generated Traffic Projections<sup>1</sup>

				Saturday							
Land Use Unit	Daily	A	VI Peak Ho	our	Р	M Peak I	Hour	Midday Peak Hour			
		In	Out	Total	In	Out	Total	In	Out	Total	
Diesel Fueling Area	2 fueling positions	<b>395</b> <sup>2</sup>	15	10	25	10	10	20	5	5	10
Total New Trips		395	15	10	25	10	10	20	5	5	10

<sup>1</sup> Peak hour trips rounded to the nearest multiple of five.

<sup>2</sup> Empirical daily trip generation not available. Daily trips estimated based on ratio of trip generation rates provided for the Daily and peak hours (AM and PM Peak Hours of Adjacent Street Traffic) provided by the Institute of Transportation Engineers (ITE) <u>Trip Generation Manual, 10<sup>th</sup> Edition</u> for Land Use Code 945, Gasolin/Service Station With Convenience Market.

#### **Directional Distribution**

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. Based on a review of existing truck volumes at the intersection of IL 83/Foster Avenue, truck traffic is generally evenly distributed northbound and southbound on IL 83. For the purposes of this study, the trip distribution was evenly distributed from the north and south on IL 83. Where the trip generation was five vehicles, truck traffic was assumed to originate north of the site, where industrial warehouses are more prominent and access to the regional transportation network is provided. Based on the assumed trip distribution, the site trip assignment is illustrated in **Exhibit 3**.



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EXHIBIT 3 SITE TRIP ASSIGNMENT

#### 3.3. Future Capacity Analysis

The proposed expansion is expected to be constructed by Year 2018; Kimley-Horn therefore evaluated future traffic conditions for a Year 2023 design horizon (build-plus-five conditions, per typical IDOT requirements). Based on information received from the Chicago Metropolitan Agency for Planning (CMAP), traffic growth on Foster Avenue east of IL 83 is projected at a compounded rate of roughly 0.18 percent annually through Year 2040, while traffic growth west of IL 83 is projected at a compound rate of 0.24 annually. Traffic growth on IL 83 at Foster Avenue is projected at a compound rate of approximately 0.08 annually. For purposes of a conservative analysis, an annual growth rate of 0.24 percent was applied to existing traffic volumes on IL 83 and Foster Avenue; background traffic growth was not applied to access driveways. The projected background traffic volumes are depicted in **Exhibit 4**.

Total traffic projections for Year 2023 were calculated by adding site trips (Exhibit 3) to background traffic projections (Exhibit 4). Traffic projections for the Year 2023 future build scenario are illustrated in **Exhibit 5**.

Based on a review of existing conditions, minor-leg stop control should be posted for outbound traffic at Access B. Based on this assumption, future capacity results for the build condition are provided in **Table 3.3.** Similar to the existing capacity analysis, the results for the unsignalized intersection are based on Synchro's HCM 2010 reports. For the signalized intersection of IL 83/Foster Avenue, the HCM 2010 report is unable to produce capacity results due to the presence of U-turn volumes on the southbound approach. For purposes of this analysis, the capacity results for the intersection of IL 83/Foster Avenue are based on the Synchro Lanes, Volumes, Timings report.



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#### EXHIBIT 4 BACKGROUND (2023) TRAFFIC PROJECTIONS



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#### EXHIBIT 5 FUTURE BUILD (2023) TRAFFIC PROJECTIONS

Intersection		Wee AM Pea	kday ak Hour	Wee PM Pea	kday ak Hour	Saturday Midday Peak Hour		
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
IL 83 / Foster Avenue	*							
Eastbound		79	E1	>120	F	53	D <sup>3</sup>	
Westbound	Ĩ	67	E	64	E	34	С	
Northbound		43	D <sup>2</sup>	38	D <sup>2</sup>	25	C <sup>4</sup>	
Southbound		48	D <sup>2</sup>	54	D <sup>2</sup>	25	C <sup>4</sup>	
Intersection	1	49	D	75	Ε	28	С	
Foster Avenue / Access A	$\triangle$							
Northbound		13	В	16	С	10+	В	
Eastbound (Left)	Î	9	А	11	В	9	А	
Westbound (Left)	1	8	А	8	А	8	А	
Foster Avenue / Access B	$\triangle$							
Northbound	1	15	В	12	В	11	В	
Southbound (Right)	Î	12	В	17	С	10-	А	
Westbound (Left)		8	А	8	А	8	А	
★ – Signalized Interse	ection	$\triangle$	– Mino	r-Leg Stop-Contro	lled Intersection			

#### Table 3.3. Future (Year 2023) Levels of Service

<sup>1</sup> Thru movement operates at LOS F.

<sup>2</sup> Left-turn movement operates at LOS F.

<sup>3</sup> Thru movement operates at LOS E.

<sup>4</sup> Left-turn movement operates at LOS E.

With the addition of background traffic growth and site-generated traffic, the study intersections are expected to operate with similar delay as compared to existing conditions. Site-generated traffic is not expected to materially impact delay at the study intersections. Furthermore, the projected 95<sup>th</sup> percentile queues at the intersection of IL 83/Foster Avenue are expected to be similar to existing conditions. At Access A, the 95<sup>th</sup> percentile queue for the eastbound left-turn movement is projected to be approximately one vehicle or less during the peak hours. At Access B, the 95<sup>th</sup> percentile queue for outbound traffic is projected to be approximately one vehicle or less during the peak hours.

#### 4. RECOMMENDATIONS & CONCLUSIONS

Based on an evaluation of existing and future conditions, the proposed expansion to the existing diesel fueling area is not expected to materially impact traffic operation at the signalized intersection of IL 83/Foster Avenue or the site access driveways. Based on a review of existing and future traffic conditions, minor-leg stop control is recommended for outbound traffic at Access B.

Several additional items should be taken into consideration when preparing the site development plans. While vertical sight distance appears to be adequate within the study area, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bar. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

### Kimley »Horn

#### **APPENDIX**

Conceptual Site Plan

Existing Synchro Capacity Reports

Future Synchro Capacity Reports

Traffic Count Data

### Kimley »Horn

CONCEPTUAL SITE PLAN



### Kimley **»Horn**

#### EXISTING SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Saturday Midday Peak Hour

#### Lanes, Volumes, Timings 100: IL 83 & Foster Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ሻ	ĥ		5	•	1	5	<b>ቀ</b> ቶር <sub>6</sub>			5	<u> </u>
Traffic Volume (vph)	160	90	55	110	80	100	250	2020	215	20	120	855
Future Volume (vph)	160	90	55	110	80	100	250	2020	215	20	120	855
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.943				0.850		0.986				0.993
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1736	1712	0	1211	1923	1188	1770	4645	0	0	1376	4218
Flt Permitted	0.585			0.479			0.950				0.950	
Satd. Flow (perm)	1069	1712	0	611	1923	1188	1770	4645	0	0	1376	4218
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		623			345			576				565
Travel Time (s)		17.0			9.4			8.7				8.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	9%	49%	4%	36%	2%	10%	11%	2%	36%	23%
Adi, Flow (vph)	168	95	58	116	84	105	263	2126	226	21	126	900
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	153	0	116	84	105	263	2352	0	0	147	942
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	J -		12	5		22	5			22
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

Synchro 9 Report Page 1 .

ane Groun	SRR
	501
Traffic Volume (unb)	40
Traine Volume (vpn)	40
	40
Ideal Flow (vpnpi)	1900
Storage Length (IT)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0.7J 20/
Adi Flow (upb)	J /0
Auj. Fluw (vpil) Sharod Lano Troffic (0/)	4Z
Lang Croup Flow (upb)	0
Lane Group Flow (Vpn)	U
Enter Blocked Intersection	INO D'atat
Lane Alignment	Right
iviedian width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Quouo (s)	
Detector 1 Delay (c)	
Detector 2 Decition (ff)	
Detector 2 POSITION(II)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

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#### Lanes, Volumes, Timings 100: IL 83 & Foster Avenue

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	21.0	22.0		18.0	19.0	20.0	34.0	90.0		20.0	20.0	76.0
Total Split (%)	14.0%	14.7%		12.0%	12.7%	13.3%	22.7%	60.0%		13.3%	13.3%	50.7%
Maximum Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	34.0	15.5		29.1	13.1	35.6	26.6	83.5			16.0	72.9
Actuated g/C Ratio	0.23	0.10		0.19	0.09	0.24	0.18	0.56			0.11	0.49
v/c Ratio	0.54	0.86		0.67	0.50	0.37	0.84	0.91			1.01	0.46
Control Delay	55.3	105.4		69.2	76.6	53.0	82.2	36.3			140.8	27.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	55.3	105.4		69.2	76.6	53.0	82.2	36.3			140.8	27.0
LOS	E	F		E	E	D	F	D			F	С
Approach Delay		79.2			65.7			41.0				42.3
Approach LOS		E			E			D				D
90th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
90th %ile Term Code	Мах	Мах		Мах	Max	Max	Max	Coord		Max	Max	Coord
70th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
70th %ile Term Code	Мах	Мах		Мах	Max	Max	Мах	Coord		Max	Мах	Coord
50th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	28.5	83.5		15.5	15.5	70.5
50th %ile Term Code	Мах	Мах		Мах	Max	Max	Gap	Coord		Max	Мах	Coord
30th %ile Green (s)	16.1	15.5		14.0	13.4	15.5	25.1	83.5		15.5	15.5	73.9
30th %ile Term Code	Gap	Мах		Мах	Hold	Мах	Gap	Coord		Мах	Мах	Coord
10th %ile Green (s)	12.6	15.7		11.5	14.6	17.8	20.2	83.5		17.8	17.8	81.1
10th %ile Term Code	Gap	Gap		Gap	Hold	Мах	Gap	Coord		Мах	Мах	Coord
Queue Length 50th (ft)	140	150		96	80	88	248	733			~154	226
Queue Length 95th (ft)	214	#283		#172	140	150	#367	810			#304	271
Internal Link Dist (ft)		543			265			496				485
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	323	177		176	168	281	348	2585			146	2050
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.52	0.86		0.66	0.50	0.37	0.76	0.91			1.01	0.46
Intersection Summary												

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductin	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced V/C Ratio	
Intersection Summary	

Existing (2018) Traffic Volumes 7:45 am 03/01/2018 AM Peak Hour KAS

#### Lanes, Volumes, Timings 100: IL 83 & Foster Avenue

Area Type:	Other		
Cycle Length: 1	50		
Actuated Cycle	_ength: 150		
Offset: 128 (85%	6), Referenced to phase 2:N	BT and 6:SBT, Start of Green	
Natural Cycle: 1	50		
Control Type: Ad	ctuated-Coordinated		
Maximum v/c Ra	atio: 1.01		
Intersection Sign	nal Delay: 45.9	Intersection LOS: D	
Intersection Cap	acity Utilization 85.0%	ICU Level of Service E	
Analysis Period	(min) 15		
~ Volume exce	eeds capacity, queue is theo	retically infinite.	
Queue show	n is maximum after two cycle	es.	
# 95th percent	ile volume exceeds capacity	r, queue may be longer.	
Queue show	n is maximum after two cycle	es.	
! Phase conflic	t between lane groups.		

#### Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	Ø2 (R)	<b>√</b> Ø3	4 <sub>04</sub>
20 s	90 s	18 s	22 s
<b>▲</b> Ø5	🛡 🕂 Ø6 (R)	▶ Ø7	<b>◆</b> Ø8
34 s	76 s	21 s	19 s

#### Intersection

Int Delay, s/veh

0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4Î			र्भ			4				1
Traffic Vol, veh/h	0	425	1	1	250	0	5	0	5	0	0	35
Future Vol, veh/h	0	425	1	1	250	0	5	0	5	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	14	2	2	25	2	25	2	2	2	2	92
Mvmt Flow	0	447	1	1	263	0	5	0	5	0	0	37

Major/Minor	Major1		Major2		Minor1		Ν	/linor2			
Conflicting Flow All	-	0	0 448	0 0	) 713	713	448	-	-	263	
Stage 1	-	-			448	448	-	-	-	-	
Stage 2	-	-			265	265	-	-	-	-	
Critical Hdwy	-	-	- 4.12		7.35	6.52	6.22	-	-	7.12	
Critical Hdwy Stg 1	-	-			6.35	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-			6.35	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.218		3.725	4.018	3.318	-	-	4.128	
Pot Cap-1 Maneuver	0	-	- 1112	- (	319	357	611	0	0	600	
Stage 1	0	-		- (	548	573	-	0	0	-	
Stage 2	0	-		- (	692	689	-	0	0	-	
Platoon blocked, %		-	-	-							
Mov Cap-1 Maneuve	r -	-	- 1112		299	357	611	-	-	600	
Mov Cap-2 Maneuve	r -	-			299	357	-	-	-	-	
Stage 1	-	-			548	573	-	-	-	-	
Stage 2	-	-			649	688	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	14.2	11.4	
HCM LOS			В	В	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1			
Capacity (veh/h)	402	-	-	1112	-	600			
HCM Lane V/C Ratio	0.026	-	-	0.001	-	0.061			
HCM Control Delay (s)	14.2	-	-	8.2	0	11.4			
HCM Lane LOS	В	-	-	А	А	В			
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.2			

#### Intersection

Int Delay, s/veh

0.3

N 4		EDT						NDT			CDT	
iviovement	ERL	EBT	FRK	WBL	WBI	WBR	NBL	INRI	NRK	SBL	SRI	SBK
Lane Configurations		- 44			- 44			- 44				
Traffic Vol, veh/h	15	400	15	5	250	25	1	1	1	0	0	0
Future Vol, veh/h	15	400	15	5	250	25	1	1	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	94	13	2	2	24	87	2	2	2	2	2	2
Mvmt Flow	16	421	16	5	263	26	1	1	1	0	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	289	0	0 437	0 (	) 748	761	429	
Stage 1	-	-		-	- 461	461	-	
Stage 2	-	-		-	- 287	300	-	
Critical Hdwy	5.04	-	- 4.12	-	- 6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-		-	- 5.42	5.52	-	
Critical Hdwy Stg 2	-	-		-	- 5.42	5.52	-	
Follow-up Hdwy	3.046	-	- 2.218	-	- 3.518	4.018	3.318	
Pot Cap-1 Maneuver	889	-	- 1123	-	- 380	335	626	
Stage 1	-	-		-	- 635	565	-	
Stage 2	-	-		-	- 762	666	-	
Platoon blocked, %		-	-	-	-			
Mov Cap-1 Maneuver	889	-	- 1123	-	- 369	0	626	
Mov Cap-2 Maneuver	-	-		-	- 369	0	-	
Stage 1	-	-		-	- 620	0	-	
Stage 2	-	-		-	- 758	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.3	0.1	12.8	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)	464	889	-	-	1123	-	-					
HCM Lane V/C Ratio	0.007	0.018	-	-	0.005	-	-					
HCM Control Delay (s)	12.8	9.1	0	-	8.2	0	-					
HCM Lane LOS	В	А	А	-	А	А	-					
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-					
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	4Î		5	<b>†</b>	1	۲	<u> ተተኑ</u>			۲	ተተቡ
Traffic Volume (vph)	75	45	185	385	145	110	95	1000	100	10	85	2125
Future Volume (vph)	75	45	185	385	145	110	95	1000	100	10	85	2125
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.879				0.850		0.986				0.997
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1752	1637	0	1687	1961	1302	1770	4314	0	0	1367	4926
Flt Permitted	0.660			0.255			0.950				0.950	
Satd. Flow (perm)	1217	1637	0	453	1961	1302	1770	4314	0	0	1367	4926
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		582			345			619				563
Travel Time (s)		15.9			9.4			9.4				8.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	7%	2%	24%	2%	17%	34%	8%	35%	5%
Adi, Flow (vph)	79	47	195	405	153	116	100	1053	105	11	89	2237
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	242	0	405	153	116	100	1158	0	0	100	2290
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	J -		12	5		22	J -			22
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

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ane Groun	SBD
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Trailic Volume (vpn)	50
Future volume (vpn)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Poak Hour Factor	0.05
Hoavy Vobiclos $(\%)$	10/
Adi Elow (upb)	4%
Auj. FIUW (Vp(1) Sharad Lana Traffia (0/)	53
Shared Lane Traffic (%)	^
Lane Group Flow (vpn)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (a)	
Detector 1 Extend (S)	
Detector 1 Queue (s)	
Detector I Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	17.0	17.0		39.0	39.0	19.0	15.0	75.0		19.0	19.0	79.0
Total Split (%)	11.3%	11.3%		26.0%	26.0%	12.7%	10.0%	50.0%		12.7%	12.7%	52.7%
Maximum Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	25.0	11.7		52.0	34.7	55.0	10.5	69.1			13.9	72.5
Actuated g/C Ratio	0.17	0.08		0.35	0.23	0.37	0.07	0.46			0.09	0.48
v/c Ratio	0.33	1.91		0.93	0.34	0.24	0.81	0.58			0.79	0.96
Control Delay	40.1	470.4		71.9	51.2	35.1	110.4	31.4			105.0	48.9
Queue Delav	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	40.1	470.4		71.9	51.2	35.1	110.4	31.4			105.0	48.9
LOS	D	F		E	D	D	F	С			F	D
Approach Delay		364.5			60.9			37.7				51.3
Approach LOS		F			E			D				D
90th %ile Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
90th %ile Term Code	Мах	Мах		Мах	Hold	Мах	Мах	Coord		Мах	Мах	Coord
70th %ile Green (s)	12.5	10.5		35.0	33.0	14.5	10.5	68.5		14.5	14.5	72.5
70th %ile Term Code	Gap	Мах		Мах	Hold	Мах	Мах	Coord		Мах	Мах	Coord
50th %ile Green (s)	11.1	10.5		35.0	34.4	14.5	10.5	68.5		14.5	14.5	72.5
50th %ile Term Code	Gap	Мах		Мах	Hold	Мах	Мах	Coord		Мах	Мах	Coord
30th %ile Green (s)	9.7	10.5		35.0	35.8	14.5	10.5	68.5		14.5	14.5	72.5
30th %ile Term Code	Gap	Мах		Мах	Hold	Мах	Мах	Coord		Мах	Мах	Coord
10th %ile Green (s)	7.8	16.4		29.1	37.7	11.3	10.5	71.7		11.3	11.3	72.5
10th %ile Term Code	Gap	Мах		Gap	Hold	Gap	Мах	Coord		Gap	Gap	Coord
Oueue Length 50th (ft)	53	~375		341	126	78	98	304			97	778
Queue Length 95th (ft)	94	#553		#532	200	134	#205	353			#197	#876
Internal Link Dist (ft)		502			265			539				483
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	267	127		444	453	483	123	1988			132	2380
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.30	1.91		0.91	0.34	0.24	0.81	0.58			0.76	0.96
Intersection Summary												

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductin	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced V/C Ratio	
Intersection Summary	

Existing (2017) Traffic Volumes 4:15 pm 03/01/2018 PM Peak Hour KAS

Area Type:	Other		
Cycle Leng	th: 150		
Actuated C	ycle Length: 150		
Offset: 33 (	22%), Referenced to phase 2:NBT ar	nd 6:SBT, Start of Green	
Natural Cyc	cle: 150		
Control Typ	e: Actuated-Coordinated		
Maximum v	/c Ratio: 1.91		
Intersection	Signal Delay: 70.6	Intersection LOS: E	
Intersection	Capacity Utilization 100.4%	ICU Level of Service G	
Analysis Pe	eriod (min) 15		
~ Volume	exceeds capacity, queue is theoretic	cally infinite.	
Queue s	hown is maximum after two cycles.		
# 95th pe	rcentile volume exceeds capacity, qu	eue may be longer.	
Queue s	hown is maximum after two cycles.		
Phase c	onflict between lane groups.		

#### Splits and Phases: 100: IL 83 & Foster Avenue

Ø1		<b>√</b> Ø3		<u>_</u>
19 s	75 s	39 s		17 s
▲ Ø5	🛡 Ø6 (R)		₹ Ø8	
15 s	79 s	17 s	39 s	

Int Delay, s/veh

Movement El	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4Î			र्स			4				1
Traffic Vol, veh/h	0	230	1	1	615	0	1	0	5	0	0	25
Future Vol, veh/h	0	230	1	1	615	0	1	0	5	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control Fr	ee	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	29	2	2	7	2	100	2	25	2	2	81
Mvmt Flow	0	242	1	1	647	0	1	0	5	0	0	26

Major/Minor	Major1		Majo	r2	ľ	Minor1		Ν	Minor2				
Conflicting Flow All	-	0	0 24	13 0	0	892	892	243	-	-	647		
Stage 1	-	-	-		-	243	243	-	-	-	-		
Stage 2	-	-	-		-	649	649	-	-	-	-		
Critical Hdwy	-	-	- 4.1	- 12	-	8.1	6.52	6.45	-	-	7.01		
Critical Hdwy Stg 1	-	-	-		-	7.1	5.52	-	-	-	-		
Critical Hdwy Stg 2	-	-	-		-	7.1	5.52	-	-	-	-		
Follow-up Hdwy	-	-	- 2.2	- 8	-	4.4	4.018	3.525	-	-	4.029		
Pot Cap-1 Maneuver	0	-	- 132	- 23	0	181	281	743	0	0	356		
Stage 1	0	-	-		0	586	705	-	0	0	-		
Stage 2	0	-	-		0	330	466	-	0	0	-		
Platoon blocked, %		-	-	-									
Mov Cap-1 Maneuver	r -	-	- 132	- 23	-	167	281	743	-	-	356		
Mov Cap-2 Maneuver	r -	-	-		-	167	281	-	-	-	-		
Stage 1	-	-	-		-	586	705	-	-	-	-		
Stage 2	-	-	-		-	305	466	-	-	-	-		
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2	r - r - - -		- 13: - -	23 -   		167 167 586 305	281 281 705 466	743 - -			356 - - -		

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	12.7	15.9	
HCM LOS			В	С	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1		
Capacity (veh/h)	472	-	-	1323	-	356		
HCM Lane V/C Ratio	0.013	-	-	0.001	-	0.074		
HCM Control Delay (s)	12.7	-	-	7.7	0	15.9		
HCM Lane LOS	В	-	-	А	А	С		
HCM 95th %tile Q(veh)	0	-	-	0	-	0.2		

Int Delay, s/veh

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR     Lane Configurations													
Lane ConfigurationsImage: style sty	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h 20 215 1 1 605 20 10 1 5 0 0 0   Future Vol, veh/h 20 215 1 1 605 20 10 1 5 0 0 0   Conflicting Peds, #/hr 0 <td>Lane Configurations</td> <td></td> <td>- 🗘</td> <td></td> <td></td> <td>- 44</td> <td></td> <td></td> <td>- 44</td> <td></td> <td></td> <td></td> <td></td>	Lane Configurations		- 🗘			- 44			- 44				
Future Vol, veh/h 20 215 1 1 605 20 10 1 5 0 0 0   Conflicting Peds, #/hr 0 <	Traffic Vol, veh/h	20	215	1	1	605	20	10	1	5	0	0	0
Conflicting Peds, #/hr   0	Future Vol, veh/h	20	215	1	1	605	20	10	1	5	0	0	0
Sign ControlFreeFreeFreeFreeFreeStop <td>Conflicting Peds, #/hr</td> <td>0</td>	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
RT Channelized - None <td>Sign Control</td> <td>Free</td> <td>Free</td> <td>Free</td> <td>Free</td> <td>Free</td> <td>Free</td> <td>Stop</td> <td>Stop</td> <td>Stop</td> <td>Stop</td> <td>Stop</td> <td>Stop</td>	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Storage Length -	RT Channelized	-	-	None									
Veh in Median Storage, # - 0 - - 0 - - 0 - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 </td <td>Storage Length</td> <td>-</td>	Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Grade, %   -   0   0<	Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	-	-
Peak Hour Factor   95	Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Heavy Vehicles, %   86   24   2   7   85   2	Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
	Heavy Vehicles, %	86	24	2	2	7	85	2	2	2	2	2	2
Mvmt Flow   21   226   1   1   637   21   11   1   5   0   0   0	Mvmt Flow	21	226	1	1	637	21	11	1	5	0	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	658	0	0 227	0	0 918	929	227	
Stage 1	-	-		-	- 269	269	-	
Stage 2	-	-		-	- 649	660	-	
Critical Hdwy	4.96	-	- 4.12	-	- 6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-		-	- 5.42	5.52	-	
Critical Hdwy Stg 2	-	-		-	- 5.42	5.52	-	
Follow-up Hdwy	2.974	-	- 2.218	-	- 3.518	4.018	3.318	
Pot Cap-1 Maneuver	634	-	- 1341	-	- 302	268	812	
Stage 1	-	-		-	- 776	687	-	
Stage 2	-	-		-	- 520	460	-	
Platoon blocked, %		-	-	-	-			
Mov Cap-1 Maneuver	634	-	- 1341	-	- 290	0	812	
Mov Cap-2 Maneuver	-	-		-	- 290	0	-	
Stage 1	-	-		-	- 747	0	-	
Stage 2	-	-		-	- 519	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.9	0	15.2	
HCM LOS			С	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	
Capacity (veh/h)	369	634	-	-	1341	-	-	
HCM Lane V/C Ratio	0.046	0.033	-	-	0.001	-	-	
HCM Control Delay (s)	15.2	10.9	0	-	7.7	0	-	
HCM Lane LOS	С	В	А	-	А	А	-	
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	4		<u>۲</u>	•	1	۲	<u> ተተኑ</u>			<u>۲</u>	ተተጉ
Traffic Volume (vph)	55	30	90	135	45	45	60	680	70	10	60	855
Future Volume (vph)	55	30	90	135	45	45	60	680	70	10	60	855
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.888				0.850		0.986				0.995
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1650	0	1641	1923	1335	1770	4622	0	0	1444	4786
Flt Permitted	0.726			0.482			0.950				0.950	
Satd. Flow (perm)	1352	1650	0	833	1923	1335	1770	4622	0	0	1444	4786
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		741			345			643				599
Travel Time (s)		20.2			9.4			9.7				9.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	10%	4%	21%	2%	10%	17%	2%	29%	8%
Adj. Flow (vph)	58	32	95	142	47	47	63	716	74	11	63	900
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	127	0	142	47	47	63	790	0	0	74	932
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	5		12	5		12	5			12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

Lane Group	SRK
Lone Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	3%
Adi, Flow (vph)	32
Shared Lane Traffic (%)	52
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mnh)	0
Number of Detectors	7
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Desition(ft)	
Detector 1 Sizo(ft)	
Detector 1 Tupo	
Detector 1 Channel	
Detector 1 Extend (c)	
Detector 1 Outputs (s)	
Detector 1 Detector (s)	
Detector I Delay (s)	
Detector 2 Position(tt)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	19.0	21.0		24.0	26.0	22.0	22.0	53.0		22.0	22.0	53.0
Total Split (%)	15.8%	17.5%		20.0%	21.7%	18.3%	18.3%	44.2%		18.3%	18.3%	44.2%
Maximum Green (s)	15.0	14.5		20.0	19.5	17.5	17.5	46.5		17.5	17.5	46.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	26.8	15.1		35.6	20.1	39.0	10.6	56.8			12.4	58.6
Actuated g/C Ratio	0.22	0.13		0.30	0.17	0.32	0.09	0.47			0.10	0.49
v/c Ratio	0.17	0.61		0.42	0.15	0.11	0.40	0.36			0.50	0.40
Control Delay	30.3	62.6		35.0	42.2	26.2	58.6	22.1			61.3	21.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	30.3	62.6		35.0	42.2	26.2	58.6	22.1			61.3	21.4
LOS	С	E		С	D	С	E	С			E	С
Approach Delay		52.4			34.7			24.8				24.3
Approach LOS		D			С			С				С
90th %ile Green (s)	11.7	15.4		19.1	22.8	17.2	14.3	46.8		17.2	17.2	49.7
90th %ile Term Code	Gap	Мах		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
70th %ile Green (s)	10.2	18.6		15.7	24.1	14.4	12.1	49.8		14.4	14.4	52.1
70th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
50th %ile Green (s)	9.3	16.4		14.1	21.2	12.4	10.6	55.6		12.4	12.4	57.4
50th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
30th %ile Green (s)	8.3	14.2		12.4	18.3	10.4	9.1	61.5		10.4	10.4	62.8
30th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
10th %ile Green (s)	6.7	10.9		9.7	13.9	7.6	6.9	70.3		7.6	7.6	71.0
10th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
Queue Length 50th (ft)	32	93		83	31	25	47	141			55	166
Queue Length 95th (ft)	62	161		132	65	50	91	201			102	229
Internal Link Dist (ft)		661			265			563				519
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	416	218		383	343	490	258	2187			210	2337
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.14	0.58		0.37	0.14	0.10	0.24	0.36			0.35	0.40
Intersection Summary												

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (IT)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (Vpn)	
Starvation Cap Reductin	
SpinDack Cap Reducin	
Storage Cap Reductin	
Keuuceu WC Kallo	
Intersection Summary	

Existing (2017) Traffic Volumes 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

Area Type <sup>.</sup> Other	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to ph	ase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 27.8	Intersection LOS: C
Intersection Capacity Utilization 49.2	% ICU Level of Service A
Analysis Period (min) 15	
! Phase conflict between lane grou	DS.

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1		<b>√</b> Ø3	<u>→</u> <sub>Ø4</sub>
22 s	53 s	24 s	21 s
<b>▲</b> Ø5	♥ ♥ Ø6 (R)	∕ <sub>Ø7</sub>	
22 s	53 s	19 s	26 s

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स			4				1
Traffic Vol, veh/h	0	160	1	5	210	0	1	0	1	0	0	15
Future Vol, veh/h	0	160	1	5	210	0	1	0	1	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	0	168	1	5	221	0	1	0	1	0	0	16

Major/Minor	Major1		Majo	r2		Minor1		Ν	Ainor2			
Conflicting Flow All	-	0	0 1	69 0	0	401	401	169	-	-	221	
Stage 1	-	-	-		-	169	169	-	-	-	-	
Stage 2	-	-	-		-	232	232	-	-	-	-	
Critical Hdwy	-	-	- 4.	12 -	-	7.12	6.52	6.22	-	-	6.22	
Critical Hdwy Stg 1	-	-	-		-	6.12	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-	-		-	6.12	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.2	18 -	-	3.518	4.018	3.318	-	-	3.318	
Pot Cap-1 Maneuver	0	-	- 14	. 90	0	560	538	875	0	0	819	
Stage 1	0	-	-		0	833	759	-	0	0	-	
Stage 2	0	-	-		0	771	713	-	0	0	-	
Platoon blocked, %		-	-	-								
Mov Cap-1 Maneuver	· -	-	- 14	. 90	-	548	536	875	-	-	819	
Mov Cap-2 Maneuver	· _	-	-		-	548	536	-	-	-	-	
Stage 1	-	-	-		-	833	759	-	-	-	-	
Stage 2	-	-	-		-	753	710	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0.2	10.4	9.5	
HCM LOS			В	А	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1		
Capacity (veh/h)	674	-	-	1409	-	819		
HCM Lane V/C Ratio	0.003	-	-	0.004	-	0.019		
HCM Control Delay (s)	10.4	-	-	7.6	0	9.5		
HCM Lane LOS	В	-	-	А	А	А		
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1		

Int Delay, s/veh

Movement	EDI	ГОТ					NDI	NDT		CDI	СПТ	CDD
iviovement	FRL	FRI	FRK	WBL	WBI	WBR	INBL	INRI	NRK	SBL	2R1	SRK
Lane Configurations		- 44			- 44			- 44				
Traffic Vol, veh/h	10	150	1	1	215	5	1	1	1	0	0	0
Future Vol, veh/h	10	150	1	1	215	5	1	1	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	91	12	2	2	6	80	2	2	2	2	2	2
Mvmt Flow	11	158	1	1	226	5	1	1	1	0	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	232	0	0 159	0 (	) 410	413	158	
Stage 1	-	-		-	- 179	179	-	
Stage 2	-	-		-	- 231	234	-	
Critical Hdwy	5.01	-	- 4.12	-	- 6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-		-	- 5.42	5.52	-	
Critical Hdwy Stg 2	-	-		-	- 5.42	5.52	-	
Follow-up Hdwy	3.019	-	- 2.218	-	- 3.518	4.018	3.318	
Pot Cap-1 Maneuver	950	-	- 1420	-	- 598	529	887	
Stage 1	-	-		-	- 852	751	-	
Stage 2	-	-		-	- 807	711	-	
Platoon blocked, %		-	-	-	-			
Mov Cap-1 Maneuver	950	-	- 1420	-	- 590	0	887	
Mov Cap-2 Maneuver	-	-		-	- 590	0	-	
Stage 1	-	-		-	- 841	0	-	
Stage 2	-	-		-	- 806	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.5	0	10.1	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	
Capacity (veh/h)	709	950	-	-	1420	-	-	
HCM Lane V/C Ratio	0.004	0.011	-	-	0.001	-	-	
HCM Control Delay (s)	10.1	8.8	0	-	7.5	0	-	
HCM Lane LOS	В	А	А	-	А	А	-	
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	

# Kimley »Horn

## FUTURE SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Saturday Midday Peak Hour

	٦	-	$\mathbf{F}$	4	+	•	1	t	۲	L	1	Ŧ
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	۲	4Î		5	<b>†</b>	1	۲	<u> </u>			۲	ተተቡ
Traffic Volume (vph)	160	90	55	120	80	105	255	2045	225	20	130	865
Future Volume (vph)	160	90	55	120	80	105	255	2045	225	20	130	865
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.943				0.850		0.985				0.993
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1736	1712	0	1211	1923	1162	1770	4632	0	0	1329	4218
Flt Permitted	0.595			0.473			0.950				0.950	
Satd. Flow (perm)	1087	1712	0	603	1923	1162	1770	4632	0	0	1329	4218
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		820			345			696				660
Travel Time (s)		22.4			9.4			10.5				10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	2%	9%	49%	4%	39%	2%	10%	13%	2%	41%	23%
Adi, Flow (vph)	168	95	58	126	84	111	268	2153	237	21	137	911
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	153	0	126	84	111	268	2390	0	0	158	953
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	. 1!	5	2		1!	1	6

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

✔.

ane Groun	SRR
	501
Traffic Volume (unb)	40
Traine Volume (vpn)	40
	40
Ideal Flow (vpnpi)	1900
Storage Length (IT)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0.7J 20/
Adi Flow (upb)	J /0
Auj. Fluw (vpil) Sharod Lano Troffic (0/)	4Z
Lang Croup Flow (upb)	0
Lane Group Flow (Vpn)	U
	INO D'atat
Lane Alignment	Right
iviedian width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Quouo (s)	
Detector 1 Delay (c)	
Detector 2 Decition (ff)	
Detector 2 POSITION(II)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/201	8
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	21.0	22.0		18.0	19.0	20.0	34.0	90.0		20.0	20.0	76.0
Total Split (%)	14.0%	14.7%		12.0%	12.7%	13.3%	22.7%	60.0%		13.3%	13.3%	50.7%
Maximum Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	34.0	15.5		29.6	13.4	35.6	26.9	83.5			15.7	72.3
Actuated g/C Ratio	0.23	0.10		0.20	0.09	0.24	0.18	0.56			0.10	0.48
v/c Ratio	0.53	0.86		0.72	0.49	0.40	0.85	0.93			1.14	0.47
Control Delay	55.1	105.4		73.4	76.0	54.0	82.4	38.0			175.0	27.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	55.1	105.4		73.4	76.0	54.0	82.4	38.0			175.0	27.4
LOS	E	F		Е	E	D	F	D			F	С
Approach Delay		79.1			67.4			42.5				48.4
Approach LOS		E			E			D				D
90th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
90th %ile Term Code	Мах	Мах		Мах	Max	Max	Мах	Coord		Max	Мах	Coord
70th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.5	83.5		15.5	15.5	69.5
70th %ile Term Code	Мах	Мах		Мах	Max	Max	Мах	Coord		Max	Мах	Coord
50th %ile Green (s)	17.0	15.5		14.0	12.5	15.5	29.1	83.5		15.5	15.5	69.9
50th %ile Term Code	Мах	Мах		Мах	Мах	Мах	Gap	Coord		Мах	Мах	Coord
30th %ile Green (s)	16.1	15.5		14.0	13.4	15.5	25.7	83.5		15.5	15.5	73.3
30th %ile Term Code	Gap	Мах		Мах	Hold	Мах	Gap	Coord		Мах	Мах	Coord
10th %ile Green (s)	12.5	15.7		12.7	15.9	16.6	20.7	83.5		16.6	16.6	79.4
10th %ile Term Code	Gap	Gap		Gap	Hold	Мах	Gap	Coord		Мах	Мах	Coord
Queue Length 50th (ft)	140	150		106	80	93	252	760			~181	232
Queue Length 95th (ft)	214	#283		#198	140	158	#377	840			#333	275
Internal Link Dist (ft)		740			265			616				580
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	327	177		176	171	275	348	2578			139	2033
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.51	0.86		0.72	0.49	0.40	0.77	0.93			1.14	0.47
Intersection Summary												

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductin	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced V/C Ratio	
Intersection Summary	

Future (2023) Traffic Projections 7:45 am 03/01/2018 AM Peak Hour KAS

Area Type:	Other									
Cycle Length: 1	50									
Actuated Cycle	Actuated Cycle Length: 150									
Offset: 128 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Green										
Natural Cycle: 7	50									
Control Type: A	ctuated-Coordinated									
Maximum v/c R	atio: 1.14									
Intersection Sig	nal Delay: 48.5	Intersection LOS: D								
Intersection Ca	pacity Utilization 86.3%	ICU Level of Service E								
Analysis Period	(min) 15									
~ Volume exc	eeds capacity, queue is theore	etically infinite.								
Queue show	n is maximum after two cycles	S								
# 95th percen	# 95th percentile volume exceeds capacity, queue may be longer.									
Queue show	Queue shown is maximum after two cycles.									
! Phase confli	Phase conflict between lane groups.									

#### Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	1 Ø2 (R)	<b>√</b> Ø3	A 104
20 s	90 s	18 s	22 s
<b>▲</b> Ø5	🛛 🕂 Ø6 (R)	▶ <sub>Ø7</sub>	<b>₩</b> Ø8
34 s	76 s	21 s	19 s

Int Delay, s/veh

Movement EE	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EBL   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR     0   445   1   1   255   0   5   0   5   0   0   455     0   445   1   1   255   0   5   0   5   0   0   455     0   445   1   1   255   0   5   0   5   0   0   455     0   0   0   0   0   0   0   0   0   0   0   455     0 <td>1</td>						1					
Traffic Vol, veh/h	0	445	1	1	255	0	5	0	5	0	0	45
Future Vol, veh/h	0	445	1	1	255	0	5	0	5	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control Fre	ee	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	17	2	2	25	2	25	2	2	2	2	94
Mvmt Flow	0	468	1	1	268	0	5	0	5	0	0	47

Major/Minor	Major1		Major2		Minor1		Ν	/linor2			
Conflicting Flow All	-	0	0 469	0 (	) 740	740	469	-	-	268	
Stage 1	-	-		-	469	469	-	-	-	-	
Stage 2	-	-		-	- 271	271	-	-	-	-	
Critical Hdwy	-	-	- 4.12	-	- 7.35	6.52	6.22	-	-	7.14	
Critical Hdwy Stg 1	-	-		-	- 6.35	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-		-	- 6.35	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.218	-	- 3.725	4.018	3.318	-	-	4.146	
Pot Cap-1 Maneuver	0	-	- 1093	- (	) 305	345	594	0	0	593	
Stage 1	0	-		- (	) 533	561	-	0	0	-	
Stage 2	0	-		- (	) 687	685	-	0	0	-	
Platoon blocked, %		-	-	-							
Mov Cap-1 Maneuve	r -	-	- 1093	-	- 280	345	594	-	-	593	
Mov Cap-2 Maneuve	r -	-		-	- 280	345	-	-	-	-	
Stage 1	-	-		-	- 533	561	-	-	-	-	
Stage 2	-	-		-	- 631	684	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	14.7	11.6	
HCM LOS			В	В	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT S	SBLn1		
Capacity (veh/h)	381	-	-	1093	-	593		
HCM Lane V/C Ratio	0.028	-	-	0.001	-	0.08		
HCM Control Delay (s)	14.7	-	-	8.3	0	11.6		
HCM Lane LOS	В	-	-	А	Α	В		
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.3		

Int Delay, s/veh

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT	SBR
Lane Configurations 🐥 🛟	
Traffic Vol, veh/h 30 405 15 5 255 25 1 1 1 0 0	0
Future Vol, veh/h   30   405   15   5   255   25   1   1   1   0   0	0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0	0
Sign Control Free Free Free Free Free Free Stop Stop Stop Stop	Stop
RT Channelized None None None	None
Storage Length	-
Veh in Median Storage, # -   0   -   0   -   0   -   -   0   - </td <td>-</td>	-
Grade, % - 0 0 0 0	-
Peak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	95
Heavy Vehicles, % 97 13 2 2 24 87 2 2 2 2 2	2
Mvmt Flow 32 426 16 5 268 26 1 1 1 0 0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	295	0	0 442	0 (	) 789	802	434	
Stage 1	-	-		-	- 497	497	-	
Stage 2	-	-		-	- 292	305	-	
Critical Hdwy	5.07	-	- 4.12	-	- 6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-		-	- 5.42	5.52	-	
Critical Hdwy Stg 2	-	-		-	- 5.42	5.52	-	
Follow-up Hdwy	3.073	-	- 2.218	-	- 3.518	4.018	3.318	
Pot Cap-1 Maneuver	875	-	- 1118	-	- 359	317	622	
Stage 1	-	-		-	- 611	545	-	
Stage 2	-	-		-	- 758	662	-	
Platoon blocked, %		-	-	-	-			
Mov Cap-1 Maneuver	875	-	- 1118	-	- 340	0	622	
Mov Cap-2 Maneuver	-	-		-	- 340	0	-	
Stage 1	-	-		-	- 581	0	-	
Stage 2	-	-		-	- 754	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.6	0.1	13.2	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	
Capacity (veh/h)	440	875	-	-	1118	-	-	
HCM Lane V/C Ratio	0.007	0.036	-	-	0.005	-	-	
HCM Control Delay (s)	13.2	9.3	0	-	8.2	0	-	
HCM Lane LOS	В	А	А	-	А	А	-	
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	ሻ	ĥ		ሻ	•	1	5	<b>ተተ</b> ኈ			5	<u></u>
Traffic Volume (vph)	75	45	185	400	145	115	95	1015	110	10	90	2150
Future Volume (vph)	75	45	185	400	145	115	95	1015	110	10	90	2150
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.879				0.850		0.985				0.997
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1752	1637	0	1671	1961	1272	1770	4302	0	0	1329	4926
Flt Permitted	0.660			0.270			0.950				0.950	
Satd. Flow (perm)	1217	1637	0	475	1961	1272	1770	4302	0	0	1329	4926
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		170			345			601				513
Travel Time (s)		4.6			9.4			9.1				7.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	8%	2%	27%	2%	17%	35%	8%	39%	5%
Adj. Flow (vph)	79	47	195	421	153	121	100	1068	116	11	95	2263
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	242	0	421	153	121	100	1184	0	0	106	2316
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	5		12	5		12	5			12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

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ane Groun	SBD
	JUK
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Trailic Volume (vpn)	50
Future volume (vpn)	50
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Poak Hour Factor	0.05
Hoavy Vobiclos $(\%)$	10/
Adi Elow (upb)	4%
Auj. FIUW (Vp(1) Sharad Lana Traffia (0/)	53
Shared Lane Traffic (%)	^
Lane Group Flow (vpn)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (a)	
Detector 1 Extend (S)	
Detector 1 Queue (s)	
Detector I Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	17.0	17.0		39.0	39.0	19.0	15.0	75.0		19.0	19.0	79.0
Total Split (%)	11.3%	11.3%		26.0%	26.0%	12.7%	10.0%	50.0%		12.7%	12.7%	52.7%
Maximum Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	24.2	10.8		52.0	34.7	55.3	10.5	68.9			14.1	72.5
Actuated g/C Ratio	0.16	0.07		0.35	0.23	0.37	0.07	0.46			0.09	0.48
v/c Ratio	0.34	2.05		0.96	0.34	0.26	0.81	0.60			0.85	0.97
Control Delay	40.4	534.0		76.6	51.2	35.3	110.4	31.9			113.9	50.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	40.4	534.0		76.6	51.2	35.3	110.4	31.9			113.9	50.9
LOS	D	F		E	D	D	F	С			F	D
Approach Delay		412.5			63.8			38.1				53.6
Approach LOS		F			E			D				D
90th %ile Green (s)	13.0	10.5		35.0	32.5	14.5	10.5	68.5		14.5	14.5	72.5
90th %ile Term Code	Max	Max		Мах	Hold	Max	Max	Coord		Max	Max	Coord
70th %ile Green (s)	12.5	10.5		35.0	33.0	14.5	10.5	68.5		14.5	14.5	72.5
70th %ile Term Code	Gap	Max		Мах	Hold	Max	Max	Coord		Max	Max	Coord
50th %ile Green (s)	11.1	10.5		35.0	34.4	14.5	10.5	68.5		14.5	14.5	72.5
50th %ile Term Code	Gap	Max		Мах	Hold	Max	Max	Coord		Max	Max	Coord
30th %ile Green (s)	9.7	10.5		35.0	35.8	14.5	10.5	68.5		14.5	14.5	72.5
30th %ile Term Code	Gap	Max		Мах	Hold	Max	Max	Coord		Max	Max	Coord
10th %ile Green (s)	7.8	12.2		33.3	37.7	12.7	10.5	70.3		12.7	12.7	72.5
10th %ile Term Code	Gap	Max		Gap	Hold	Gap	Max	Coord		Gap	Gap	Coord
Queue Length 50th (ft)	53	~375		360	126	82	98	313		·	104	794
Queue Length 95th (ft)	94	#553		#565	200	140	#205	363			#215	#924
Internal Link Dist (ft)		90			265			521				433
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	260	118		443	453	471	123	1974			128	2380
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.30	2.05		0.95	0.34	0.26	0.81	0.60			0.83	0.97
Intersection Summary												

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductin	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced V/C Ratio	
Intersection Summary	

Future (2023) Traffic Projections 4:15 pm 03/01/2018 PM Peak Hour KAS

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Lei	ngth: 150		
Offset: 33 (22%), F	Referenced to phase 2:N	BT and 6:SBT, Start of Green	
Natural Cycle: 150			
Control Type: Actu	ated-Coordinated		
Maximum v/c Ratio	): 2.05		
Intersection Signal	Delay: 75.3	Intersection LOS: E	
Intersection Capac	ity Utilization 101.8%	ICU Level of Service G	
Analysis Period (m	in) 15		
~ Volume exceed	Is capacity, queue is the	oretically infinite.	
Queue shown is	s maximum after two cyc	:les.	
# 95th percentile	volume exceeds capaci	ty, queue may be longer.	
Queue shown is	s maximum after two cyc	:les.	
Phase conflict b	etween lane groups.		

#### Splits and Phases: 100: IL 83 & Foster Avenue

Ø1		<b>√</b> Ø3		<u>_</u>
19 s	75 s	39 s		17 s
▲ Ø5	🛡 Ø6 (R)		₹ Ø8	
15 s	79 s	17 s	39 s	

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		et			ŧ			÷				1
Traffic Vol, veh/h	0	245	1	1	625	0	1	0	5	0	0	35
Future Vol, veh/h	0	245	1	1	625	0	1	0	5	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	31	2	2	7	2	2	2	25	2	2	86
Mvmt Flow	0	258	1	1	658	0	1	0	5	0	0	37

Major/Minor	Major1		Major	2		Minor1		Ν	Minor2			
Conflicting Flow All	-	0	0 25	90	0	918	918	258	-	-	658	
Stage 1	-	-	-		-	258	258	-	-	-	-	
Stage 2	-	-	-		-	660	660	-	-	-	-	
Critical Hdwy	-	-	- 4.1	2 -	-	7.12	6.52	6.45	-	-	7.06	
Critical Hdwy Stg 1	-	-	-		-	6.12	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-	-		-	6.12	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.21	8-	-	3.518	4.018	3.525	-	-	4.074	
Pot Cap-1 Maneuver	0	-	- 130	6 -	0	252	272	728	0	0	345	
Stage 1	0	-	-		0	747	694	-	0	0	-	
Stage 2	0	-	-		0	452	460	-	0	0	-	
Platoon blocked, %		-	-	-								
Mov Cap-1 Maneuver	r -	-	- 130	6 -	-	225	272	728	-	-	345	
Mov Cap-2 Maneuver	r -	-	-		-	225	272	-	-	-	-	
Stage 1	-	-	-		-	747	694	-	-	-	-	
Stage 2	-	-	-		-	403	460	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0	11.9	16.7	
HCM LOS			В	С	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	530	-	-	1306	-	345
HCM Lane V/C Ratio	0.012	-	-	0.001	-	0.107
HCM Control Delay (s)	11.9	-	-	7.8	0	16.7
HCM Lane LOS	В	-	-	А	А	С
HCM 95th %tile Q(veh)	0	-	-	0	-	0.4

0.6												
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	\$			÷			\$					
30	220	1	1	615	20	10	1	5	0	0	0	
30	220	1	1	615	20	10	1	5	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	
Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
-	-	None	-	-	None	-	-	None	-	-	None	
-	-	-	-	-	-	-	-	-	-	-	-	
# -	0	-	-	0	-	-	0	-	-	-	-	
-	0	-	-	0	-	-	0	-	-	0	-	
95	95	95	95	95	95	95	95	95	95	95	95	
91	23	2	2	7	85	2	2	2	2	2	2	
32	232	1	1	647	21	11	1	5	0	0	0	
	0.6 EBL 30 30 Free - - - 4 95 91 32	0.6 EBL EBT 30 220 30 220 0 0 Free Free  # - 4 - 95 95 91 23 32 232	0.6   EBT   EBR     EBL   EBT   EBR     30   220   1     30   220   1     30   220   1     30   220   1     30   220   1     30   220   1     30   220   1     4   0   0     -   -   None     4   -   0     9   0   -     95   95   95     91   23   2     32   232   1	0.6   EBT   EBR   WBL     EBL   EBT   EBR   WBL     30   220   11   11     30   220   11   11     30   220   11   11     30   220   11   11     30   220   11   11     30   220   11   11     4   0   0   0     5   7   None   10     6   7   7   7     7   0   7   7     8   0   1   1     9   10   1   1     95   95   95   95     91   232   232   1   1	0.6   EBT   EBR   WBL   WBT     Image: Im	0.6EBLEBTEBRWBLWBTWBR1EBTEBRWBLWBTWBR1EBTIIII302201161520302201161520302201161520302201161520302201000100000010FreeFreeFreeFreeFree10-0-0-40-00-95959595959591232164721	0.6EBLEBTEBRWBLWBTWBRNBL3022011161520103022011615201030220116152010302201161520103022011615201030220116152010300000000677778101700-140-10-195959595959595912322785232232116472111	$BEI$ EBTEBRWBLWBTWBRNBLNBT $\clubsuit$ $\clubsuit$ $\clubsuit$ $\clubsuit$ $\clubsuit$ $\clubsuit$ $\bullet$ $\bullet$ $30$ $220$ 11 $615$ $20$ 101 $30$ $220$ 11 $615$ $20$ 101 $30$ $220$ 11 $615$ $20$ 101 $30$ $220$ 11 $615$ $20$ 101 $30$ $220$ 11 $615$ $20$ 101 $30$ $220$ 11 $615$ $20$ 101 $70$ $70$ $00$ $0$ $0$ $0$ $0$ $0$ $0$ $7$ $70$ $70$ $70$ $70$ $70$ $70$ $70$ $70$ $70$ $70$ $75$ $95$ $95$ $95$ $95$ $95$ $95$ $95$ $91$ $23$ $22$ $1$ $1$ $647$ $21$ $11$ $11$	0.6EBLEBTEBRWBLWBTWBRNBLNBTNBT302201111615201011553022011116152010115530220111161520101155302201111615201011553022011116152010115530220111161520101155302201000000000600000000000071011115111115959595959595959595222232232116472111115	0.6EBLEBTEBRWBLWBTWBRNBLNBTNBRSBL3022011161520101503022011615201015030220116152010150302201161520101503022011615201015030220116152010150302201161520101503022011647211115030220116472111150	0.6EBLEBTEBRWBLWBTWBRNBLNBTNBRSBLSBLSBT30220116152010150030220116152010150030220116152010150030220116152010150030220116152010150030220116152010150030220116152010150066787888787777852222222223223211647211111500	D.6EBLEBRWBLWBTWBRNBLNBTNBRSBLSBTSBR3022011116152010115000302201111615201011500030220111161520101150003022011116152010115000302201111615201011500030220111615201011500030220116152010101150006000000000000007FreeFreeFreeFreeFreeStopStopStopStopStopStopStopStopStop787

Major/Minor	Major1		Major	2		Minor1			
Conflicting Flow All	668	0	0 233	3 0	0	955	966	232	
Stage 1	-	-	-		-	295	295	-	
Stage 2	-	-	-		-	660	671	-	
Critical Hdwy	5.01	-	- 4.12	2 -	-	6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-	-		-	5.42	5.52	-	
Critical Hdwy Stg 2	-	-	-		-	5.42	5.52	-	
Follow-up Hdwy	3.019	-	- 2.218	3 -	-	3.518	4.018	3.318	
Pot Cap-1 Maneuver	615	-	- 133	5 -	-	287	255	807	
Stage 1	-	-	-		-	755	669	-	
Stage 2	-	-	-		-	514	455	-	
Platoon blocked, %		-	-	-	-				
Mov Cap-1 Maneuver	615	-	- 133	5 -	-	270	0	807	
Mov Cap-2 Maneuver	-	-	-		-	270	0	-	
Stage 1	-	-	-		-	710	0	-	
Stage 2	-	-	-		-	513	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	1.3	0	15.9	
HCM LOS			С	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	
Capacity (veh/h)	347	615	-	-	1335	-	-	
HCM Lane V/C Ratio	0.049	0.051	-	-	0.001	-	-	
HCM Control Delay (s)	15.9	11.2	0	-	7.7	0	-	
HCM Lane LOS	С	В	А	-	А	А	-	
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	5	ĥ		ሻ	•	1	5	<b>ተተ</b> ኈ			5	<u> </u>
Traffic Volume (vph)	55	30	90	140	45	50	60	690	70	10	65	865
Future Volume (vph)	55	30	90	140	45	50	60	690	70	10	65	865
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	325		300	550		0		310	
Storage Lanes	1		0	1		1	1		0		1	
Taper Length (ft)	100			175			155				155	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Frt		0.888				0.850		0.986				0.995
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1650	0	1641	1923	1252	1770	4622	0	0	1393	4786
Flt Permitted	0.726			0.481			0.950				0.950	
Satd. Flow (perm)	1352	1650	0	831	1923	1252	1770	4622	0	0	1393	4786
Right Turn on Red			No			No			No			
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			45				45
Link Distance (ft)		720			345			646				605
Travel Time (s)		19.6			9.4			9.8				9.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	3%	2%	10%	4%	29%	2%	10%	17%	2%	34%	8%
Adj. Flow (vph)	58	32	95	147	47	53	63	726	74	11	68	911
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	127	0	147	47	53	63	800	0	0	79	943
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12	0		12	5		12	0			12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			22				22
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2	1	1	2		1	1	2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100	20	20	100		20	20	100
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	20	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex				CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA		Prot	Prot	NA
Protected Phases	7	4		3	8	1!	5	2		1!	1	6

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	SBR
Lone Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	Ŭ
Satd. Flow (perm)	0
Right Turn on Red	No
Satd Flow (RTOR)	NU
Link Sneed (mnh)	
Link Distance (ff)	
Travel Time (s)	
Poak Hour Factor	0.05
FEAN FIUN FAUNT	0.70 20/
neavy venicies (%)	5%
Auj. FIUW (VP(1) Sharad Lana Traffia (0/)	32
Shared Lane Traffic (%)	^
Lane Group Flow (vpn)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Oucus (s)	
Detector 1 Dolay (c)	
Detector 2 Desition(ft)	
Detector 2 Size(ff)	
Detector 2 SiZe(II)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8		8						
Detector Phase	7	4		3	8	1	5	2		1	1	6
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	3.0	3.0	15.0		3.0	3.0	15.0
Minimum Split (s)	7.0	51.5		7.0	14.5	7.5	7.5	30.5		7.5	7.5	21.5
Total Split (s)	19.0	21.0		24.0	26.0	22.0	22.0	53.0		22.0	22.0	53.0
Total Split (%)	15.8%	17.5%		20.0%	21.7%	18.3%	18.3%	44.2%		18.3%	18.3%	44.2%
Maximum Green (s)	15.0	14.5		20.0	19.5	17.5	17.5	46.5		17.5	17.5	46.5
Yellow Time (s)	3.5	4.5		3.5	4.5	3.5	3.5	4.5		3.5	3.5	4.5
All-Red Time (s)	0.5	2.0		0.5	2.0	1.0	1.0	2.0		1.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	4.0	6.5		4.0	6.5	4.5	4.5	6.5			4.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	4.0	5.0		4.0	5.0	4.0	4.0	7.0		4.0	4.0	7.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	Min	C-Min
Walk Time (s)		10.0						7.0				
Flash Dont Walk (s)		35.0						17.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)	26.8	15.0		35.9	20.3	39.7	10.6	56.0			12.9	58.3
Actuated g/C Ratio	0.22	0.12		0.30	0.17	0.33	0.09	0.47			0.11	0.49
v/c Ratio	0.17	0.62		0.42	0.14	0.13	0.40	0.37			0.53	0.41
Control Delay	30.1	62.8		35.0	41.9	26.2	58.6	22.7			62.6	21.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	30.1	62.8		35.0	41.9	26.2	58.6	22.7			62.6	21.6
LOS	С	E		D	D	С	E	С			E	С
Approach Delay		52.5			34.4			25.3				24.8
Approach LOS		D			С			С				С
90th %ile Green (s)	11.7	15.0		19.5	22.8	17.5	14.3	46.5		17.5	17.5	49.7
90th %ile Term Code	Gap	Max		Gap	Hold	Max	Gap	Coord		Мах	Мах	Coord
70th %ile Green (s)	10.2	18.7		16.2	24.7	15.2	12.1	48.4		15.2	15.2	51.5
70th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
50th %ile Green (s)	9.3	16.4		14.4	21.5	13.0	10.6	54.7		13.0	13.0	57.1
50th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
30th %ile Green (s)	8.3	14.2		12.6	18.5	10.9	9.1	60.8		10.9	10.9	62.6
30th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
10th %ile Green (s)	6.7	10.9		10.0	14.2	7.9	6.9	69.7		7.9	7.9	70.7
10th %ile Term Code	Gap	Gap		Gap	Hold	Gap	Gap	Coord		Gap	Gap	Coord
Queue Length 50th (ft)	32	93		86	31	28	47	146			59	169
Queue Length 95th (ft)	62	162		136	65	55	91	205			107	232
Internal Link Dist (ft)		640			265			566				525
Turn Bay Length (ft)	130			325		300	550				310	
Base Capacity (vph)	416	217		384	346	462	258	2157			203	2325
Starvation Cap Reductn	0	0		0	0	0	0	0			0	0
Spillback Cap Reductn	0	0		0	0	0	0	0			0	0
Storage Cap Reductn	0	0		0	0	0	0	0			0	0
Reduced v/c Ratio	0.14	0.59		0.38	0.14	0.11	0.24	0.37			0.39	0.41
Intersection Summary												

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

03/20/2018

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Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	
Queue Length 50th (ft)	
Queue Length 95th (IT)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (Vpn)	
Starvation Cap Reductin	
SpinDack Cap Reducin	
Storage Cap Reductin	
Reduced WC Rallo	
Intersection Summary	

Future (2023) Traffic Projections 11:30 am 03/01/2018 Saturday Midday Peak Hour KAS

Area Type: Other		
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 114 (95%), Referenced to phase 2:N	BT and 6:SBT, Start of Green	
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.62		
Intersection Signal Delay: 28.2	Intersection LOS: C	
Intersection Capacity Utilization 49.7%	ICU Level of Service A	
Analysis Period (min) 15		
Phase conflict between lane groups.		

Splits and Phases: 100: IL 83 & Foster Avenue

Ø1	🖡 🕇 ø2 (R)	<b>√</b> Ø3	A <sub>04</sub>
22 s	53 s	24 s	21 s
<b>▲</b> Ø5	♥ ♥ Ø6 (R)		
22 s	53 s	19 s 💦 🕺	26 s

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			- <del>स</del> ी			4				1
Traffic Vol, veh/h	0	165	1	5	215	0	1	0	1	0	0	20
Future Vol, veh/h	0	165	1	5	215	0	1	0	1	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	20	2	2	7	2	2	2	2	2	2	27
Mvmt Flow	0	174	1	5	226	0	1	0	1	0	0	21

Major/Minor	Major1		Major2		Minor1		Ν	/linor2			
Conflicting Flow All	-	0	0 175	0	) 411	411	174	-	-	226	
Stage 1	-	-		-	- 174	174	-	-	-	-	
Stage 2	-	-		-	- 237	237	-	-	-	-	
Critical Hdwy	-	-	- 4.12	-	- 7.12	6.52	6.22	-	-	6.47	
Critical Hdwy Stg 1	-	-		-	- 6.12	5.52	-	-	-	-	
Critical Hdwy Stg 2	-	-		-	- 6.12	5.52	-	-	-	-	
Follow-up Hdwy	-	-	- 2.218	-	- 3.518	4.018	3.318	-	-	3.543	
Pot Cap-1 Maneuver	0	-	- 1401	-	) 551	531	869	0	0	755	
Stage 1	0	-		-	) 828	755	-	0	0	-	
Stage 2	0	-		-	) 766	709	-	0	0	-	
Platoon blocked, %		-	-	-							
Mov Cap-1 Maneuver	r -	-	- 1401	-	- 534	529	869	-	-	755	
Mov Cap-2 Maneuver	r -	-		-	- 534	529	-	-	-	-	
Stage 1	-	-		-	- 828	755	-	-	-	-	
Stage 2	-	-		-	- 742	706	-	-	-	-	

Approach	EB	WB	NB	SB	
HCM Control Delay, s	0	0.2	10.5	9.9	
HCM LOS			В	А	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	662	-	-	1401	-	755
HCM Lane V/C Ratio	0.003	-	-	0.004	-	0.028
HCM Control Delay (s)	10.5	-	-	7.6	0	9.9
HCM Lane LOS	В	-	-	А	А	А
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Int Delay, s/veh

Movement   EBL   EBL   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR     Lane Configurations													
Lane Configurations Image: height and the system of th	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h 15 150 1 1 220 5 1 1 1 0 0 0   Future Vol, veh/h 15 150 1 1 220 5 1 1 1 0 0 0 0   Conflicting Peds, #/hr 0	Lane Configurations		- 🗘			- 🗘			4				
Future Vol, veh/h 15 150 1 1 220 5 1 1 1 0 0 0 0   Conflicting Peds, #/hr 0 <td< td=""><td>Traffic Vol, veh/h</td><td>15</td><td>150</td><td>1</td><td>1</td><td>220</td><td>5</td><td>1</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td></td<>	Traffic Vol, veh/h	15	150	1	1	220	5	1	1	1	0	0	0
Conflicting Peds, #/hr   0	Future Vol, veh/h	15	150	1	1	220	5	1	1	1	0	0	0
Sign ControlFreeFreeFreeFreeFreeFreeStop <td>Conflicting Peds, #/hr</td> <td>0</td>	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
RT Channelized - - None - - None - - None   Storage Length - - - - - - - - - - - None   Veh in Median Storage, # 0 - 0 - 0 -	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Storage Length   -	RT Channelized	-	-	None									
Veh in Median Storage, #   0   -   0   -   0   - <td>Storage Length</td> <td>-</td>	Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Grade, % - 0 0 0 0 0 -	Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	-	-
	Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, % 94 12 2 2 6 80 2 2 2 2 2 2 2	Heavy Vehicles, %	94	12	2	2	6	80	2	2	2	2	2	2
Mvmt Flow 16 158 1 1 232 5 1 1 1 0 0 0	Mvmt Flow	16	158	1	1	232	5	1	1	1	0	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	237	0	0 159	0 (	) 426	429	158	
Stage 1	-	-		-	- 190	190	-	
Stage 2	-	-		-	- 236	239	-	
Critical Hdwy	5.04	-	- 4.12	-	- 6.42	6.52	6.22	
Critical Hdwy Stg 1	-	-		-	- 5.42	5.52	-	
Critical Hdwy Stg 2	-	-		-	- 5.42	5.52	-	
Follow-up Hdwy	3.046	-	- 2.218	-	- 3.518	4.018	3.318	
Pot Cap-1 Maneuver	936	-	- 1420	-	- 585	518	887	
Stage 1	-	-		-	- 842	743	-	
Stage 2	-	-		-	- 803	708	-	
Platoon blocked, %		-	-	-	-			
Mov Cap-1 Maneuver	936	-	- 1420	-	- 573	0	887	
Mov Cap-2 Maneuver	-	-		-	- 573	0	-	
Stage 1	-	-		-	- 826	0	-	
Stage 2	-	-		-	- 802	0	-	

Approach	EB	WB	NB	
HCM Control Delay, s	0.8	0	10.2	
HCM LOS			В	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	
Capacity (veh/h)	696	936	-	-	1420	-	-	
HCM Lane V/C Ratio	0.005	0.017	-	-	0.001	-	-	
HCM Control Delay (s)	10.2	8.9	0	-	7.5	0	-	
HCM Lane LOS	В	А	А	-	А	А	-	
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	
## Kimley **Whorn**

TRAFFIC COUNT DATA

### Study Name01 IL 83 & FosterStart DateThursday, February 22, 2018

#### **Report Summary**

				Eastk	oound					West	bound					North	bound					South	bound					G	rosswall	k
Time Period	Class.				R		0				R		0				R		0				R		0	Total		s on Cr	destria	Total
AM Peak Period	Lights	0	155	90	52	297	356	0	54	75	63	192	348	2	244	1822	185	2253	767	20	73	659	37	789	2060	3531	W	0	0	0
Specified Period	%	0%	96%	99%	91%	96%	98%	0%	51%	96%	64%	68%	84%	100%	98%	90%	89%	91%	75%	100%	64%	77%	97%	77%	90%	86%		0%	0%	
7:45 AM - 8:45 AM	Mediums	0	6	1	5	12	7	0	26	3	18	47	23	0	3	73	4	80	123	0	18	92	1	111	97	250	Е	0	0	0
One Hour Peak	%	0%	4%	1%	9%	4%	2%	0%	25%	4%	18%	17%	6%	0%	1%	4%	2%	3%	12%	0%	16%	11%	3%	11%	4%	6%		0%	0%	
7:45 AM - 8:45 AM	Articulated Trucks	0	0	0	0	0	2	0	26	0	18	44	42	0	2	126	19	147	128	0	23	102	0	125	144	316	S	0	1	1
	%	0%	0%	0%	0%	0%	1%	0%	25%	0%	18%	16%	10%	0%	1%	6%	9%	6%	13%	0%	20%	12%	0%	12%	6%	8%		0%	100%	
	Total	0	161	91	57	309	365	0	106	78	99	283	413	2	249	2021	208	2480	1018	20	114	853	38	1025	2301	4097	Ν	0	0	0
	PHF	0	0.91	0.78	0.89	0.93	0.82	0	0.74	0.81	0.82	0.79	0.83	0.5	0.81	0.81	0.81	0.81	0.93	0.5	0.89	0.94	0.86	0.95	0.83	0.87		0%	0%	
	HV%	0%	4%	1%	9%	4%	2%	0%	49%	4%	36%	32%	16%	0%	2%	10%	11%	9%	25%	0%	36%	23%	3%	23%	10%	14%		0	1	1
PM Peak Period	Lights	0	71	43	183	297	281	0	349	137	84	570	157	0	94	828	61	983	2546	11	53	2014	50	2128	994	3978	W	0	0	0
Specified Period	%	0%	97%	98%	100%	99%	98%	0%	93%	99%	76%	91%	72%	0%	98%	83%	66%	83%	95%	92%	65%	95%	96%	94%	83%	91%		0%	0%	
4:15 PM - 5:15 PM	Mediums	0	2	1	0	3	6	0	10	2	12	24	26	0	2	69	14	85	60	0	11	50	2	63	83	175	Е	0	0	0
One Hour Peak	%	0%	3%	2%	0%	1%	2%	0%	3%	1%	11%	4%	12%	0%	2%	7%	15%	7%	2%	0%	13%	2%	4%	3%	7%	4%		0%	0%	
4:15 PM - 5:15 PM	Articulated Trucks	0	0	0	0	0	0	0	18	0	15	33	35	0	0	103	17	120	81	1	18	63	0	82	119	235	S	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	5%	0%	14%	5%	16%	0%	0%	10%	18%	10%	3%	8%	22%	3%	0%	4%	10%	5%		0%	100%	
	Total	0	73	44	183	300	287	0	377	139	111	627	218	0	96	1000	92	1188	2687	12	82	2127	52	2273	1196	4388	Ν	0	4	4
	PHF	0	0.79	0.73	0.78	0.85	0.89	0	0.85	0.74	0.82	0.83	0.83	0	0.71	0.93	0.79	0.91	0.96	0.75	0.73	0.91	0.87	0.91	0.96	0.96		0%	100%	
	HV%	0%	3%	2%	0%	1%	2%	0%	7%	1%	24%	9%	28%	0%	2%	17%	34%	17%	5%	8%	35%	5%	4%	6%	17%	9%		0	5	5
Saturday MD Peak	Lights	0	54	28	86	168	134	0	122	44	34	200	124	0	61	612	52	725	998	12	44	790	29	875	712	1968	W	0	0	0
Specified Period	%	0%	98%	97%	98%	98%	97%	0%	90%	96%	79%	89%	81%	0%	98%	90%	83%	90%	92%	100%	71%	92%	97%	91%	90%	91%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	1	2	4	4	0	3	2	3	8	9	0	1	18	4	23	29	0	4	24	1	29	22	64	Е	0	1	1
One Hour Peak	%	0%	2%	3%	2%	2%	3%	0%	2%	4%	7%	4%	6%	0%	2%	3%	6%	3%	3%	0%	6%	3%	3%	3%	3%	3%		0%	100%	
11:30 AM - 12:30 PM	Articulated Trucks	0	0	0	0	0	0	0	11	0	6	17	21	0	0	48	7	55	52	0	14	41	0	55	54	127	S	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	8%	0%	14%	8%	14%	0%	0%	7%	11%	7%	5%	0%	23%	5%	0%	6%	7%	6%		0%	0%	
	Total	0	55	29	88	172	138	0	136	46	43	225	154	0	62	678	63	803	1079	12	62	855	30	959	788	2159	Ν	0	0	0
	PHF	0	0.69	0.72	0.65	0.75	0.86	0	0.71	0.57	0.77	0.71	0.88	0	0.74	0.91	0.88	0.93	0.9	0.6	0.74	0.93	0.83	0.96	0.93	0.95		0%	0%	
	HV%	0%	2%	3%	2%	2%	3%	0%	10%	4%	21%	11%	19%	0%	2%	10%	17%	10%	8%	0%	29%	8%	3%	9%	10%	9%		0	1	1

### Study Name03 Foster & Inbound Diesel DrivewayStart DateThursday, February 22, 2018

#### **Report Summary**

				Eastb	ound					West	bound					North	bound					South	bound					C	rosswall	k
Time Period	Class.				R		0				R		0				R		0				R		0	Total		s on Cro	destria	Total
AM Peak Period	Lights	1	1	353	16	371	199	0	5	196	3	204	354	0	1	0	0	1	21	0	1	0	1	2	4	578	W	0	4	4
Specified Period	%	100%	6%	87%	100%	85%	76%	0%	100%	76%	13%	72%	87%	0%	100%	0%	0%	100%	100%	0%	20%	0%	50%	29%	10%	79%		0%	100%	
7:45 AM - 8:45 AM	Mediums	0	7	18	0	25	34	0	0	34	9	43	20	0	0	0	0	0	0	0	2	0	0	2	16	70	Е	0	1	1
One Hour Peak	%	0%	44%	4%	0%	6%	13%	0%	0%	13%	39%	15%	5%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	29%	41%	10%		0%	100%	
7:45 AM - 8:45 AM	ticulated Truc	0	8	33	0	41	28	0	0	27	11	38	35	0	0	0	0	0	0	0	2	0	1	3	19	82	S	0	1	1
	%	0%	50%	8%	0%	9%	11%	0%	0%	11%	48%	13%	9%	0%	0%	0%	0%	0%	0%	0%	40%	0%	50%	43%	49%	11%		0%	100%	
	Total	1	16	404	16	437	261	0	5	257	23	285	409	0	1	0	0	1	21	0	5	0	2	7	39	730	Ν	0	2	2
	PHF	0.25	0.57	0.79	0.33	0.83	0.83	0	0.62	0.83	0.64	0.83	0.79	0	0.25	0	0	0.25	0.38	0	0.62	0	0.5	0.58	0.65	0.92		0%	100%	
	HV%	0%	94%	13%	0%	15%	24%	0%	0%	24%	87%	28%	13%	0%	0%	0%	0%	0%	0%	0%	80%	0%	50%	71%	90%	21%		0	8	8
PM Peak Period	Lights	0	3	162	1	166	581	0	0	571	3	574	167	0	10	0	5	15	1	0	0	0	0	0	6	755	W	0	3	3
Specified Period	%	0%	14%	76%	100%	70%	93%	0%	0%	93%	15%	91%	75%	0%	100%	0%	100%	100%	100%	0%	0%	0%	0%	0%	14%	85%		0%	100%	
4:15 PM - 5:15 PM	Mediums	0	7	26	0	33	20	0	0	20	5	25	29	0	0	0	0	0	0	0	3	0	0	3	12	61	Е	0	0	0
One Hour Peak	%	0%	32%	12%	0%	14%	3%	0%	0%	3%	25%	4%	13%	0%	0%	0%	0%	0%	0%	0%	75%	0%	0%	60%	29%	7%		0%	0%	
4:15 PM - 5:15 PM	ticulated Truc	0	12	26	0	38	22	0	0	21	12	33	27	0	0	0	0	0	0	0	1	0	1	2	24	73	S	0	1	1
	%	0%	55%	12%	0%	16%	4%	0%	0%	3%	60%	5%	12%	0%	0%	0%	0%	0%	0%	0%	25%	0%	100%	40%	57%	8%		0%	100%	
	Total	0	22	214	1	237	623	0	0	612	20	632	223	0	10	0	5	15	1	0	4	0	1	5	42	889	Ν	0	4	4
	PHF	0	0.61	0.84	0.25	0.87	0.8	0	0	0.83	0.56	0.82	0.86	0	0.28	0	0.25	0.27	0.25	0	0.5	0	0.25	0.42	0.58	0.85		0%	100%	
	HV%	0%	86%	24%	0%	30%	7%	0%	0%	7%	85%	9%	25%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	86%	15%		0	8	8
Satuday MD Peak	Lights	0	1	133	0	134	189	0	1	189	1	191	133	0	0	0	0	0	1	0	0	0	0	0	2	325	W	0	0	0
Specified Period	%	0%	9%	88%	0%	83%	94%	0%	100%	94%	20%	92%	87%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	13%	87%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	6	0	7	5	0	0	5	0	5	6	0	0	0	0	0	0	0	0	0	0	0	1	12	E	0	0	0
One Hour Peak	%	0%	9%	4%	0%	4%	2%	0%	0%	2%	0%	2%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	3%		0%	0%	
11:30 AM - 12:30 PM	ticulated Truc	0	9	12	0	21	8	0	0	8	4	12	14	0	0	0	0	0	0	0	2	0	0	2	13	35	S	0	0	0
	%	0%	82%	8%	0%	13%	4%	0%	0%	4%	80%	6%	9%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	81%	9%		0%	0%	
	Total	0	11	151	0	162	202	0	1	202	5	208	153	0	0	0	0	0	1	0	2	0	0	2	16	372	N	0	0	0
	PHF	0	0.69	0.9	0	0.88	0.66	0	0.25	0.66	0.62	0.66	0.91	0	0	0	0	0	0.25	0	0.5	0	0	0.5	0.8	0.77		0%	0%	
	HV%	0%	91%	12%	0%	17%	6%	0%	0%	6%	80%	8%	13%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	88%	13%		0	0	0

### Study Name02 Foster & Outbound Diesel DrivewayStart DateThursday, February 22, 2018

#### **Report Summary**

				Eastb	ound					Westb	ound					North	bound					South	bound					C	rosswall	k
Time Period	Class.				R		0				R		0				R		0				R		0	Total		s on Cro	destria	Total
AM Peak Period	Lights	1	1	361	0	363	194	0	1	187	0	188	366	0	3	0	5	8	1	0	0	0	3	3	1	562	W	0	0	0
Specified Period	%	100%	50%	86%	0%	85%	67%	0%	100%	75%	0%	75%	85%	0%	75%	0%	100%	89%	100%	0%	0%	0%	9%	8%	50%	78%		0%	0%	
7:45 AM - 8:45 AM	Mediums	0	1	21	0	22	48	0	0	35	0	35	23	0	0	0	0	0	0	0	2	0	13	15	1	72	Е	0	1	1
One Hour Peak	%	0%	50%	5%	0%	5%	17%	0%	0%	14%	0%	14%	5%	0%	0%	0%	0%	0%	0%	0%	67%	0%	38%	41%	50%	10%		0%	100%	
7:45 AM - 8:45 AM	Articulated Trucks	0	0	40	0	40	46	0	0	27	0	27	41	0	1	0	0	1	0	0	1	0	18	19	0	87	S	0	1	1
	%	0%	0%	9%	0%	9%	16%	0%	0%	11%	0%	11%	10%	0%	25%	0%	0%	11%	0%	0%	33%	0%	53%	51%	0%	12%		0%	100%	
	Total	1	2	422	0	425	288	0	1	249	0	250	430	0	4	0	5	9	1	0	3	0	34	37	2	721	Ν	0	2	2
	PHF	0.25	0.25	0.81	0	0.8	0.81	0	0.25	0.82	0	0.81	0.81	0	0.33	0	0.62	0.56	0.25	0	0.38	0	0.65	0.71	0.25	0.9		0%	100%	
	HV%	0%	50%	14%	0%	15%	33%	0%	0%	25%	0%	25%	15%	0%	25%	0%	0%	11%	0%	0%	100%	0%	91%	92%	50%	22%		0	4	4
PM Peak Period	Lights	0	1	163	1	165	581	0	2	576	0	578	166	0	0	0	3	3	3	0	0	0	5	5	1	751	W	0	0	0
Specified Period	%	0%	50%	71%	100%	71%	91%	0%	100%	93%	0%	93%	70%	0%	0%	0%	75%	60%	100%	0%	0%	0%	23%	19%	50%	85%		0%	0%	
4:15 PM - 5:15 PM	Mediums	0	0	32	0	32	24	0	0	19	0	19	35	0	0	0	1	1	0	0	2	0	5	7	0	59	Е	0	0	0
One Hour Peak	%	0%	0%	14%	0%	14%	4%	0%	0%	3%	0%	3%	15%	0%	0%	0%	25%	20%	0%	0%	50%	0%	23%	27%	0%	7%		0%	0%	
4:15 PM - 5:15 PM	Articulated Trucks	0	1	34	0	35	35	0	0	22	0	22	36	0	1	0	0	1	0	0	2	0	12	14	1	72	S	0	2	2
	%	0%	50%	15%	0%	15%	5%	0%	0%	4%	0%	4%	15%	0%	100%	0%	0%	20%	0%	0%	50%	0%	55%	54%	50%	8%		0%	100%	
	Total	0	2	229	1	232	640	0	2	617	0	619	237	0	1	0	4	5	3	0	4	0	22	26	2	882	Ν	0	4	4
	PHF	0	0.5	0.87	0.25	0.87	0.8	0	0.25	0.81	0	0.81	0.87	0	0.25	0	0.5	0.62	0.25	0	1	0	0.55	0.59	0.5	0.86		0%	100%	
	HV%	0%	50%	29%	0%	29%	9%	0%	0%	7%	0%	7%	30%	0%	100%	0%	25%	40%	0%	0%	100%	0%	77%	81%	50%	15%		0	6	6
Saturday MD Peak	Lights	0	1	133	0	134	185	0	4	182	0	186	133	0	1	0	0	1	4	0	0	0	2	2	1	323	W	0	0	0
Specified Period	%	0%	50%	83%	0%	82%	88%	0%	100%	93%	0%	93%	83%	0%	100%	0%	0%	100%	100%	0%	0%	0%	14%	14%	50%	85%		0%	0%	
11:30 AM - 12:30 PM	Mediums	0	1	7	0	8	7	0	0	5	0	5	7	0	0	0	0	0	0	0	0	0	2	2	1	15	E	0	0	0
One Hour Peak	%	0%	50%	4%	0%	5%	3%	0%	0%	3%	0%	3%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	50%	4%		0%	0%	
11:30 AM - 12:30 PM	Articulated Trucks	0	0	21	0	21	19	0	0	9	0	9	21	0	0	0	0	0	0	0	0	0	10	10	0	40	S	0	0	0
	%	0%	0%	13%	0%	13%	9%	0%	0%	5%	0%	5%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	71%	71%	0%	11%		0%	0%	
	Total	0	2	161	0	163	211	0	4	196	0	200	161	0	1	0	0	1	4	0	0	0	14	14	2	378	N	0	0	0
	PHF	0	0.5	0.88	0	0.89	0.65	0	0.5	0.63	0	0.64	0.88	0	0.25	0	0	0.25	0.5	0	0	0	0.88	0.88	0.5	0.75		0%	0%	
	HV%	0%	50%	17%	0%	18%	12%	0%	0%	7%	0%	7%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	86%	86%	50%	15%		0	0	0







1001 Warrenville Road | Suite 350 | Lisle, IL | 60532 630-487-5550 **TYPE:** <u>Public Hearing</u> SUBMITTED BY: K. Pozsgay DEPARTMENT: CED



#### **DESCRIPTION:**

<u>Consideration of a Conditional Use Permit (Electronic Message Board Sign) and Variances (Monument Sign</u> <u>Height and Number permitted and Wall Sign number permitted) for Amoco, Inc. at 101 W. Irving Park Road.</u>

#### <u>SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:</u> SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

Enrich the lives of Residents Major Business/Corporate Center X Vibrant Major Corridors

#### **REQUEST:**

Conditional Use Permit; Electronic Message Center sign Municipal Code Section 10 - 18 - 6 - 1 and; Variance, Monument Sign Number Permitted Municipal Code Section 10 - 18 - 11A - 2b - 1 and; Variance, Monument Sign Height Municipal Code Section 10 - 18 - 11A - 2d - 1 and; Variance, Wall Signs Number Permitted

Municipal Code Section 10 - 18 - 11A - 2b - 2.

#### SUMMARY:

- 1. The Petitioner is seeking a Conditional Use Permit and Variances for an Electronic Message Board sign.
- 2. The wish to install a 14 foot monument sign, including electronic message center, at the south east corner of the site along Irving Park Road.
- 3. The Petitioner is also seeking a Variance for additional canopy signage.
- 4. The property was recently purchased and is being rebranded as an Amoco.

#### **RECOMMENDATION:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Amoco, with the following conditions:

- The Conditional Use Permit for Electronic Message Center sign be granted solely to Amoco and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.
- 2. The monument sign be developed in substantial compliance with the plans submitted Image FX. dated 01.25.18 and revised 03.23.18;
- 3. Applicant verifies that the monument sign will be set back 5 feet from the property line, according to code;
- 4. The electronic message center sign shall have all the appropriate controls for brightness, flashing, timer, etc so that modifications can be made as necessary. A six-month review of the sign by staff will determine if any changes are needed.

5. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

ATTACHMENTS:		
Description	Upload Date	Туре
Aerial & Zoning Maps	5/31/2018	<b>Backup Material</b>
Legal Notice	5/31/2018	<b>Backup Material</b>
Application	5/31/2018	<b>Backup Material</b>
Staff Report	5/31/2018	<b>Executive Summary</b>
Monument Sign plans	5/31/2018	<b>Backup Material</b>
Canopy Sign plans	5/31/2018	<b>Backup Material</b>
Test Sign photos	5/31/2018	<b>Backup Material</b>
Survey	5/31/2018	<b>Backup Material</b>



Village of Bensenville



#### LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, June 5, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 09 to consider a request for:

Conditional Use Permit; Electronic Message Center sign Municipal Code Section 10 - 18 - 6 - 1 and;

Variance, Monument Sign Number Permitted Municipal Code Section 10 - 18 - 11A - 2b - 1 and;

Variance, Monument Sign Height Municipal Code Section 10 - 18 - 11A - 2d - 1 and;

Variance, Wall Signs Number Permitted Municipal Code Section 10 - 18 - 11A - 2b - 2.

101 West Irving Park Road is in a C - 2 Highway Commercial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

LOT 3 (EXCEPT THAT PART OF LOT 3 LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE: COMMENCING AT A POINT ON THE WEST LINE OF SAID LOT, 40.176 FEET NORTH OF THE SOUTHWEST CORNER THEREOF; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 88 DEGREES 54 MINUTES 35 SECONDS FROM NORTH TO EAST WITH THE WEST LINE OF SAID LOT, A DISTANCE OF 255.285 FEET; THENCE EASTERLY ALONG THE ARC OF A CIRCLE OF A 5769.65 FOOT RADIUS, CONVEX NORTHERLY AND TANGENT TO THE LAST DESCRIBED LINE, 33.415 FEET TO A POINT ON THE EAST LINE OF SAID LOT 3 THAT IS 40.205 FEET NORTH OF THE SOUTHEAST CORNER THEREOF; AND FURTHER EXCEPTING THE NORTH 120.00 FEET OF SAID LOT 3), IN C. A. FRANZEN'S SUBDIVISION OF THE EAST 20.15 CHAINS (1329.9 FEET) OF THAT PART OF THE NORTHEAST 114 OF SECTION 14, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CENTER OF IRVING PARK BOULEVARD, AND SOUTH OF THE NORTH 461. 77 FEET THEREOF. ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 11. 1919 AS DOCUMENT 139197, IN DUPAGE COUNTY, ILLINOIS. (EXCEPT THEREFROM THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS BY DEED RECORDED DEC. 6, 2011 DOCUMENT R2011-148746)

Commonly known as 101 West Irving Park Road, Bensenville, IL 60106.

Makin Land Company of 33978 North U.S. Highway 45, Gages Lake, IL 60030 is the owner and Image FX Corp of 16W109 83<sup>rd</sup> Street, Burr Ridge, IL 60527 the applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through June 5, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

#### TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT May 17, 2018

APR <b>1 9 2018</b>	
By For O Date of Submission: MUNIS Accou	ffice Use Only int #: <u>8060</u> CDC Case #: <u>2018</u> -09
COMMUNITY DEVELOPMEN	NT COMMISSION APPLICATION
Address: 101 w Irving Park Rd, Bensenville, IL 601	06
Property Index Number(s) (PIN): $03 - 14 - 209$	025+ 03-14-209-040
A. PROPERTY OWNER: Mackin Land Co.	
Name 33978 N. U.S. Hwy 45	Corporation (if applicable)
Street Gages Lake	IL 60030
THOMAC (DILLAMIDI)	State Zip Code
Contact Person	Telephone Number & Email Address
If Owner is a Land Trust, list the names and addresses of the	beneficiaries of the Trust
Property Current Simples MOC 1 6	4/10/18
Property Owner Signature:	Date:Date:
Jim Williams	Image FX Corp
Name	Corporation (if applicable)
Street	
Burr Ridge	IL 60527
City Jim Williams	State Zip Code
Contact Person	Telephone Number & Email Address
Sign Installation Vendor	·····
Relationship of Applicant to subject property	
Applicant Signature:	Date:
C. ACTION REQUESTED (Check applicable):	SUBMITTAL REQUIREMENTS (1 original & 1 copy of each):

Brief Description of Request(s): (Submit separate sheet if necessary)

re Drandi New Sighage D. PROJECT DATA: Commercial service station 1. General description of the site: 2. Acreage of the site: 1.93 Acres more or less Building Size (if applicable): Canopy is 109'x128' 3. Is this property within the Village limits? (Check applicable below) X Yes No, requesting annexation

No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.

4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	C 2	service solution	Bensenville
North:	I 2	new industrial	1
South:	C 2	commercial	
East:	C 2	comercia	
West:	C 2	Comercial	N.

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT Name:	ENGINEER: Name:	
Telephone:	Telephone:	
Email:	Email:	
ATTORNEY Name:	OTHER Name:	
Telephone:	Telephone:	
Email:	Email:	

F. APPROVAL CRITERIA:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



#### STAFF REPORT

HEARING DATE:	June 5, 2018
CASE #:	2018 - 09
<b>PROPERTY:</b>	101 West Irving Park Road
<b>PROPERTY OWNER:</b>	Makin Land Company
APPLICANT	Image FX Corp / Amoco
SITE SIZE:	2.07 acres
<b>BUILDING SIZE:</b>	1,100 SF
<b>PIN NUMBERS:</b>	03-14-209-025 and 03-14-209-040
ZONING:	C – 2 Highway Commercial District
<b>REQUEST:</b>	Conditional Use Permit; Electronic Message Center sign
	Municipal Code Section $10 - 18 - 6 - 1$ and;
	Variance, Monument Sign Number Permitted
	Municipal Code Section $10 - 18 - 11A - 2b - 1$ and;
	Variance, Monument Sign Height
	Municipal Code Section $10 - 18 - 11A - 2d - 1$ and;
	Variance, Wall Signs Number Permitted
	Municipal Code Section $10 - 18 - 11A - 2b - 2$ .

#### **PUBLIC NOTICE:**

- 1. A Legal Notice was published in the Bensenville Independent on Thursday May 17, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday May 18, 2018.
- 3. On Friday May 18, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

#### **SUMMARY:**

The Petitioner is seeking a Conditional Use Permit for an Electronic Message Board sign and Variances for additional signage at 101 W Irving Park Road. The property was recently purchased and is being rebranded as an Amoco. The wish to install a 14 foot monument sign, including electronic message center, at the south east corner of the site along Irving Park Road. The applicant also needs variances for canopy signage.

#### SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	C – 2	Fueling Station	Local Commercial	Village of Bensenville
North	I-2	Industrial	Commercial/Industrial Flex	Village of Bensenville
South	C – 2	Commercial	Local Commercial	Village of Bensenville
West	C – 2	Commercial	Local Commercial	Village of Bensenville
East	C – 2	Commercial	Local Commercial	Village of Bensenville

#### **DEPARTMENT COMMENTS:**

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- Financially Sound Village
- Quality Customer Oriented Services
- Safe and Beautiful Village

Enrich the lives of Residents

Major Business/Corporate Center

X Vibrant Major Corridors

Finance: Account up to date.

<u>Police</u>: No police issues.

Engineering and Public Works: Public Works: No comments.

Engineering: No comments.

Community & Economic Development:

Economic Development:

- 1) Generally supportive of the conditional use for an electronic message board.
- 2) Improved signage should build awareness and attract new customers for the business, adding to sales tax revenue for the Village.

Fire Safety: No issues.

Building: Need to verify five-foot setback.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Local Commercial" for this property.
- 2) In the 2013 CEDS this property falls in the "Mid-Town" district.

- 3) The Variance for number of wall signs is because of the two additional "Amoco" cabinets on the east and west sides of the canopy. This is a common variances request granted in the Village.
- 4) The Monument sign variances are as follows:
  - a. Number of signs permitted They are proposing two panels to include the name of the store "Grahams" and the name of the gas brand "Amoco." Ordinance allows one sign maximum. This is a common variance granted at fueling stations.
  - b. Monument sign height They are proposing a sign height of 14 feet. This is the maximum monument sign height the Village has granted on previous fueling station variance requests.
- 5) The applicant is also requesting a Conditional Use permit for an electronic message center sign. This is a common request granted for fueling stations in the Village.
- 6) All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

#### **APPROVAL CRITERIA FOR CONDITIONAL USES:**

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

**1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

### Applicant's Response: There will be no adverse impact on traffic. This sign will be easy to read and consistent with other signs in the area.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

### Applicant's Response: There will be not be any Environmental Nuisance that is different from other signs in the area.

**3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

# Applicant's Response: This proposed sign will fit harmoniously with the existing character of all the business around and possibly encourage other business in the area to upgrade and maintain their look and feel.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

#### Applicant's Response: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of Allowed Uses in

the district, nor generate disproportionate demand for new services or facilities, in such a way as to place undue burdens upon existing development in the area.

**5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The Village of Bensenville only benefit from the upgraded look of this facility. The overall site has been updated from top to bottom with a fresh new look and new equipment all the way down to new concrete.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: When we took over the building the site was run down and in a state of disrepair. All the new equipment and imaging show our commitment to providing a clean, bright and well-maintained look of the new business.

		Meets (	Criteria
Con	ditional Use Approval Criteria	Yes	No
1.	Traffic	Х	
2.	Environmental Nuisance	Х	
3.	Neighborhood Character	Х	
4.	Public Services and Facilities	Х	
5.	Public Necessity	Х	
6.	Other Factors	X	

#### **APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: With the conversion of this gas station from CITGO to Amoco, new plans were drawn up to meet brand standards and to incorporate signage relevant to the offerings of the new owners. In doing so to keep the sign in its current location and all elements visible to oncoming traffic required us to apply for a variance to go from 12' to 14'. Also, as part of the imaging of the canopy it is requested that we brand the sides of the canopy with the corporate logo.

2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: If we must reconfigure the sign, we would have to remove elements from it that are vital to our business operations. It is also possible that we may have to move the sign to another location on the property which would be extremely costly and less affective of a location. We will also lose the ability to meet brand standards of having logo's on the sides of the canopy.

**3.** Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

Response: The sole reason we are applying for the variance on the ID Sign is the height limitation allowed by the Village Ordinance. The reason we are applying for the variance on the sides of the canopy is to meet brand standards.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

**Response:** There has not been any action taken on our part to proceed with ordering the sign as we know a variance is needed.

**5. Preserve Rights Conferred by District:** A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

**Response:** There are other businesses in our area that have signs are taller than the 12' ordinance allows, and have signs on the non-street sides of the canopy.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

### **Response:** If the variance is not granted, we will not be able to display all the logo's or products that pertain to our business.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

### **Response:** We believe the signage will only enhance the area with a cleaner and more well-maintained signage.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

### **Response:** If the variance is granted it will in no way interfere with the General Development Plan adopted by the Village of Bensenville.

**9. Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

### **Response:** If the variance is approved, we will be able to proceed with our plans to obtain a permit and begin construction without incurring additional costs.

	Meets (	Criteria
Variances Approval Criteria	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	X	
4. Not Resulting from Applicant Actions	X	
5. Preserve Rights Conferred By District	X	
6. Necessary for the Use of the Property	X	
7. Not Alter Local Character	X	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

#### **RECOMMENDATIONS:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Amoco, with the following conditions:

- 1) The Conditional Use Permit for Electronic Message Center sign be granted solely to Amoco and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.
- 2) The monument sign be developed in substantial compliance with the plans submitted Image FX. dated 01.25.18 and revised 03.23.18;
- 3) Applicant verifies that the monument sign will be set back 5 feet from the property line, according to code;
- 4) The electronic message center sign shall have all the appropriate controls for brightness, flashing, timer, etc so that modifications can be made as necessary.

A six-month review of the sign by staff will determine if any changes are needed.

5) All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

Respectfully Submitted, Department of Community & Economic Development





### **OPTION 1 - 1 CABINET WITH 2" DIVIDER BARS**

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







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



address: 5107 Kissell Avenue Altoona PA 16601

telephone: 814.949.8287

fax: 814.949.8293

web: blaircompanies.com

#### project information

client: **BP** 

address: 101 W. IRVING PARK ROAD, BENSENVILLE, IL 60106-2106

store #:

m number: 1760800

date: 01.25.18

rendered: JGT

file name: BPL 1760800\_18

#### revisions

a. 03.07.18;JGT;Revised cab size to 3'x10'

b. 03.21.18;FD;Revised to show 2 options.

c. 03.23.18; JO; Added internal illumination.

sign code:

These drawings are not for construction. The information contained herein is intended to express design intent only.

This original design is the sole property of the Blair Companies, it cannot be reproduced, copied or exhibited, in whole or part, without first obtaining written consent from the Blair Companies.



Jobber: Graham Enterprise

SVB: 1760800 A

G

Address: 101 W Irving Park Road, Bensenville, IL 60106-2109

AMOCO

MOCO letter logo sigi

22" Dimensional Bullnose

Site Level: C

48″

CANOPY 1 OF 1



Front Elevation

**Back Elevation** 



Place valance and skirt graphics so that they form a circle







This is an original concept drawing created by Big Red Rooster Flow, LLC. It is submitted for use in connection with the project being planned for you by BRRFlow. All or any part of this design (except registered trademarks) remains the property of BRRFlow. This drawing is not to scale. For all questions regarding the scope of the project, please contact **Jacklyn Bundy 847.886.0756 or The Brand Image Adviser, Ronda Campbell 630-251-3520.** 



Notes

- Any Additional Fascia Should Be Removed. ACM Is Meant To Fit Over First Layer Of Fascia Only.

- If Fascia Height Is Less Than 30" It Will Need To Be Built Up To At Least 30" Inches

MAP













This is an original concept drawing created by Big Red Rooster Flow, LLC. It is submitted for use in connection with the project being planned for you by BRRFlow. All or any part of this design (except registered trademarks) remains the property of BRRFlow. This drawing is not to scale. For all questions regarding the scope of the project, please contact **Jacklyn Bundy 847.886.0756 or The Brand Image Adviser, Ronda Campbell 630-251-3520.** 

Approved By



Date \_\_\_\_\_



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TYPE: Public Hearing SUBMITTED BY: K. Pozsgay

**DEPARTMENT:** CED



#### **DESCRIPTION:**

Consideration of a Variance (Fence in corner side yard) for Celia Fernandez, located at 202 South Mason Street.

#### SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS: Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

X Enrich the lives of Residents Major Business/Corporate Center Vibrant Major Corridors

#### **REQUEST:**

Variance; Fence in corner side yard Municipal Code Section 10 – 14 – 11E – 1b.

#### SUMMARY:

- 1. The Petitioner is seeking a Variance to put a 6-foot privacy fence in their corner side yard.
- 2. The family has a young child and dog and have concerns about safety.
- 3. There are similar fences seen along Wood Street.
- 4. The fence does not encroach past the "rear" of the home toward the true front yard.
- 5. The fence does not approach the vision clearance triangle area.
- 6. At one point, there was a smaller white picket fence in the area this 6 foot privacy fence is proposed.

#### **RECOMMENDATION:**

Staff recommends the approval of the above Findings of Fact and therefore the approval of the Variance to allow the fence as proposed subject to the following condition:

- 1. The property be developed in substantial compliance with the plans submitted
  - by Des Plaines, Fence Company. Inc. dated 05.07.18.

#### ATTACHMENTS:

Description	Upload Date	Туре
Aerial & Zoning Maps	5/31/2018	Backup Material
Legal Notice	5/31/2018	Backup Material
Application	5/31/2018	Backup Material
Staff Report	5/31/2018	Executive Summary
Fence plans	5/31/2018	Backup Material
Plat	5/31/2018	Backup Material

B



### Village of Bensenville

202 S Mason





#### LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, June 5, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 11 to consider a request for:

Variance, Fence in corner side yard Municipal Code Section 10 - 14 - 11E - 1b.

202 South Mason Street is in a RS – 5 High Density Single Family District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

LOT 40 IN W.F. FRANZEN'S SUBDIVISION 'C', OF THE WEST 380.00 FEET OF THE EAST 1,380.50 FEET OF THAT PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE SOUTH LINE OF WOOD AVENUE, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1938 AS DOCUMENT NUMBER 391157, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 202 South Mason Street, Bensenville, IL 60106.

Celia Fernandez of 202 South Mason Street, Bensenville, IL 60106 is the owner and applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through June 5, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

#### TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT May 17, 2018

For Office Use Only Date of Submission: $5-8-18$ MUNIS Account #: $840$ CDC Case #: $2018 - 11$		
<b>COMMUNITY DEVELOPMENT COMMISSION APPLICATION</b>		
Address: 202 5 Maxan at Bensenville IL 60106		
Property Index Number(s) (PIN): 03 14 418 011		
A. PROPERTY OWNER: <u>Celig Fernandez</u> Name Corporation (if applicable)		
202 5 Moon st		
City	State Zip Code	
Celici Ferrondez	630 400 6903	
Contact Person Telephone Number & Email Address		
If Owner is a Land Trust, list the names and addresses of the beneficiaries of the Trust.         Property Owner Signature:		
Name Corporation (if applicable)		
Street		
City	State Zip Code	
Contact Person	Contact Person Telephone Number & Email Address	
Relationship of Applicant to subject property		
Applicant Signature:	Date: 5/4/18	
<ul> <li>C. ACTION REQUESTED (Check applicable):</li> <li>Annexation</li> <li>Conditional Use Permit</li> <li>Master Sign Plan</li> <li>Planned Unit Development**</li> <li>Plat of Subdivision</li> <li>Rezoning (Map Amendment)</li> <li>Site Plan Review</li> <li>Variance</li> <li>*Item located within this application packet.</li> <li>*See staff for additional information on PUD requests</li> </ul>	<ul> <li>SUBMITTAL REQUIREMENTS (1 original &amp; 1 copy of each);</li> <li>Affidavit of Ownership* (signed/notarized)</li> <li>Application*</li> <li>Approval Criteria</li> <li>Legal Description of Property</li> <li>Plat of Survey</li> <li>Site Plan</li> <li>Building Plans &amp; Elevations</li> <li>Engineering Plans</li> <li>Landscape Plan</li> <li>Review Fee (Application Fee + Escrow)</li> <li>Escrow agreement and deposit*</li> <li>Digital Submission of all application materials (CD)</li> </ul>	
Brief Description of Request(s): (Submit separate sheet if necessary)

in corner side yard tence Privacy D. PROJECT DATA: General description of the site: Corner property \_\_\_\_\_ 1. 2. Acreage of the site: 9 SF \_Building Size (if applicable): \_\_\_\_\_ 3. Is this property within the Village limits? (Check applicable below) Yes No, requesting annexation No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements. 4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.)

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	RS-5	Residential	Bensenville
North:		1	1
South:			
East:		V	
West:	$\nabla$	St. Alexis Parish	V

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT Name:	ENGINEER: Name:	
Telephone:	Telephone:	
Email:	Email:	
ATTORNEY Name:	OTHER Name:	
Telephone:	Telephone:	
Email:	Email:	

#### F. APPROVAL CRITERIA:

The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the Approval Criteria. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



<u>STAFF REPORT</u>	
HEARING DATE:	June 5, 2018
CASE #:	2018 - 11
PROPERTY:	202 South Mason Street
PROPERTY OWNER:	Celia Fernandez
APPLICANT	same
SITE SIZE:	9,000 SF
BUILDING SIZE:	1,200 SF
PIN NUMBERS:	03-14-418-011
ZONING:	RS – 5 High Density Single Family District
REQUEST:	Variance; Fence in corner side yard
	Municipal Code Section $10 - 14 - 11E - 1b$ .

### **PUBLIC NOTICE:**

- 1. A Legal Notice was published in the Bensenville Independent on Thursday May 17, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday May 18, 2018.
- 3. On Friday May 18, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

### **SUMMARY:**

The Petitioner is seeking a Variance to put a 6-foot privacy fence in their corner side yard. The family has a young child and dog and have concerns about safety.

	Zoning	Land Use	<b>Comprehensive Plan</b>	Jurisdiction
Site	RS-5	Residential	Residential	Village of Bensenville
North	RS - 5	Residential	Residential	Village of Bensenville
South	RS-5	Residential	Residential	Village of Bensenville
West	RS-5	Residential	Residential	Village of Bensenville
East	RS - 5	Residential	Residential	Village of Bensenville

#### SURROUNDING LAND USES:

### **DEPARTMENT COMMENTS:**

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village

Quality Customer Oriented Services

Safe and Beautiful Village

X Enrich the lives of Residents

Major Business/Corporate Center

Vibrant Major Corridors

<u>Finance</u>: Account up to date.

<u>Police</u>: No police issues.

Engineering and Public Works: Public Works: No comments.

Engineering: No engineering issues as long as it is not within the sight distance triangle.

<u>Community & Economic Development:</u> Economic Development: No comments to add.

Fire Safety: No comments.

Building:

- 1) No issues with the fence in the corner side yard.
- 2) Fence post footing are required to be 42 inches deep, not the 36 inches proposed.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Single Family Residential" for this property.
- 2) Fence in corner side yards are a standard variance request in the Village.
- 3) The fence does not encroach past the "rear" of the home toward the true front yard.
- 4) The fence does not approach the vision clearance triangle area.
- 5) At one point, there was a smaller white picket fence in the area this 6 foot privacy fence is proposed.
- 6) Similar privacy fences can be seen along Wood leading from garages to the home.

### **APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1. **Special Circumstances:** Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature

as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: Due to living on corner property, there has been a rise in concern of safety due to having a toddler and pet dog. Having privacy fence would allow for peace of mind that my son will be safe especially during those high traffic times.

2. Hardship or Practical Difficulties: For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

Response: For practical reasons of safety, it is my duty as a mother to request that the village of Bensenville allow me to fence our property to allow my son the freedom of free play without having concerns of having him run into the street or having unfamiliar pets put a potential threat to harming my toddler and pet dog.

**3.** Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

### **Response:** By allowing fencing on my property, I will be providing safety to my family.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

Response: While there has been no specific incident that has occurred that had resulted in negative result, there have been many restrictions placed on my toddler son to ensure his safety. These restrictions worked well while my son was younger, but while he ages and our family grows it has resulted in hardship to my family.

**5. Preserve Rights Conferred by District:** A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

Response: As property owner, I feel I have the right to request permit to put up a fence for the safety of our toddler son. In certain instances we have noted that cars are driving about speed limit or are doing incomplete stops which have raised my concern for our safety. While I remain with my toddler son at all times, it is impossible to be holding his hand while he is trying to free play. Placing fence will allow him to enjoy his toddler play while giving me reinsurance he will be safe within our home.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

## **Response:** This project is being requested solely for the safety of our family needs and not for any economic return.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

## **Response:** Providing us the approval for variances, will not impair the environmental quality of our property. All codes will be followed as indicated to us.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

**Response:** The granting of the variance will be in harmony with the general purpose the this ordinance and will not change any general development of the Village of Bensenville.

**9. Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

Response: Having our property fenced is the minimum variance needed in order to keep my son and pets out of danger from crossing into main streets. By fencing our yard I will be allowed to have my son have freedom without having to be holding his hand at all times when playing. It also keeps our family safe from unfriendly animals that come across our yard.

	Meets	Criteria
Variances Approval Criteria	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	X	
4. Not Resulting from Applicant Actions	X	
5. Preserve Rights Conferred By District	X	
6. Necessary for the Use of the Property	X	
7. Not Alter Local Character	X	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

### **RECOMMENDATIONS:**

Staff recommends the approval of the above Findings of Fact and therefore the approval of the Variance to allow the fence as proposed subject to the following condition:

1) The property be developed in substantial compliance with the plans submitted by Des Plaines, Fence Company. Inc. dated 05.07.18.

Respectfully Submitted, Department of Community & Economic Development

DES PLAINES, FENCE COMPANY. INC.					FENCING ESTIMATE & PROPOSAL		
387 DOVER	LN				Page 1		JOB#
DES PLAINES, IL.					Date:		05/07/18
, 		++++	)es Plaines	1111	Complete	Price:	\$9.770.00
		++++	FENCE COMPANY	++++	Down Pav	ment:	\$6.300.00
847	-912-7225				Balance		\$3,470,00
	512 / 225				bulurice.		\$3,170.00
Name:		Julian Fe	ernandez		Home Phor	ne:	224-622-0277
Address:		202 S. N	lason St		Office Phon	ie:	
City, Zip:		Benser	iville, IL		Office Fax:		
Cross Streets:					E-mail/Cell:		
Site Address:	SAME				E-mail/Cell:		
							DESCRIPTION
	FENCE	V	VALK GATES		DRIVE GA	TE	6' HT EVEREST WHITE PVC FENCE
FOOTAGE: 2	75	QUANTITY:	2	WIDTH:			Install 275' feet of 6' high, White Solid
STYLE: EV	verest	WIDTH:	3.5'	HEIGHT:			PVC Fence. 8' wide from post center
HEIGHT: 6'		HEIGHT:	6'	STYLE:			to post center, galvanized steel channel
COLOR: W	/hite	STYLE:	Everest	SCALLOP:	none		in bottom rail on 8' wide. Post are
POSTS: 4'	'x4"x9'	HINGES:	Vinil lock latch black	LATCH:	none		5"x5"x9', rail size 1-3/4"x5-1/2", picket
							WALK GATES         Included in the footage , There are 2         6'HX3.5'W walk gates. Vinyl lock         latch black and Adj hing w/hrdwr.         CONCRETE FOOTINGS         All posts are set in 8"x 36" concrete footings.         SALES TAX         Price includes sales tax.         PAYMENT
States of the							Cash / check
Footage = aprox. t	otal footage+gates. All	posts have 3 foot conc	rete footing set. Minor	bush/tree trin	nming is		
\$20/hour/man. Pl	ease have plat of survey	for our installation ma	nager. Removal of pos	t hole dirt is \$	7 / hole.		Note: Homeowner is responsible
Complete price re	flects all sales tax.	Thar	nk you for conside	ring <mark>DES PL</mark>	AINES FENC	e co.	for fence permit.
Llavil D'st		Tala D		Fastin - D	بالم		1
Haul Dirt	none	Take Down	no			none	
Concrete Brea	ks none	Haur Away	no		ade	none	
Asphalt Breaks	none	Gate In	diagram	Kalis In/O	ut II.a.m. / A.v I-	yes	
Core Drills	none	Gate Out	diagram	Fence Sca	liop/Arch	none	
(¥)				1			
(^)	ino/dato and agrees	mont to obtain the		Company	c approval		
Duyers signatu	n ej uate anu agreer	neni io obrain per	IIIIL	Company's approval			

DES PLAINES, FENCE COMPANY. INC.	FENCING ESTI	MATE & PROPOSAL: page 2
387 DOVER LN	Name:	Julian Fernandez
DES PLAINES, IL.	Address:	202 S. Mason St
	City, Zip:	Bensenville, IL
	Thank you for co	nsidering DES PLAINES FENCE CO.
The company is obligated by what is written in this contract. No or specifications are valid unless stated above. Customer hereby LOCATION OF THE LINE UPON WHICH SAID FENCE MATERIALS AN DES PLAINES FENCE CO. is not responsible for sprinkler systems, Customer assumes responsibility for dirt removal. Pay \$7 per he DES PLAINES FENCE is not responsible for any landscape damage that may occur while installing fence.	other contracts, ve assumes FULL RESF RE TO BE INSTALLED private gas or priva ole to contractor fo ge (including flowers	rbal agreements, PONSIBILITY FOR THE D. te electric lines. r removal. s or shrubs)
In the event this proposal is not approved by DES PLAINES FENCE any payment made shall be refunded to the customer and this p Proposals are valid for 60 days.	E CO. engineering o roposal shall becon	r credit department, ne null and void.
The price quoted is for normal installation. If any additional item breaks, or if rough fill is discovered, additional charges will be ad otherwise noted. The seller shall not be liable for delays caused delay in obtaining goods or other causes beyond its control.	ns, such as, concrete ded to the contract by strikes, weather	e breaks, asphalt price unless conditions,
The customer agrees that the fence is to follow the natural conto	ours of the ground u	unless otherwise specified.
I, the undersigned hereby agree that in the event of default in the this account is placed in the hands of an agency or attorney for c additional charge equal to the cost of collections including agence incurred and permitted by laws governing these transactions. All in the Circuit Court of Cook County, Illinois, First District. You has cancel this transaction, if you desire to do so, without any penalt days from the above date or any later date on which all material Truth In Lending Act have been given to you. If you so cancel, th other security interest on your home arising from this transaction	the payment of any a collection or legal ac cy and attorney fees I matters of dispute ve a legal right unde ty or obligation, with disclosures require the transaction, any l on is automatically ve	mount due and if tion to pay an and court costs shall be resolved er federal law to nin three business d under The en, mortgage or pid.
Agreement And Ac	cceptance To Pay	
DES PLAINES FENCE Co. agrees to furnish material for and install the buyer authorizes work to commence and agrees to pay the p PAYMENT IS DUE UPON COMPLETION OF THE JOB. If you cancel mortgage or other security interest on you home arising from th	a Family fence as d price described abov I the transaction, an is transaction is aut	escribed above and ve. FINAL y lien, omatically void.
Terms: This is a cash transaction, due in full upon completion and and deliquent upon expiration of due date. A penalty of 1.5% pe will be charged effective upon completion. Purchaser(s) agree to other costs of collections, if incurred in the collection of this deb	d, in all events beco er mo. for unanticip pay reasonable att t.	mes past due ated late payment orney's fee, and
DES PLAINES FENCE CO. guarantees its workmanship for life, ma	aterials 2 years and	gates 60 days.
You are authorized to do the work as specified. Payment will be	made as outlined a	bove.

(X)	
Buy	/ers signature/date

Company's approval





### PLAT OF SURVEY MARCHESE SURVEYING, INC. **RESIDENTIAL - COMMERCIAL SURVEYS**

Phone: (630) 830-1570 Fax: (630) 830-1844

#### PROPERTY DESCRIPTION

LOT 40 IN W.F. FRANZEN'S SUBDIVISION "C", OF THE WEST 380.00 FEET OF THE EAST 1,380.50 FEET OF THAT PART OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE SOUTH LINE OF WOOD AVENUE, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1938 AS DOCUMENT NUMBER 391157, IN DUPAGE COUNTY, ILLINOIS.

ALSO KNOWN AS: 202 SOUTH MASON STREET IN BENSENVILLE, ILLINOIS.

SCALE:

ONE INCH = FIFTEEN FEET

14-17052 ORDER NO:

MR. CHRIS J. AIELLO ATTORNEY AT LAW ORDERED BY:

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON, REFER TO YOUR CONTRACT, DEED, TITLE INSURANCE POLICY AND ZONING ORDINANCE.

STATE OF ILLINOIS S.S.

COUNTY OF DUPAGE

I, ROCCO J. MARCHESE, HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID

SURVEY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. DATED AT BARTLETT, OCTOBER 13, 2014



ANY REPRODUCTION OF THIS PLAT IS STRICTLY PROHIBITED WITHOUT WRITTEN CONSENT FROM MARCHESE SURVEYING, INC.

DRAWN BY: R.J.M. CHECK BY: R.J.M.

**TYPE:** Public Hearing SUBMITTED BY: K. Pozsgay DEPARTMENT:



### **DESCRIPTION:**

Consideration of a Conditional Use Permit (Electronic Message Center sign) and Variance (EMC sign percentage) for Zion Evangelical Lutheran Church, located at 865 South Church Road.

#### <u>SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:</u> SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

[] Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

X Enrich the lives of Residents Major Business/Corporate Center Vibrant Major Corridors

### **REQUEST:**

Conditional Use Permit, Electronic Message Center sign Municipal Code Section 10 - 18 - 6 - 1B and; Variance, Percentage Municipal Code Section 10 - 18 - 6 - 1A - 2.

### SUMMARY:

- 1. The Petitioner is seeking a Conditional Use Permit for an Electronic Message Center sign.
- 2. The EMC will be placed in an existing monument sign on the church property.
- 3. Their proposed sign will also require a variance as the EMC portion goes above the allowed 50% of the total signage area.

### **RECOMMENDATION:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Zion Evangelical Lutheran Church, with the following conditions:

- 1. The plans and aesthetics of the sign to be in substantial compliance with the plans submitted with this application.
- 2. Sign should be turned off/deactivated after 10pm, unless a special event is being held, at which point it should be deactivated immediately following event.
- 3. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

ATTACHMENTS:		
Description	Upload Date	Туре
Aerial & Zoning Maps	5/31/2018	<b>Backup Material</b>
Legal Notice	5/31/2018	<b>Backup Material</b>
Application	5/31/2018	<b>Backup Material</b>
Staff Report	5/31/2018	<b>Executive Summary</b>
Sign plans	5/31/2018	<b>Backup Material</b>
Survey	5/31/2018	<b>Backup Material</b>

### 865 S Church Road Zion Evangelical Lutheran Church Conditional Use Permit; EMC and Variance; over 50% sign area



### LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, June 5, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2018 – 13 to consider a request for:

Conditional Use Permit, Electronic Message Center sign Municipal Code Section 10 - 18 - 6 - 1B and;

Variance, Percentage Municipal Code Section 10 - 18 - 6 - 1A - 2.

865 South Church Road is in a RS – 4 Medium High Density Single Family District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, IL.

The Legal Description is as follows:

THE WEST 774.52 FEET OF THE EAST 1106.06 FEET OF THE SOUTH 492.12 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 865 South Church Road, Bensenville, IL 60106.

Zion Evangelical Lutheran Church of 865 South Church Road, Bensenville, IL 60106 is the owner and applicant for the subject property.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through June 5, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

### TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT May 17, 2018

	For Office Use Onl	y
Date of Submission:	MUNIS Account #:	CDC Case #: 2018-15

### COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address	865	S	Church	Rd.
Address:	000	0	Church	Ru

Property Index Number(s) (PIN): 03-23-309-008		
A. OWNER:		
Zion Evangelical Lutheran Church		
Name	Corporation (if	applicable)
865 S Church Rd.	1	
Street		
Bensenville	Illinois	60106
City	State	Zip Code
Ronald Herff (Chairman Board of Trustees)	630-880-96	22 rherff@gmail.com
Contact Person	Telephone Num	ber & Email Address
If Owner is a Land Trust, list the names and addresses of the	e beneficiaries of t	he Trust.
Owner Signature:		Date:
		Dutt
B. APPLICANT: Check box if same as owner		
Name	Corporation (if a	pplicable)
Street		
City	State	Zin Code
Contact Person	Telephone Numb	per & Email Address
Relationship of Applicant to subject property		
Applicant Signature:		Date:
<ul> <li>C. ACTION REQUESTED (Check applicable):</li> <li>Annexation</li> <li>Conditional Use Permit</li> <li>Master Sign Plan</li> <li>Planned Unit Development*</li> <li>Plat of Subdivision</li> <li>Rezoning (Map Amendment)</li> <li>Site Plan Review</li> <li>Variance</li> <li>*See staff for additional information on PUD requests</li> <li>**Item located within this application packet.</li> </ul>	SUBMIT each): Aff App App Leg Plat Site Bui Eng Lan Rev Esci Dig	TAL REQUIREMENTS (1 original & 1 copy of idavit of Ownership** (signed/notarized) plication** proval Criteria gal Description of Property t of Survey Plan lding Plans & Elevations ineering Plans dscape Plan iew Fee (Application Fee + Escrow) row agreement and deposit** ital Submission of all application aterials (CD)

### Brief Description of Request(s): (Submit separate sheet if necessary)

Replace existing slide-in letter sign w/ New Electronic Message Sign in the place as the current sign.

Brick portion of the sign will not be altered.

D.	PROJE	ECT DATA:			
1.	Genera	al description of th	e site: Church, school, cemeter	ry	
2.	Acreag	ge of the site: 8.72	B	uilding Size (if a	pplicable):
3.	Is this 1	property within the Yes No, requesting ann No, it is under revi	e Village limits? (Check a exation ew by another governmen	pplicable below) tal agency and re	equires review due to 1.5 mile
4.	List an Village C	y controlling agree	ements (annexation agreen	nents, Village Or	dinances, site plans, etc.)
5.	Charac	ter of the site and	surrounding area:		
		Zoning	Existing	Land Use	Jurisdiction
	Site:	RS-4	Church-Sch	ool-Cemetery	Village of Bensenville
	North:	R-1	White Pines	Golf Course	Unincorporated DuPage County
	East:	R-1	White Pines	Golf Course	Unincorporated DuPage County
	South:	RS-4	Church		Village Of Bensenville
	West:	R-1	Residential		Unincorporated DuPage County
E. D	DEVELO ARCH Name Telep	DPER'S STAFF (in UTECT e: hone:	f applicable):	ENGINEER: Name: Telephone:	
	Emai	1:		Email:	
	ATTO Name	RNEY		OTHER Name:	
	Telep	hone:		Telephone:	
	Emai	l:		Email:	

#### F. APPROVAL CRITERIA:

1. Select the "Approval Criteria" from the list(s) found on the pg. 6 – 7 pertaining to the applicant's request(s).

2. The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the list. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



### STAFF REPORT

<b>HEARING DATE:</b>	June 5, 2018
CASE #:	2018 - 13
<b>PROPERTY:</b>	865 South Church Road
<b>PROPERTY OWNER:</b>	Zion Evangelical Lutheran Church
APPLICANT	same
SITE SIZE:	8.38 acres
<b>BUILDING SIZE:</b>	23,000 SF
<b>PIN NUMBERS:</b>	03-23-309-008
ZONING:	RS – 4 Medium High Density Single Family District
<b>REQUEST:</b>	Conditional Use Permit, Electronic Message Center sign
	Municipal Code Section $10 - 18 - 6 - 1B$ and;
	Variance, Percentage
	Municipal Code Section $10 - 18 - 6 - 1A - 2$ .

### **PUBLIC NOTICE:**

- 1. A Legal Notice was published in the Bensenville Independent on Thursday May 17, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2. Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday May 18, 2018.
- 3. On Friday May 18, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

### SUMMARY:

The Petitioner is seeking a Conditional Use Permit for an Electronic Message Center sign. The EMC will be placed in an existing monument sign on the church property. Their proposed sign will also require a variance as the EMC portion goes above the allowed 50% of the total signage area.

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	RS-4	Church	Institutional	Village of Bensenville
North	EE – 1	Bensenville Park District	Open Space	Addison Township
South	RS-4	Residential	Residential	Village of Bensenville
West	UB – 1	Residential	Residential	Addison Township
East	EE – 1	Bensenville Park District	Open Space	Addison Township

### **SURROUNDING LAND USES:**

**DEPARTMENT COMMENTS:** 

### SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

	Financially Sound Village
	Quality Customer Oriented Services
	Safe and Beautiful Village
Х	Enrich the lives of Residents
	Major Business/Corporate Center
	Vibrant Major Corridors

<u>Finance</u>: Account up to date.

Police: No comments.

Engineering and Public Works: Public Works: No comments.

Engineering: No comments.

<u>Community & Economic Development</u>: Economic Development: No comments.

Fire Safety: No comments.

Building: No comments.

Planning:

- 1) The 2015 Comprehensive Plan indicates "Institutional" for this property.
- 2) The applicant is also requesting a Conditional Use permit for an electronic message center sign. This is a common request granted for institutional uses in the Village.
- 3) The Variance for number of percentage is because of the EMC is larger than 50% of the total sign area. This is an uncommon variance request in the Village.
- 4) Sign should be turned off/deactivated after 10pm, unless a special event is being held, at which point it should be deactivated immediately following event.
- 5) All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

### **APPROVAL CRITERIA FOR CONDITIONAL USES:**

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

**1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

### Applicant's Response: There will be no adverse impact on South Church Rd.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

### Applicant's Response: There will not be any environmental nuisance.

**3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

# Applicant's Response: The proposed use will fit harmoniously with the existing character on the existing sign. Will not have any adverse effects to the surrounding area.

4. Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

### Applicant's Response: The proposed use will not put a strain or disproportionate strain on public services beyond what is normally provided for in an I-1 Permitted Use.

**5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

### Applicant's Response: There is a need for the Village of Bensenville to keep its Churches and Schools occupied.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: The building is approximate 175 years old and one the oldest Lutheran Churches in the area. The EMC sign will allow the church and school to draw new members. Will also make it easier to show upcoming events which will benefit Zion Lutheran Church-Concord Lutheran School and the Community.

	Meets (	Criteria
Conditional Use Approval Criteria	Yes	No
1. Traffic	Х	
2. Environmental Nuisance	Х	
3. Neighborhood Character	Х	
4. Public Services and Facilities	Х	
5. Public Necessity	X	
6. Other Factors	X	

### **APPROVAL CRITERIA FOR VARIANCES:**

The Community Development Commission shall not recommend nor shall the Village Board grant a variance unless it shall make findings based upon the evidence presented to it in each specific case that:

1. Special Circumstances: Special circumstances exist that are peculiar to the property for which the variances are sought and that do not apply generally to other properties in the same zoning district. Also, these circumstances are not of so general or recurrent a nature as to make it reasonable and practical to provide a general amendment to this Title to cover them.

Response: Plans were drawn up by our sign company over the past 2 months, The plan is to replace the existing back lit sign with a new EMC sign. We plan to have the top section of the sign with static lettering. We are requesting to have the bulk of the sign to use as the EMC section to make changes as needed.

**2. Hardship or Practical Difficulties:** For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience.

### **Response:** Without a coverage variance for the sign it will severely limit the information that can be displayed on the sign.

**3.** Circumstances Relate to Property: The special circumstances and hardship relate only to the physical character of the land or buildings, such as dimensions, topography or soil conditions. They do not concern any business or activity of present or prospective owner or occupant carries on, or seeks to carry on, therein, nor to the personal, business or financial circumstances of any party with interest in the property.

### **Response:** The sole reason we are applying for the Variance is because we are requesting the EMC portion of the sign is over the 50% requirement.

4. Not Resulting from Applicant Action: The special circumstances and practical difficulties or hardship that are the basis for the variance have not resulted from any act, undertaken subsequent to the adoption of this Title or any applicable amendment thereto, of the applicant or of any other party with a present interest in the property. Knowingly authorizing or proceeding with construction, or development requiring any variance, permit, certificate, or approval hereunder prior to its approval shall be considered such an act.

**Response:** There has not been any action taken, on our part, to proceed with construction. We now know that a Variance is needed in order to proceed with obtaining the permit, for construction to begin.

**5. Preserve Rights Conferred by District:** A variance is necessary for the applicant to enjoy a substantial property right possessed by other properties in the same zoning district and does not confer a special privilege ordinarily denied to such other properties.

## **Response:** There are a few signs in the Village were the EMC sign is more than 50% of the overall size of the sign.

6. Necessary for Use of Property: The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property.

# **Response:** Without the Variance, we will not be able to enjoy the additional space needed to pass on information to the public as it relates to Zion Lutheran Church/Concord Lutheran School.

7. Not Alter Local Character: The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity.

### **Response:** The sign that we plan on to replace, will not in any way impair the environmental quality or welfare of the vicinity in which we live.

8. Consistent with Title and Plan: The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof.

### **Response:** If this Variance is granted, it will, in no way, interfere with the General Development Plan adopted by the Village of Bensenville.

**9. Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property.

### **Response:** If the Variance is approved, we will be able to proceed with our plans to obtain a permit and begin construction without incurring additional costs.

	Meets (	Criteria
Variances Approval Criteria	Yes	No
1. Special Circumstances	X	
2. Hardship	X	
3. Circumstances relate to the Property	X	
4. Not Resulting from Applicant Actions	X	
5. Preserve Rights Conferred By District	X	
6. Necessary for the Use of the Property	X	
7. Not Alter Local Character	X	
8. Consistent with Title and Plan	X	
9. Minimum Variance Needed	X	

### **RECOMMENDATIONS:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit and Variances for Zion Evangelical Lutheran Church, with the following conditions:

- 1. The plans and aesthetics of the sign to be in substantial compliance with the plans submitted with this application.
- 2. Sign should be turned off/deactivated after 10pm, unless a special event is being held, at which point it should be deactivated immediately following event.
- 3. All other features of EMC shall conform to ordinance, particularly section 10-18-7C Sign Illumination.

Respectfully Submitted, Department of Community & Economic Development





TYPE: Public Hearing SUBMITTED BY: K. Pozsgay

DEPARTMENT: CED



### **DESCRIPTION:**

Consideration of an Amendment to Preliminary Planned Unit Development and

Final Planned Unit Development for the Valinvest Holding, LLC, located at 720 East Green Street.

### SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS: SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

Financially Sound Village Quality Customer Oriented Services Safe and Beautiful Village

Enrich the lives of Residents Х

Major Business/Corporate Center

Х Vibrant Major Corridors

### **REQUEST:**

An Amendment to Preliminary Planned Unit Development and Final Planned Unit Development, Municipal Code Section 10 - 10.

### SUMMARY:

1) The applicant, Valinvest Holding, LLC is requesting a Planned Unit Development

(PUD) to operate a truck and passenger car fueling station, truck stop, truck wash and truck parking within an 8-acre site located at 720 E. Green Street.

2. The applicant was previously approved for a Conditional Use and preliminary PUD, Ordinance No. 50-2014.

3. The property in question is currently vacant and is located within the I-3 Heavy Industrial Zoning District.

4. The proposed plan has 95 tractor trailer parking stalls, 20 tractor stalls, and 25 car stalls identified as well as 7 truck fueling positions, 12 passenger fueling positions, an approximately 3,300 SQFT truck wash, and an approximately 9,120 SQFT convenience building.

5. The convenience building includes a retail store, fast food restaurant, trucker's

lounge, showers, laundry, and video gaming.

6. A truck wash and a scale are also proposed.

7. The southern portion of the property includes a single turn-turn around area for any trucks on site. Detention is depicted on the southernmost portion.

8. The CDC recommended approval on March 6, 2018.

9. Village Board remanded the case back to CDC, requesting new information on 1) Traffic Study, 2) Landscaping, and 3) Security.

### **RECOMMENDATION:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the PUD for Valinvest Holding, LLC/Amerifreight, with the following conditions.

1. The Conditional Use Permit for Outdoor Storage be granted solely to Valinvest Holding, LLC/Amerifreight and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; and

2. The property be developed in substantial compliance with the plans submitted A Design Group, LLC revised 11.10.15; and

3. Final plans must be submitted within 12 months of approval. A development schedule should be submitted to staff at that time; and

4. Final signage plans should be submitted and approved by staff to not include the 40 foot High Rise Sign and

to correct the canopy signage; and

5. Final Site Plan should be submitted and approved by staff that shows a solution for the turning movement into the truck scale; and

6. Gambling or gaming machines shall not be allowed; and

7. Final architectural plans should be submitted and approved by staff; and

8. Final landscaping should be submitted and approved by staff; and

9. Overhead utility lines along Green Street shall be buried.

10. AmeriFreight must sign up for Bensenville Police's SECUREWATCH.

Upload Date	Туре
2/28/2018	Backup Material
2/28/2018	Backup Material
2/28/2018	Backup Material
2/28/2018	<b>Executive Summary</b>
2/28/2018	Backup Material
5/31/2018	Backup Material
5/31/2018	Backup Material
5/31/2018	Backup Material
	Upload Date 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 2/28/2018 5/31/2018 5/31/2018

720 East Green Street Valinvest Holding, LLC/Amerifreight PUD; Truck Stop, Fueling Center, Parking, Scale and Wash, and Motor Vehicle Fueling Center



### LEGAL NOTICE/PUBLIC NOTICE NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, March 6, 2018 at 6:30 P.M., the Community Development Commission of the Village of Bensenville, Du Page and Cook Counties, will hold a Public Hearing to review Case No. 2016 – 16 to consider a request for:

An Ammedment to Preliminary Planned Unit Development and Final Planned Unit Development, Municipal Code Section 10 - 10 including departures from Municipal Code to Include:

Conditional Use Permit to allow a Truck Stop, Municipal Code Section 10 - 9C - 3;

Conditional Use Permits to allow Fleet Fueler Facility/Service Stations, Municipal Code Section 10 - 9C - 3;

Conditional Use Permits to allow Car and Truck Wash, Municipal Code Section 10 -9C-3;

Conditional Use Permit to allow Motor Vehicle Repair, Major & Minor, Municipal Code Section 10 - 9C - 3;

Conditional Use Permits to allow Drive-Through/In Establishments, Municipal Code Section 10 - 9C - 3;

Conditional Use Permits to allow Electronic Message Centers, Municipal Code Section 10 - 9C - 3 and 10 - 18 - 6 - 1;

A Conditional Use Permit to allow Outdoor Storage exceeding 25%, Municipal Code Section 10 - 9C - 3;

An increase in the number of freestanding signs, Municipal Code Section 10 - 18 - 12;

An increase in allowable sign area, Municipal Code Section 10 - 18 - 12;

An increase in allowable sign height, Municipal Code Section 10 - 18 - 12;

An increase in allowable number of wall and canopy signs, Municipal Code Section 10 - 18 - 12;

A reduction in the number of stacking spaces for both trucks and cars, Municipal Code Section 10 - 11 - 11;

A reduction in the number of parking spaces required, Municipal Code Section 10 -11-11;

To allow overnight parking of semi-trailers, Municipal Code Section 10 - 9C - 3;

To allow outdoor storage in access of 50%, Municipal Code Section 10 - 9C - 3;

To reduce required foundation landscape strip, Municipal Code Section 10 - 12 - 2;

To alter screening requirements, Municipal Code Section, 10 - 12 - 2 and 10 - 14 - 11;

For the property located at 720 E. Green Street in an existing I-3 Heavy Industrial District. The Public Hearing will be held in the Village Board Room at Village Hall, 12 S. Center Street, Bensenville, Illinois.

The Legal Description of the property is as follows:

THAT PART OF THE SOUTHEAST ¼ OF SECTION 13 AND OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 24; THENCE WEST ON THE SECTION LINE 1815 FEET FOR A PLACE OF BEGINNING; THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SECTION 24, 427.18 FEET TO THE SOUTH LINE OF GREEN AVENUE; THENCE SOUTHEASTERLY ALONG THE SOUTH LINE OF GREEN AVENUE, 373.54 FEET TO THE EAST LINE OF LAND DESCRIBED IN DOCUMENT NO. 657732; THENCE SOUTH, PARALLEL WITH THE EAST LINE OF SECTION 24, 1420.7 FEET TO THE NORTH LINE OF THE BENSENVILLE SEWER PLANT PROPERTY; THENCE WEST ALONG SAID NORTH LINE, 200.0 FEET; THENCE NORTH PARALLEL WITH THE EAST LINE OF SECTION 24, 1063.2 FEET TO A POINT 65.0 FEET SOUTH OF THE NORTH LINE OF SECTION 24; THENCE WEST, PARALLEL WITH THE SECTION LINE, 150.0 FEET; THENCE AVENUE ACRES, AS RECORDED UNDER DOCUMENT NO. 523537, EXCEPT THE SOUTH 60.0 FEET THEREOF IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 720 E. Green Street, Bensenville, Illinois.

720 E. Green Street, LLC of 745 S. Summit Street, Barrington, IL 60010 is the owner and Valinvest Holding LLC of 1200 N. Ellis Street, Bensenville, IL 60106 is the applicant for this CDC Case No. 2014 - 25 and Public Hearing.

Any individual with a disability requiring a reasonable accommodation in order to participate in any public meeting held under the authority of the Village of Bensenville should contact the Village Clerk, Village of Bensenville, 12 S. Center St., Bensenville, IL 60106, (630) 766-8200, at least three (3) days in advance of the meeting.

Applicant's application and supporting documentation may be examined by any interested parties in the office of the Community and Economic Development Department, Monday through Friday, in the Village Hall, 12 South Center Street, Bensenville, IL 60106. All interested parties may attend and will be heard at the Public Hearing. Written comments will be accepted by the Community and Economic Development Department through March 6, 2018 until 5:00 P.M.

Office of the Village Clerk Village of Bensenville

### TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT February 15, 2018

For Of	Ree Use Only	
	4. 6390 CDC	Case # 2016 - 16
Date of Submission: MONIS Account		
COMMUNITY DEVELOPMEN	T COMMISSION	N APPLICATION
Address: 720 E. Geen Street		
Property Index Number(s) (PIN): 03-02-301-004		
A. OWNER:		
Valinvest Holding, LLC	Corporation (if applica	able)
1200 North Ellis Street		
Street		
Bensenville	Illinois	60106
City	State	Zip Code
RUMEN VALNEV 847-434-1122×245:	5. rvalner	Cameritorightsystems.com
Contact Person	Telephone Number &	Email Address
If Owner is a Land Trust, list the names and addresses of the	beneficiaries of the Tr	ust.
2		5 3 4 4 11
Owner Signature:		Date:7
B. APPLICANT: LICheck box if same as owner		
Ambrose Design Group		
Name	Corporation (if applic	able)
Crystal Lake	Illinois	60039-1870
City	State	Zip Code
Ron Ambrose	(847) 347-3721	r.ambrose@sbcglobal.net
Contact Person	Telephone Number &	Email Address
Designer		
Relationship of Applicant to subject property		
Applicant Signature: Ronald Amphone		Date: 5-25-16
C. ACTION REQUESTED (Check applicable):	SUBMITTAI	L REQUIREMENTS (1 original & 1 copy of
Annexation	each):	wit of Ourmershine** (signed/notarized)
Conditional Use Permit	Annua	ation**
IMaster Sign Flam     Planned Unit Development*	Approv	val Criteria
Plat of Subdivision	2 Legal 1	Description of Property
Rezoning (Map Amendment)	Plat of	Survey
Site Plan Review	Site Pl	an
□ Variance	🛛 Buildir	ng Plans & Elevations
*See staff for additional information on	ØEngine	ering Plans
PUD requests		cape Plan
**Item located within this application	M Review	w ree (Application ree + Escrow)
packet.	Digital	Submission of all application
	mate	rials (CD)

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#### Brief Description of Request(s): (Submit separate sheet if necessary)

New Truck and Auto Fueling Facility to include a Convenience Store, Truck Wash, Truck Scale

and Truck Parking.

D. PROJECT DATA	A	4	1				1																																										1		1	1	1							1				1																												1	1	ĺ				'				1		1		2		1	l			ł	)	)												-						ľ			j		1		,							2
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1. General description of the site: Existing vacant property

- 2. Acreage of the site: Approx 8.0 acres Building Size (if applicable): 9,192.44 sq. ft.
- 3. Is this property within the Village limits? (Check applicable below)
  - X Yes

No, requesting annexation

No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.

- 4. List any controlling agreements (annexation agreements, Village Ordinances, site plans, etc.) Conditional Use and Preliminary PUD approved for Facility. Ordinance No. 50-2014.
- 5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site: _	I-3 Heavy Industrial	Vacant	Bensenville
North: _	I-3 Heavy Industrial	AEK Packaging Equipment	Bensenville
East: _	I-3 Heavy Industrial	Transmission and Parts Tech	Bensenville
South: _	I-3 Heavy Industrial	Vacant Green Area	Bensenville
West:	I-3 Heavy Industrial	Victory Auto Wreckers	Bensenville

x 1 x x

#### E. DEVELOPER'S STAFF (if applicable):

ARCHITECT	ENGINEER:
Name: PSTM Architecture and Planning	Name: Mackie Consultants, LLC
Telephone: 815-382-3737	Telephone: (847) 696-1400
Email: pglennarch@stans.net	Email: skaminski@mackieconsult.com
ATTORNEY	OTHER
Name:	Name:
Telephone:	Telephone:
Email	Email

#### F. APPROVAL CRITERIA:

1. Select the "Approval Criteria" from the list(s) found on the pg. 6-7 pertaining to the applicant's request(s).

2. The applicant must compose a letter describing how the request(s) specifically meets the individual criteria from the list. The CDC will be unable to recommend approval of a request without a response to the pertinent "Approval Criteria."



#### **STAFF REPORT**

HEARING DATE:	March 6, 2018
CASE #:	2016 - 16
PROPERTY:	720 East Green Street
<b>PROPERTY OWNER:</b>	Valinvest Holding, LLC/Amerifreight
APPLICANT	Same
SITE SIZE:	360,678 SF
<b>BUILDING SIZE:</b>	(Proposed)
	3,300 SF truck wash
	9,120 SF convenience building
PIN NUMBERS:	03-24-200-063
ZONING:	I – 3 Heavy Industrial District
<b>REQUEST:</b>	An Ammedment to Preliminary Planned Unit Development and
-	Final Planned Unit Development

### **PUBLIC NOTICE:**

- A Legal Notice was published in the Bensenville Independent on Thursday February 15, 2018. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development Department during regular business hours.
- 2) Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way on Friday February 16, 2018.
- 3) On Friday February 16, 2018, Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

### **SUMMARY:**

- 1. The applicant, Valinvest Holding, LLC is requesting a Planned Unit Development (PUD) to operate a truck and passenger car fueling station, truck stop, truck wash and truck parking within an 8-acre site located at 720 E. Green Street.
- 2. The applicant was previously approved for a Conditional Use and preliminary PUD, Ordinance No. 50-2014.
- 3. The property in question is currently vacant and is located within the I-3 Heavy Industrial Zoning District.
- 4. The proposed plan has 95 tractor trailer parking stalls, 20 tractor stalls, and 25 car stalls identified as well as 7 truck fueling positions, 12 passenger fueling positions, an approximately 3,300 SQFT truck wash, and an approximately 9,120 SQFT convenience building.
- 5. The convenience building includes a retail store, fast food restaurant, trucker's lounge, showers, laundry, and video gaming.
- 6. A truck wash and a scale are also proposed.
- 7. The southern portion of the property includes a single turn-turn around area for any trucks on site. Detention is depicted on the southernmost portion.

### SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	I – 3	Vacant	Commercial/Industrial Flex and Open Space	Village of Bensenville
North	I – 3	Industrial	Industrial	Village of Bensenville
South	I – 3	Edge	Institutional	Village of Bensenville
East	I - 3	Industrial	Industrial	Village of Bensenville
West	I – 3	Industrial	Commercial/Industrial Flex	Village of Bensenville

### **DEPARTMENT COMMENTS:**

### SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

- Financially Sound Village
- Quality Customer Oriented Services
  - Safe and Beautiful Village
  - Enrich the lives of Residents
- X Major Business/Corporate Center
- X Vibrant Major Corridors

### Finance:

No issues.

Police:

- 1) As long as they have security cameras and personnel monitoring the truck parking, there are no overriding police issues.
- 2) Should be aware of the proximity of the parked trucks and the location of the Village's fireworks show from the PW property off Jefferson.

### Engineering and Public Works:

- 1) We required a more complete Engineering review prior to final PUD submittal. Please see attached responses from staff engineer Mehul T. Patel, P.E., CFM and Village consultant engineer Michael Maslowski, PE, CFM.
- 2) A meeting was held on Feb. 6, 2018 with Village staff, Village consultant engineer, the applicant, and applicant's engineering team to go over the Engineering review comments. Meeting minutes are attached for review.

### Community & Economic Development:

Economic Development:

- 1) Generally supportive of the proposal.
- 2) This project will redevelop a long-vacant plot, and fits well with neighboring business uses.
- 3) This use will generate property tax revenue for the Village through new development.
- 4) The use will generate sales tax revenue for the Village through the retail store and fast food restaurant.

Fire Safety: No comments at this time. Building:

- 1) DuPage County Health Department approval is required for the food service area.
- 2) Copy of their plan approval is required to be submitted to the Village.
- 3) Copy of the OSFM permit is required to be submitted to the Village.
- 4) Signage, Fire Alarm, Fire Suppression each requires its own permit application submittal.

### Planning:

- 1) The property in question is within the Eastern Business District.
- 2) The 2015 Comprehensive Plan indicates "Commercial/Industrial Flex" and "Open Space" for this property.
- 3) The current use is Vacant Industrial.
- The Elgin-O'Hare Western Access (EOWA) is planned to run across Green Street to the north with ramps to and from the North at County Line Road before continuing on to I – 294.
- 5) According to the Comprehensive Economic Development Strategy (CEDS), given the immediate proximity of these properties to O'Hare, along with the general lack of other vacant land in the area, eventual market interest in these sites is likely.
- 6) The CEDS calls for streetscape improvements to include increased landscaping and burial of all overhead utilities.
- 7) There are several deviations from Village Code:
  - a. Conditional Use Permit to allow a Truck Stop, Municipal Code Section 10 9C 3;
  - b. Conditional Use Permits to allow Fleet Fueler Facility/Service Stations, Municipal Code Section 10 9C 3;
  - c. Conditional Use Permits to allow Car and Truck Wash, Municipal Code Section 10 9C 3;
  - d. Conditional Use Permits to allow Drive-Through/In Establishments, Municipal Code Section 10 9C 3;
  - e. Conditional Use Permits to allow Electronic Message Centers, Municipal Code Section 10 9C 3 and 10 18 6 1;
  - f. A Conditional Use Permit to allow Outdoor Storage exceeding 25%, Municipal Code Section 10 9C 3;
  - g. An increase in the number of freestanding signs, Municipal Code Section 10 18 12;
  - h. An increase in allowable sign area, Municipal Code Section 10 18 12;
  - i. An increase in allowable sign height, Municipal Code Section 10 18 12;
  - j. An increase in allowable number of wall and canopy signs, Municipal Code Section 10 18 12;
  - k. A reduction in the number of stacking spaces for both trucks and cars, Municipal Code Section 10 11 11;
  - 1. A reduction in the number of parking spaces required, Municipal Code Section 10 11 11;
  - m. To allow overnight parking of semi-trailers, Municipal Code Section 10 9C 3;
  - n. To allow outdoor storage in access of 50%, Municipal Code Section 10 9C 3;
  - o. To reduce required foundation landscape strip, Municipal Code Section 10 12 2;
  - p. To alter screening requirements, Municipal Code Section, 10 12 2 and 10 14 11;
- 8) Staff is generally supportive of the Conditional Use requests.
- 9) Staff does not feel the 40 foot High Rise Sign is warranted.

- 10) The signage on the canopies needs to be modified so that actual signage does not extend above or below the canopy.
- 11) Staff is generally supportive of the site plan, with the exception of the truck scale.
  - a. There are concerns about truck turning movements to get onto the scale. Trucks generally weigh after fueling and there does not appear to be enough room for maneuvering.
  - b. Possible solutions include moving the scale closer to the truck wash.
- 12) Staff is generally supportive of the architectural plans and elevations.
- 13) Staff has concerns with the proposed gaming room. Staff does not believe that gambling should be allowed. Other similar uses have a prohibition on video gaming.
- 14) Staff would like to see increased landscaping, particularly along Green Street. There was a landscaping plan submitted with the initial submittal, but none submitted with the revised site plan.

The review and recommendation of the Planned Unit Development and Conditional Use Permit should be determined by the "Approval Criteria" found in the Village's Zoning Ordinance. The applicant has submitted commentary on these Approval Criteria. The applicant's comments are attached to the application. Staff generally concurs with the applicant's submitted statements and also offers the following Findings of Fact for the Community Development Commission's review.

### **APPROVAL PROCESS AND CRITERIA:**

The Community Development Commission shall review the Planned Unit Development using the following criteria:

1. **Superior Design:** The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable regulations, and solely on this basis modifications to such regulations are warranted.

Applicant's Response: The Exterior Building design will be based on using Aluminum panels and glass to create a sleek and modern appearance. The Aluminum panel colors will be silver, white red and yellow which will be used on the Buildings and Fueling Canopies. The site has been developed to maximize the potential use of the property while adhering strictly to the wetlands criteria, creeks and other engineering design features the property presents.

2. **Meet PUD Requirements:** The PUD meets the requirements for planned unit developments set forth in this Title, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein.

Applicant's Response: We are not seeking any modifications to the use and design standards as required. The site provides the necessary setbacks for all proposed structures. There is ample on-site circulation for the proposed truck and vehicle traffic anticipated for this use.

3. **Consistent with Village Plan:** The PUD is generally consistent with the objectives of the Village general development plan as viewed in light of any changed conditions since its adoption.

Applicant's Response: This site is located in the I-3 Heavy Industrial Zoning District. This use will fit in well with the Industrial Park properties surrounding this site. Our facility with its uniquely genuine Building and Canopy Architecture will bring an upscale feel to the site and enhance this vacant property.

4. **Public Welfare:** The PUD will not be detrimental to the public health, safety or general welfare.

Applicant's Response: By building this proposed facility we will be cleaning up a vacated old industrial site. This Use will incorporate all the most current safety design features required for Truck fueling and Gas facilities of this type. New curb cuts and site lighting will also enhance the safety and general welfare of the development.

5. **Compatible with Environs:** Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

Applicant's Response: Development of this site as it is being proposed adds a clean and modern facility to the Industrial neighborhood. We expect that the Truck Fueling, Gas Fueling and Convenience Store will add a Use that will greatly benefit the area and provide an offering that is currently not immediately available.

6. **Natural Features:** The design of the PUD is as consistent as practical with preservation of any natural features such as flood plains, wooded areas, natural drainage-ways or other areas of sensitive or valuable environmental character.

Applicant's Response: We have worked closely with staff and DuPage County to meet the criteria for detention, wetlands and natural drainage ways. The shape of this property presented the possibility to make the best use of this site but to also work through all the engineering design challenges without sacrificing in the site design intent. All the major drainage and wetland issues have been addressed in the south portion of the site where we can make the best use of our engineering design. By improving this drainage and wetland area we anticipate any future growth adjacent to this site will gain those benefits of the work we are proposing.

7. **Circulation:** Streets, sidewalks, pedestrian-ways, bicycle paths and off-street parking and loading are provided as appropriate to planned land uses. They are adequate in location, size, capacity and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks and snow plows, as appropriate, without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD or unduly interfering with the safety or capacity of adjacent streets.

Applicant's Response: The proposed site development will revise the existing access to this property. We plan to install three separate access points along Green Street. The drive furthest to the west will be intended for Car Traffic and the Fuel truck bringing product to the site. This drive will be 35'-0'' wide to allow access for the Tanker truck. These trucks are generally 55'-0'' to include cab and trailer. The next
drive to the east or middle drive will be an approach for trucks marked to be Entrance Only for vehicles entering from the east or west. This drive will be 44'-0'' to allow for the larger 73'-0'' trucks to enter the site. The far East approached will be marked as Exit Only allowing trucks to travel east or west. This drive will be 42'-0''allowing for right and left turns out of the site.

Sidewalks currently exist along Green street and we will upgrade these areas with the relocation of the above-mentioned driveways. parking has been provided as sufficient for the Convenience Store and Car fueling area. truck parking will be provided to the South end of the property. The site has been designed to provide separate circulation areas for Cars and Trucks. The truck flow is anticipated to travel in a North-South direction in a clockwise movement. This allows the circulation as needed for this facility.

8. **Open Spaces and Landscaping:** The quality and quantity of common open spaces or landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape and location of a substantial portion of any common open space provided in residential areas render it usable for recreation purposes.

Applicant's Response: The site has provided open space and green space to meet the requirements of the PUD Ordinance. The landscape plan has been developed following the criteria for wetland areas along with the standard requirements of the village Code. Decorative retaining walls and Landscape pavers are elements included in the design plans.

- 9. **Covenants:** Adequate provision has been made in the form of deed restrictions, homeowners or condominium associations or the like for:
  - a. The presentation and regular maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas and other common elements not to be dedicated to the Village or to another public body.
  - b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD plan, such provision to be binding on all future ownerships.

#### Applicant's Response: All required utility and drainage easements will be included as part of the Final Engineering Design plans. We have reviewed these issues with staff and are in agreement as to providing the necessary documentation to Bensenville.

10. Public Services: The land uses, intensities and phasing of the PUD are consistent with the anticipated ability of the Village, the school system and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools and other public facilities and services without placing undue burden on existing residents and businesses.

Applicant's Response: The site will have updated utilities for Water, Sanitary and Storm so that no undue burden would be placed on any existing Village Utilities.

11. **Phasing**: Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all

other applicable regulations herein even if no subsequent phase should ever be completed.

Applicant's Response: The projected Phasing of the project would begin with clearing the existing site and prepping for installation of all drainage and utilities. Upon completion of the infrastructure the site and building construction would continue until completion of the project.

	Meets (	Criteria
Planned Unit Development Approval Criteria	Yes	No
1. Superior Design	Х	
2. Meets PUD Requirements	Х	
3. Consistent With Village Plans	Х	
4. Public Welfare	Х	
5. Compatible With Environs	Х	
6. Natural Features	Х	
7. Circulation	Х	
8. Open Space & Landscaping	Х	
9. Covenants	Х	
10. Public Services	X	
11. Phasing	X	

#### APPROVAL CRITERIA FOR CONDITIONAL USES:

The Community Development Commission shall not recommend approval of the Conditional Use Permit without determining that the request meets the following approval criteria and making certain findings of fact. The Applicant has provided the following Findings of Fact:

**1. Traffic:** The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Applicant's Response: The proposed site development will revise the existing access to this property. We plan to install three separate access points along Green Street. The drive furthest to the west will be intended for Car Traffic and the Fuel truck bringing product to the site. This drive will be 35'-0" wide to allow access for the Tanker truck. These trucks are generally 55'-0" to include cab and trailer. The next drive to the east or middle drive will be an approach for trucks marked to be Entrance Only for vehicles entering from the east or west. This drive will be 44'-0" to allow for the larger 73'-0" trucks to enter the site. The far East approached will be marked as Exit Only allowing trucks to travel east or west. This drive will be 42'-0" allowing for right and left turns out of the site.

2. Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Applicant's Response: We are proposing large green areas along the frontage of Green Street for various types of landscape in these areas. The truck fueling will be located as far off Green Street as possible but still allowing trucks enough circulation area to exit out to the east curb cut on Green street. All the Canopy lighting is intended to be LED so as to minimize the light levels beyond the Canopy. The entire site is to be paved in concrete and asphalt. Our Civil Engineering plans have gone into great detail to incorporate all the drainage requirements of DuPage County.

**3. Neighborhood Character:** The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Applicant's Response: This site is located in the 1-3 Heavy Industrial Zoning District. This use will fit in well with the Industrial Park properties surrounding this site. Our facility with its uniquely genuine Building and Canopy Architecture will bring an upscale feel to the site and enhance this vacant site.

**4.** Use of Public Services and Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Applicant's Response: The proposed development will be designed with use of the existing Utilities already located around the property. The development will not alter the proportionate use of Sanitary and Water demand then what has been utilized for many years at this location. Storm water detention will be provided to further assist the effectiveness of the existing storm sewers. Based on the re-development of the site and the requirements for storm water run-off we will be greatly improving the site in this regard. The Truck wash will be designed to utilize a water reclaim system so as to minimize the amount of fresh water being needed for each truck wash.

**5. Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility, which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Applicant's Response: The development will provide a convenience to the community and area which currently does not exist. Truck fueling will be available for the Industrial area as well as the large volume of trucks that traverse Green Street on a daily basis. The Gas fueling and Convenience Store offerings will be beneficial to the public and all who utilize this site as there are no such type facilities in this industrial section of town.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location.

Applicant's Response: In such a large industrial area with vast amounts of Truck traffic this project would expect to be a boon for the Village of Bensenville and provide amenities that are important to the general public. This development has the ability to bring the Village of Bensenville a larger generation of tax dollars then this vacant site is currently generating.

	Meets Criteria		
<b>Conditional Use Approval Criteria</b>	Yes	No	
1. Traffic	Х		
2. Environmental Nuisance	Х		
3. Neighborhood Character	Х		
4. Public Services and Facilities	Х		
5. Public Necessity	X		
6. Other Factors	Х		

#### **RECOMMENDATIONS:**

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the PUD for Valinvest Holding, LLC/Amerifreight, with the following conditions.

- 1. The Conditional Use Permit for Outdoor Storage be granted solely to Valinvest Holding, LLC/Amerifreight and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of change in tenancy of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; and
- 2. The property be developed in substantial compliance with the plans submitted A Design Group, LLC revised 11.10.15; and
- 3. Final plans must be submitted within 12 months of approval. A development schedule should be submitted to staff at that time; and
- 4. Final signage plans should be submitted and approved by staff to not include the 40 foot High Rise Sign and to correct the canopy signage; and
- 5. Final Site Plan should be submitted and approved by staff that shows a solution for the turning movement into the truck scale; and
- 6. Gambling or gaming machines shall not be allowed; and
- 7. Final architectural plans should be submitted and approved by staff; and
- 8. Final landscaping should be submitted and approved by staff; and
- 9. Overhead utility lines along Green Street shall be buried.

Respectfully Submitted, Department of Community & Economic Development



#### Village of Bensenville Department of Public Works

717 E. Jefferson Street Bensenville, IL 60106 Phone (630) 350-3435 Fax (630) 594-1148

	Review Comments # 1
Subject:	720 E Green St– AmeriFreight Systems; DuPage SMC #
Copy:	Joseph Caracci, P.E Director of Public Works
From:	Mehul T. Patel, P.E., CFM – ADPW-ENG
То:	Scott Viger, Director of Community Development
Date:	December 29, 2017

The Engineering Division within Public Works Department received the following material via email on December 8, 2017.

- Engineering Site Plans titled "720 E Green St- Amerifreight Systems" dated 11-11-2016 prepared by Mackie Consultants, LLC of Rosemont, IL
- Stormwater Management Tabular Report prepared by Mackie Consultants, LLC of Rosemont, IL dated 11-11-16
- Wetland Report prepared by Christopher B. Burke Engineering LTD of Rosemont, IL dated 6-18-15

The applicant is proposing a future truck stop station on this approximately 8-acre site inclusive of convenience store, gasoline pumps canopy, diesel pumps canopy, truck wash, trailer truck stalls, tractor stalls, and car stalls.

The following review comments are regarding general civil site improvements. A revised set of plans, engineer's estimate for entire civil site improvements along with a disposition of comment letter shall be submitted to us for further review and/or approval.

The Stormwater portion of the review for this project has been provided by the Village's consultant Engineering Resource Associates, Inc. under separate comment letter. Provide a separate disposition of comment letter for their review comments.

#### **General Comments**

- 1) Village of Bensenville holds a partial waiver community status through DuPage County. Any disturbance within the special management areas will require a review and permitting through DuPage County Stormwater Management.
- 2) Illinois State Toll Highway Authority (ISTHA) is currently in the design process for an off ramp at County Line Rd and Green St. As part of this project improvements are necessary to Green St. This project is tentatively slated for

construction in 2018. Coordination may be required with this project if construction on the site is scheduled at the same time.

3) Stormwater Management Area Easements will be required over all proposed stormwater facilities including but not limited to detention, buffers, BMPs, etc.

#### Cover Page Sheet # 1

 Provide a permit box on the cover sheet listing all the required permits, permit number and date of issuance. Permits required for this project are DuPage County Stormwater Management Certification (\_\_\_\_\_), IEPA-NOI, IHPA, IEPA-SANITARY, Village of Bensenville, and IEPA-NOT at the completion of the project.

#### Demolition Plan Sheet # 2

- 1) Please depict all existing building utilities. All utilities should be disconnected at the main including water and sewer.
- 2) All of the existing remaining building foundations shall be removed, if any.
- 3) The existing FH to be removed and relocated will require water shutdown which shall be coordinated minimum 48-hours in advance with Village of Bensenville Public Works Department. Water shutdowns aren't permitted on Fridays, Mondays, weekends and holidays. Please contact utility division at 630-350-3435.
- 4) Please provide a detail description as to how the existing light poles are to be protected during construction.
- 5) Please depict the pipe size and material of the existing live sanitary main running through the site. A public utility easement over this existing sanitary sewer will need to be granted to the Village, if one doesn't exist. Please also depict the entirety of this sewer main through the site.

#### **<u>Utility Plan North Sheet 7</u>**

- 1. The Village of Bensenville does not allow pressure connections. All hook ups to the watermain must be via cut-in-tee. The shutdowns must be scheduled with the Public Works department a minimum of 48-hrs in advance. Water shutdowns aren't permitted on Fridays, Mondays, holidays and weekends.
- 2. See demolition comment #3. The existing tee fitting for the FH shall be capped using a mechanical plug. All the existing bolts on the tee shall be replaced with stainless steel bolts.
- 3. Proposed FH at the end of the proposed 8-inch watermain shall be a wall FH.
- 4. Domestic water service shall split inside the building.
- 5. Please confirm the 2-inch water service to the car wash building will split inside the building after the meter.
- 6. Sanitary MH#1 shall be equipped with exterior drops on both proposed north and south inverts.
- 7. A triple basin shall be required indie the car wash.
- 8. The existing sewer main running through the site shall be rehabilitated with cured in place pipe in its entirety.

9. The existing northeast sanitary service coming into the existing manhole just south of the proposed conflict C008 shall be capped inside the manhole.

#### Paving Plan Sheet 9

- 1. All pavement cuts on Green St shall be replaced in kind.
- 2. Commercial driveway aprons shall be constructed of Portland cement concrete pavement. Please see Bensenville driveway detail.
- 3. Public sidewalk shall be striped through the driveway aprons. The sidewalk portion within the driveway aprons shall be constructed to meet all ADA requirements.
- 4. Please depict sidewalk ramps as it approached the driveway aprons. The ramps shall meet all ADA requirements including the installation of detectable warning tiles.

#### **Construction Details Sheet 10-14**

1. Include Village of Bensenville FH abandonment standard. It is available on the website.



December 28, 2017

Mr. Scott Viger Director of Community Development 12 S. Center Street Bensenville, IL 60106

Subject: Review #1 720 E. Green Street, Bensenville, IL

Dear Mr. Viger:

We have completed our first review of the subject site with regards to the Village of Bensenville and DuPage County Stormwater and Flood Plain Ordinances. The items submitted for review were as follows:

- 1. Engineering Plan Set titled, "Final Engineering Plans for Amerifreight Systems", prepared by Mackie Consultants, LLC., dated November 11, 2016.
- 2. Stormwater Management Report titled, "Stormwater Report, DuPage County Stormwater Management for Amerifreight Systems ", prepared by Mackie Consultants, LLC, dated November 11, 2016.
- 3. Wetland Delineation Report titled, "Wetland/Waters Assessment Report: 720 E. Green Property," prepared by Christopher B. Burke Engineering, LTD., dated June 18, 2015.

Based upon the above submitted items, we reviewed the site and have provided the following comments with regards to stormwater, sediment & erosion control, best management practices and special management areas:

#### General Engineering

- 1. Per section 15-36 of the County Ordinance a professional engineer shall provide a statement rendering an opinion that the development meets the minimum criteria for stormwater management in accordance with the DuPage County and Village of Bensenville stormwater ordinance and codes.
- 2. Include a statement of opinion by a qualified professional either acknowledging or denying the presence of flood plain, wetlands, and/or buffers.
- 3. Per the above comments, the drainage statement on the cover page shall remove references to MWRD and acknowledge or deny presence of special management areas on site.
- 4. Provide a preliminary and effective FIS profile with the subject property shown located on it for BFE determination. Per the September 5<sup>th</sup> County Stormwater Management Dept. technical memo, the higher BFE is to be used for regulation and flood protection design onsite. Please note the difference in datum used in the

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#### www.eraconsultants.com

effective vs. preliminary FIS. It appears that the preliminary BFE is slightly higher than the BFE called out in the report and plans, please revise.

- 5. Show precisely the preliminary and effective floodplain boundaries on the site plan per the elevations determined from the FIS profiles.
- 6. The effective and preliminary floodway boundaries shall be scaled onto the plans. The wider of the two shall be used for regulatory purposes. The DuPage county RFM map shall be used to scale effective floodway. Preliminary floodway can be found on the preliminary maps published the FEMA map service center website.
- 7. The Village of Bensenville is a partial waiver community and thus does not have the authority to review the site for floodplain requirements. Since floodplain/floodway exists onsite, it will be necessary for the Applicant to submit to DuPage County DEC for review.
- 8. Provide documentation to substantiate that accurate vertical control (in NAVD 1988 datum) was established on the site per one of the two methods described in section 15-33 of the Ordinance. One method requires that two DuPage County benchmarks (or other second order NSRS monuments) be shown on the plans. The other method requires submittal of the OPUS-RS report if GPS was utilized.
- 9. Since greater than 3-ft in some locations the retaining wall will require certification of a Licensed Structural Engineer.
- 10. As a reminder the Stormwater Report, Engineering Plans, and pull out exhibits need to be signed and sealed by a licensed Professional Engineer of the State of Illinois.
- 11. As a reminder, upon completion of the stormwater facilities, a record drawing signed and sealed by either a professional engineer or a professional land surveyor is required depicting the as-constructed size, rim and invert elevations of pipes, stormwater structures and culverts, and contours and storage volumes of all required basins of major and minor stormwater systems.
- 12. A cost estimate should be provided for all the stormwater management work required. The estimate shall include the storm sewer system, BMP improvements, erosion control items, restoration work, maintenance and monitoring of the BMP, etc.

#### <u>Stormwater</u>

- 13. Since higher, the preliminary BFE is to be used as the tail water in the models when determining required detention volume.
- 14. Provide existing topography for adjacent parcels to verify existing drainage patterns are maintained. Of concern is the parcels to the east and whether flows are impounded in proposed conditions.
- 15. The narrative mentions offsite flows will be safely routed through the site with a swale to a 36" storm sewer. Neither can be found on the site plans. Provide the mentioned measures to bypass offsite flows and provide capacity calculations for said measures. If routed through storm sewer, inlet calculations shall be provided as well that show no ponding off the offsite flow on adjacent properties.
- 16. Provide an offsite tributary area map with contours to verify the areas used in the offsite runoff calculations. DuPage County 2-ft contours can be utilized for trib. area verification.
- 17. An emergency overflow system shall be designed for the detention facility that can safely convey 1.0 cfs / acres of tributary area. Provide a tributary area map that includes the entire area (including any offsite area) to be used in the capacity calculations of the emergency overflow conveyance system. The west curb line was called out in the narrative as the overflow capacity calculations over the curb shall be provide as well. Calculate velocities to determine whether rip-rap will be required on the downstream side of curb.
- 18. Provide a restrictor outlet control structure detail.
- 19. The Applicant should provide HGL calculations for the 100-year event to demonstrate that the HGL does not get high enough so that water surcharges the manholes and leaves the site unrestricted.



#### Best Management Practices

- 20. This site is a proposed fueling station, thus infiltration BMPs are prohibited. Line the detention and BMP trenches with an impermeable barrier to prevent infiltration of hydrocarbons from the southern area.
- 21. Drawdown calculations should be provided that demonstrate the southern area paver VCBMP drains between 48 and 96 hours. As designed, it appears as if flows will enter the lower detention area via the stone (cross-section B-B) and leave the site through the detention restrictor likely violating the above drawdown time requirements. It may be necessary to hydraulic isolate the BMP volume from detention to achieve required drawdown time.
- 22. To satisfy water quality requirements in the southern area a manufactured hydrodynamic separator BMP shall be installed to capture pollutants prior to leaving the site. This can be installed downstream of the detention restrictor structure.
- 23. As the north portion of the development is a fueling area, please provide hydrodynamic separator upstream of the native bottom detention facility to prevent fuels from entering the basin and infiltrating. All storm sewer in the fueling area shall be routed though the manufactured device before going into the basin. Spot grades shall be provided creating a ridge line between the fueling area and the southern parking portion of the site to ensure desired routing.
- 24. The Applicant has stated that a constructed wetland basin is being proposed to meet PCBMP requirements. However, the grading design within the detention facility as shown on Sheet 3 of the Final Engineering Plans does not meet the design requirements for being a native vegetated wetland bottom site runoff storage basin. Please refer to the DuPage County Water Quality Best Management Practices Technical Guide for design requirements for this practice. In particular, please revise the grading plan to incorporate forebays/micropools and low flow meanders to prevent short circuiting.
- 25. Please provide a planting plan for the constructed wetland basin for review.
- 26. Please provide recommended maintenance activities for the BMP areas on the plans and in the report.
- 27. Please provide performance standards on the plans and in the report for the native planting that meet or exceed the requirements of Appendix B found in the DuPage County Stormwater and Flood Plain Ordinance.
- 28. The constructed wetland basin area is noted as a temporary sediment trap on Sheet 5 of the Final Engineering Plans. Please include provisions for maintenance and cleaning of the sediment trap.

#### Wetlands/Buffers

- 29. Per Section 15-85.B, verified wetland boundaries are valid for two years after the date of verification. The delineation report is dated June 18, 2015. Please provide an updated wetland delineation report.
- 30. Please provide the date of verification of the wetland boundaries, or schedule a verification if it has not occurred. Please note that the delineation will need to be updated prior to verification as more than two years have passed since the site investigation.
- 31. The delineation report and stormwater report note the presence of Waters/Wetlands onsite. Please show and label the limits of the Waters/Wetlands on the Final Engineering Plans.
- 32. It appears that a portion of the development will be impacting a majority of the onsite wetland area. Per Article XI, developments with adjacent wetlands must meet the requirements found in that section, including, but not limited to, alternatives analysis, quantification of wetland impacts, wetland mitigation, mitigation maintenance and monitoring etc.
- 33. Please provide a permit from the USACE as the wetlands onsite and downstream of the project appear to be regulatory Waters of the US.
- 34. Per Section 15-87, please provide an indirect wetland impact analysis for the downstream areas.
- 35. As noted on the EcoCAT report, the review is valid for two years from the date of consultation (September 1, 2015). Therefore, please provide an updated EcoCAT review.



- 36. Please show and label the limits of the Waters/Wetland Buffers on the Final Engineering Plans. Section 15-92 designate the minimum buffer widths.
- 37. It appears that portions of the development will impact regulatory buffers for wetlands/waters of the US. Developments with adjacent buffers must meet the requirements found in Article XII.

#### Sediment and Erosion Control

- 38. Provide flared end sections for the bypass pipe and dentition outlet pipe where they discharge to grade. Size rip-rap downstream of the flared end sections based on calculated velocities.
- 39. As noted on the IHPA review letter (required for the ILR10 permit), the clearance is valid for two years from the date of consultation (October 2, 2015). Therefore, please provide an updated consultation.
- 40. The anticipated location of soil stockpiles should be shown on the plans.
- 41. The applicant should add or verify that the following sediment and erosion control notes are included on the plans:
  - a. Stockpiles of soil shall not be located within special management areas.
  - b. Stockpiles in place for more than three days shall be provided with soil erosion and sediment control measures.
  - c. Pumping sediment laden water into any stormwater facility that is not designated to be a sediment control measure, Sediment Trap, or Sediment Basin either directly or indirectly without filtration is prohibited.
  - d. Water pumped or otherwise discharged from the site during construction shall be filtered.
  - e. A stabilized construction entrance shall be provided to prevent the deposition of soil onto public or private roadways. Any soil reaching a public or private roadway shall be removed before the end of each workday.
  - f. The applicant shall provide adequate receptacles for the deposition of all construction debris generated during the development process. The applicant shall not cause, or permit, the dumping, deposition, dropping, throwing, blowing, discarding or leaving of construction material debris upon or into any development site, channel, pond, lake, wetland, buffer, or Waters of DuPage County. The applicant shall maintain the development site free of uncontrolled construction debris. Construction site operators shall implement appropriate soil erosion and sediment control, and control waste such as, discarded building materials, concrete truck washout, chemicals, litter, and sanitary waste that may cause adverse impacts to water quality.
  - g. All temporary erosion and sediment control 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.

#### Other Permits

42. The Village should ensure a NOI permit has been completed and is still valid for the site as it will disturb more than 1-acre.

Please advise if you have any additional comments or questions.



Respectfully submitted, ENGINEERING RESOURCE ASSOCIATES, INC.

Michael M -

Michael Maslowski, PE, CFM Project Engineer

Cc: Mehul T. Patel, PE, CFM, Assistant Director of Public Works-Engineering, Village of Bensenville, 717 E. Jefferson St., Bensenville, IL 60106





### **MEETING MINUTES**

Project:	AmeriFreight Systems – Village of Bensenville Review Comments Meeting P-2692
Meeting Location:	Village of Bensenville Village Hall 12 S Center St, Bensenville, IL 60106
Meeting Date:	February 6, 2018
Participants:	Kurtis Pozsgay (KP – Bensenville) Mehul Patel (MP – Bensenville) Michael Maslowski (MM – ERA/Bensenville) Ron Ambrose (RA – Ambrose Design Group) Rumen Valnev (RV – AmeriFreight) Chris Slanchev (CS – AmeriFreight) Steven R. Kaminski (SRK – Mackie Consultants) Rosanna Lee Morales (RLM – Mackie Consultants)
Minutes By:	Rosanna Lee Morales
Minutes Dated:	February 23, 2018
Distribution:	All participants

The following is a summary of topics covered and agreements reached at the described meeting. Participants are requested to review this document and register any objections or comments with the author within five business days of receipt. In the absence of any comments or objections, these minutes will be considered accurate.

- DuPage County will review Special Management Areas (SMA Regulatory floodplain/floodway, and wetland areas/buffers) whereas the Village of Bensenville will review the remainder. Village of Bensenville will not sign off on permit until obtain approval from County.
- The DuPage County RFM and the Preliminary FEMA map will be used to determine floodway limits. The wider of the two will be used as regulatory floodway limits and illustration on plans. The higher of effective and preliminary floodplain boundaries by elevation will be drafted on site plans.
- The modular retaining wall to the west of the south parking lot will required a licensed structural engineer to sign and seal if over 3 feet in height. The structural engineering

design will also need to be reviewed by the Village of Bensenville for permitting (not the same as Building Permit). SRK and RA to determine whether the modular retaining wall will be designed by the vendor's structural engineer (at time of bid) or by others. Permit review time depending on reviewer workload.

- MM and MP stated it is acceptable to use county GIS contours to illustrate offsite flow.
   MM also stated to provide a better description in narrative to describe how offsite flow is flowing through the site.
- For wetland buffers, MP stated it is possible to coordinate with the Village to conduct brush clearing on overbank on Village property to provide wetland buffer enhancement, if necessary for county permits.
- For the Emergency Overflow Weir (at the top of the curb/retaining wall) to the west of the south parking lot, MM would consider a description of vegetation cover along with hydrograph calculations to eliminate the need of riprap at the bottom of the retaining wall.
- MM stated, for the north side storm sewer run, provide 100-year HGL calculations and inlet capacity calculations, if no overland flow route to detention basin is practical.
- SRK stated the PCBMP aggregate chamber is not intended for infiltration. Existing site contains clay soil. SRK is questioning the need for lining BMPs with impermeable barrier. SRK and MM will conference call county DEC.
- MM stated it is acceptable for the north side to use triple basins and wetland to satisfy PCBMP requirement. SRK stated concrete pads at fueling stations will similarly adsorb and hold until fuel evaporates. For the south side, SRK stated the limestone in the detention system will adsorb oil and will hold until biological breakdown.
- In lieu of hydrodynamic separators, SRK proposed an oil basin design directly downstream
  of the outlet control structure to capture any oil spilled from the parking lot. Mackie to send
  a sketch of device for clarification to MM.
- Drawdown time with PCBMP. MM accepts the possibly of using asphalt grindings to restricted flow rate from PCBMP stone chamber to pipe detention, if only it is proven to provide the required drawdown time. Mackie to provide infiltration rate of asphalt grindings from test results to verify and include in stormwater report.
- Verify if existing sanitary easement exists. If not, the Village will require a nonexclusive easement. The Village also requests to rehab the sanitary within property limits to avoid future rehabilitation when AmeriFreight improvements are in place. Resin type lining preffered.
- Coordinate with Village for light pole relocation. Existing system is controller-based.
- Triple basin inside car wash belongs in architect/MEP scope.
- Provide wall hydrant on site in lieu of regular fire hydrants since the Village does not maintain hydrants in private property.

#### Follow Up

- CDC meeting on March 6<sup>th</sup>. Final engineering approval not needed to proceed with this.
   Village of Bensenville to share ISHTA County Line and Green Street Phase 2 plans for
- Village of Bensenville to share ISHTA County Line and Green Street Phase 2 plans for coordination.
- For the Water Quality requirement, MM and SRK to follow up with conference call to DuPage County to discuss further.
- Village to provide utility atlas for coordination.

N:\2692\Meeting Minutes\180219.Bensenville Meeting Minutes.docx

# FINAL ENGINEERING PLANS FOR AMERIFREIGHT SYSTEMS 720 E. GREEN STREET VILLAGE OF BENSENVILLE, ILLINOIS

	LEGEND	
	EXISTING	PROPOSED
	8" PVC	8" PVC
SANITARY SEWER		
STORM SEWER		12" RCP
		UD
MANHOLE	$\bigcirc$	
CATCH BASIN	$\bigcirc$	•
INLET		•
CLEANOUT	@	<b>@</b>
WATER MAIN	WM	8 " WM
VALVE VAULT	$\bigcirc$	θ
VALVE BOX	$\bigcirc$	Ħ
FIRE HYDRANT	Ŏ	¥
FLARED END SECTION	$\Delta$	-
COMBINED SEWER		
STREET LIGHT/PARKING LOT LIGHT	$\mathcal{A}$	<u>¤</u>
POWER PULE		
FENCE	xx	
GAS MAIN	- c c c c	
OVERHEAD LINE	——— ОН ——— ОН ——	он он он
TELEPHONE LINE	— T T T T	TTT-
ELECTRIC LINE	— Е ———— Е ———— Е —	EEE
CABLE TV LINE	CATVCATV	CATVCATV
HIGH WATER LEVEL		
NORMAL WATER LEVEL		·NWL XXX
CONTOUR LINE	XXX.XX	XXX.XX
TOP OF CURB ELEVATION	BC XXX.XX	TC XXX.XX
TOP OF DEPRESSED CURB	BC XXX.XX	TDC XXX.XX
PAVEMENT ELEVATION	P XXX.XX	P XXX.XX
SPOT ELEVATION	××ו•××	×××.××
FINISHED FLOOR ELEVATION	FF = XXX.XX	FF = XXX.XX
	TF = XXX.XX	$\mathbf{TF} = \mathbf{X}\mathbf{X}\mathbf{X}\mathbf{X}$
HIGH OR LOW POINT	UF = AAA.AA	
OVERLAND FLOOD BOUTE		
PAVEMENT FLOW DIRECTION	<	2.0%
SWALE FLOW DIRECTION	<i>~~~</i>	<u>← − −</u>
DEPRESSED CURB AND GUTTER		
REVERSE CURB AND GUTTER		
AB	BREVIATIONS	
C ACRE HWL C BACK OF CURB INL IM BOTTOM INV CATCH BASIN LF S CUBIC FEET PER SECOND LP	HIGH WATER ELEVATION INLET INVERT LINEAL FEET/FOOT LIGHT POLE	SAN SANITARY SEWER SMH SANITARY MANHOLE STA STATION STM STORM SEWER SY SQUARE YARD
rCOBIC YARDL IADIAMETERL/WWMDUCTILE IRON WATER MAINELEVATIONMAXEDGE OF PAVEMENTMHFINISHED FLOORMINESFLARED END SECTIONNWLFOOT/FEETOCS	LEFI LOWEST GRADE ADJACENT TO RETAINING WALL MAXIMUM STORM MANHOLE MINIMUM NORMAL WATER ELEVATION OUTLET CONTROL STRUCTURE	PREVENTION PLAN TDC TOP OF DEPRESSED CURB TC TOP OF CURB TF TOP OF FOUNDATION T/W TOP OF RETAINING WALL TYP TYPICAL VB VALVE BOX
GUTTER ELEVATION P F GRADE AT FOUNDATION PVC R GRADE RING ELEVATION R DPE HIGH DENSITY RCP	PAVEMENT ELEVATION POLYVINYL CHLORIDE PIPE RADIUS REINFORCED CONCRETE PIPE RIM ELEVATION	VC VERTICAL CURVE VV VALVE VAULT W WALK ELEVATION WM WATER MAIN VPI VERTICAL POINT OF

CLIENT:

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#### Mackie Consultants, LLC 9575 W. Higgins Road, Suite 500 Rosemont, IL 60018 (847)696-1400 www.mackieconsult.com

# AMERIFREIGHT SYSTEMS

BENSENVILLE, ILLINOIS

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- **1** CONSTRUCTION DETAILS
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- **3 CONSTRUCTION DETAILS**
- **14 NOTES AND SPECIFICATIONS**

### BENCHMARKS

BENCHMARKS ARE IN ACCORDANCE WITH NAVD 88 DATUM SOURCE BENCHMARK: COUNTY OF DUPAGE BENCHMARK NUMBER 0145 (PID DK3300)

3.5 INCH BRASS DISK ON THE CENTER OF A HEADWALL LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF ILLINOIS ROUTE 83 AND 3RD AVENUE TO THE EAST AND OAK MEADOWS DRIVE TO THE WEST. ELEVATION = 685.93

SITE BENCHMARK 1: SET CROSS ON TOP OF NORTHWEST BONNET BOLT OF FIRE HYDRANT AT NORTHWEST CORNER OF 720 E. GREEN STREET PROPERTY ON THE SOUTH SIDE OF E. GREEN STREET. ELEVATION = 666.71

SITE BENCHMARK 2: SET CROSS ON TOP OF NORTHEAST BONNET BOLT OF FIRE HYDRANT +/- 75 FEET WEST OF THE NORTHEAST CORNER OF 720 E.GREEN STREET PROPERTY ON THE SOUTH SIDE OF E.GREEN STREET. ELEVATION = 664.34 JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS Call 48 hours before you dig (Excluding Sat, Sun, & Holidays)

1-800-892-0123

#### THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION, DIRECTION AND MEANS & METHODS OF CONSTRUCTION.

PARCE	L 5 TO	TAL AREA	= 8.01 AC
TOTAL	AREA	DISTURBED	= 7.85 AC

			DESIGNED	DMK/RKL
			220101122	
			DRAWN	DWP/RKL
			APPROVED	SBK
			/	0111
			DATE	11-11-16
			00415	
DATE	DESCRIPTION OF REVISION	BY	SCALE	N.1.S.



## DRAINAGE CERTIFICATION

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SAID IMPROVEMENTS OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREA, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE IMPROVEMENTS.

I HEREBY CERTIFY THE DEVELOPMENT AREA DOES NOT CONTAIN FLOOD PROTECTION AREAS OR FLOODWAY AS DEFINED BY THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO WATERSHED MANAGEMENT ORDINANCE.

ENGINEER STEVEN R. KAMINSKI, P.E. ILLINOIS REGISTRATION NO. 062-053219 EXPIRATION DATE: 11/30/2017

ENGINEER'S SEAL



OF **74** PROJECT NUMBER: 2692 © MACKIE CONSULTANTS LLC, 2016 ILLINOIS FIRM LICENSE 184-002694

SHEET



			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
			APPROVED	SBK
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 50'

- TO BE REMOVED. 11. ALL UTILITIES AND STRUCTURES LOCATED WITHIN \_\_ FEET OF THE PROPOSED BUILDING LOCATION SHALL BE COMPLETELY REMOVED AND THE EXCAVATION BACKFILLED WITH SELECT GRANULAR MATERIAL. ALL REMAINING UTILITIES AND STRUCTURES LOCATED WITHIN THE PROJECT AREA SHALL BE REMOVED TO A DEPTH OF 2-FEET BELOW PROPOSED FINISHED GRADE.
- 10. ALL EXISTING UTILITIES ARE TO REMAIN IN SERVICE UNLESS SPECIFICALLY SHOWN
- 9. GAS, TELEPHONE AND ELECTRIC DISTRIBUTION SYSTEM REMOVALS AND ADJUSTMENTS SHALL BE DONE BY RESPECTIVE UTILITY AND PAID FOR SEPARATELY BY OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF THIS WORK INCIDENTAL TO THE CONTRACT. ALL ENVIRONMENTAL REMEDIATION WILL BE COMPLETED BY OWNER PRIOR TO START OF CONSTRUCTION.
- 8. ALL UTILITIES TO REMAIN AS NOTED SHALL BE ADJUSTED TO THE FINAL GRADES AS PROVIDED ON THE UTILITY PLANS.
- IMPROVEMENTS SHALL BE HAULED TO AN OFFSITE LOCATION.
- DEVELOPER. ANY BASE MATERIALS REMAINING UPON COMPLETION OF THE PROPOSED
- INDICATED IN THE CONTRACT DOCUMENTS. 7. ALL BITUMINOUS PAVEMENT AND BUILDING MATERIALS SHALL BE REMOVED TO AN OFFSITE LOCATION, GRAVEL BASE MATERIALS SHALL BE STOCKPILED ONSITE AND USED FOR TEMPORARY ROADS OR GENERAL FILL, AS APPROVED BY THE OWNER OR

- 6. THE CONTRACTOR IS REQUIRED TO ASSURE HIMSELF OF LOCATION AND DEPTH OF EXISTING UTILITIES AND RELATED FEATURES AND SHALL REPORT AT ONCE TO THE OWNER OR ENGINEER ANY DISCREPANCIES WITH RESPECT TO INFORMATION
- UTILITIES. THE CONTRACTOR SHALL ARRANGE FOR THE DISCONNECTION, PROTECTION OR RELOCATION OF ANY EXISTING UTILITY SERVICES, INCLUDING WATER, SEWER, GAS, ELECTRIC, TELEPHONE AND CABLE.
- COMMENCING WORK AND NOTIFY THE ENGINEER OR OWNER OF ANY DISCREPANCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO BEGINNING DEMOLITION WORK FOR THE EXACT LOCATIONS OF THE 5.
- 4. THIS PLAN WAS PREPARED FROM TOPOGRAPHIC SURVEY PREPARED BY MACKIE CONSULTANTS, LLC, DATED JUNE 3, 2015 AND AVAILABLE RECORDS. CONTRACTOR SHALL FIELD VERIFY ALL UTILITIES SHOWN AND NOT SHOWN BEFORE
- THE VILLAGE AND THE OWNER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR 3. TO THE START OF CONSTRUCTION.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR DEMOLITION WORK AND ASSOCIATED UTILITY DISCONNECT FEES.
- 2.

PROTECT EXISTING

-EXISTING OVERHEAD WIRE TO BE REMOVED

POLE TO BE REMOVED

EXISTING METAL LOADING BAYS TO BE REMOVED

EXISTING CATCH BASIN TO BE REMOVED

/ EXISTING CATCH BASIN TO BE REMOVED

-EXISTING UTILITY POLE TO BE REMOVED

EXISTING OVERHEAD WIRE TO BE REMOVED

EXISTING CONCRETE-TO BE REMOVED (TYP.)

EXISTING CONCRETE WALL TO BE REMOVED

EXISTING CONCRETE WALLS AND DEBRIS TO BE REMOVED

-EXISTING UTILITY POLE TO BE REMOVED

-EXISTING CONCRETE TO BE REMOVED

└──EXISTING CATCH BASIN TO BE REMOVED ↓

- PROTECT EXISTING FENCE

· A · A · A · A · A

EXISTING TREES

FENCE

- CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL REQUIREMENTS.
- 1.

DEMOLITION PLAN GENERAL NOTES:

EXISTING STORM-RIM TO BE REMOVED

12. ALL PIPES TO BE ABANDONED IN PLACE SHALL BE PLUGGED AT BOTH MINIMUM OF TWO (2) FEET NON-SHRINK CONCRETE MORTAR PLUGS, AND TO REMAIN SHALL HAVE THE BOTTOM BROKEN TO FACILITATE DRAINAGE WITH SAND OR PEA GRAVEL.

-EXISTING CATCH BASIN TO BE REMOVED

FLOODPLAIN LIMITS

-EXISTING CULVERT TO BE ABANDONED REMOVE IF NECCESSARY FOR CONSTRUCTION TO FLOODPLAIN LIMITS

- 13. ALL EXISTING TREES, BRUSH, AND MISCELLANEOUS APPURTENANCES, S FENCES, WHEEL STOPS, POLES LIGHTS AND MISCELLANEOUS DEBRIS SH HAULED TO AN OFFSITE LOCATION.
- 14. ANY EXISTING PAVEMENT TO REMAIN SHALL BE BROKEN UP IN PLACE
- ADEQUATE DRAINAGE.
- 15. THE CONTRACTOR SHALL ENSURE THAT ALL ADJOINING AREAS, INCLUD
- STREETS AND DRIVEWAYS, SHALL BE FREE OF DEBRIS AT ALL TIMES.
- 16. PAVEMENT, CURB AND GUTTER AND SIDEWALK SHALL BE SAWCUT FULL
- LIMITS OF REMOVAL. 17. ALL TREES TO REMAIN SHALL BE PROTECTED WITH SILT FENCE OR ORAL CONSTRUCTION FENCES. PROTECTIVE FENCING SHALL BE PLACED AT TH LINE OF THE TREE TO BE SAVED. CONSTRUCTION WITHIN THE FENCE PERMISSION FROM THE OWNER OR MUNICIPALITY IS STRICTLY PROHIBI
- 18. EXISTING WELLS ENCOUNTERED SHALL BE EXCAVATED, SEALED AND ABAI ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL RULES
- REGULATIONS. 19. EXISTING SEPTIC FIELDS ENCOUNTERED SHALL BE EXPOSED, DRAINED A ABANDONED IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND RULES AND REGULATIONS.
- 20. ANY DAMAGE DONE TO EXISTING STRUCTURES OR OBJECTS NOT SHOWN TO BE REMOVED OR REPLACED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

![](_page_196_Figure_50.jpeg)

	LEGEND	
ENDS WITH A NY STRUCTURES E AND FILLED	EXISTING CONCRETE TO BE REMOVED	b · · b · · b
	EXISTING HMA PAVEMENT TO BE REMOVED	
HALL BE	EXISTING GRAVEL TO BE REMOVED	600000000000000000000000000000000000000
TO PROVIDE	SAWCUT EXISTING PAVEMENT	
ING ADJACENT	EXISTING CURB TO BE REMOVED	XXXX
	EXISTING UTILITY TO BE REMOVED	<b>— X</b> - W M - <b>X</b>
DEPTH AT THE	EXISTING UTILITY TO BE ABANDONED	
ANGE THE DRIP	EXISTING UTILITY TO BE REMOVED OR ABANDONED AS NEEDED	<b>—X</b> —WM <i>—</i> <b>∭</b> —
WITHOUT ITED.	EXISTING FENCE TO BE REMOVED	—X—×—X—
ANDONED IN S AND	EXISTING STRUCTURE, TREE, MISCELLANEOUS OBJECT TO BE REMOVED	$\mathbf{X}$
AND		
ND LOCAL		

![](_page_196_Picture_52.jpeg)

![](_page_196_Picture_53.jpeg)

![](_page_197_Figure_0.jpeg)

MACKIE CONSULTANTS

Mackie Consultants, LLC 9575 W. Higgins Road, Suite 500 Rosemont, IL 60018 (847)696-1400 www.mackieconsult.com CLIENT:

AMERIFREIGHT SYSTEMS

BENSENVILLE, ILLINOIS

			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
			APPROVED	SRK
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 30'

# GRADING PLAN - NORTH AMERIFREIGHT SYSTEMS 720 E. GREEN STREET

![](_page_197_Figure_8.jpeg)

![](_page_198_Figure_0.jpeg)

			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
			APPROVED	SRK
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 30'

![](_page_199_Figure_0.jpeg)

STABILIZED CONSTRUCTION ENTRANCE(S) SHOULD BE INSTALLED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. ADJACENT ROADWAYS SHOULD BE SWEPT AS NEEDED, TO REDUCE EXCESS SEDIMENT, DIRT, OR STONE TRACKED FROM THE SITE. ACCUMULATED SEDIMENT AND STONE SHOULD BE REMOVED FROM THE STABILIZED ENTRANCE AS NEEDED. VEHICLES HAULING ERODIBLE MATERIAL TO AND FROM THE CONSTRUCTION SITE SHOULD BE COVERED WITH A TARP.

CONCRETE CUTTING

CONCRETE WASTE MANAGEMENT SHOULD BE IMPLEMENTED TO CONTAIN AND DISPOSE OF SAW-CUTTING SLURRIES. CONCRETE CUTTING SHOULD NOT TAKE PLACE DURING OR IMMEDIATELY AFTER A RAINFALL EVENT. WASTE GENERATED FROM CONCRETE CUTTING SHOULD BE CLEANED-UP AND DISPOSED INTO THE CONCRETE WASHOUT FACILITY AS DESCRIBED ABOVE.

#### SPILL PREVENTION

DISCHARGES OF A HAZARDOUS SUBSTANCE OR OIL CAUSED BY A SPILL (E.G., A SPILL OF OIL INTO A SEPARATE STORM SEWER OR WATERS OF THE STATE) ARE NOT AUTHORIZED BY THIS PERMIT. IF A SPILL OCCURS, NOTIFY THE OWNER IMMEDIATELY. THE CONSTRUCTION SITE SHOULD HAVE THE CAPACITY TO CONTROL, CONTAIN, AND REMOVE SPILLS IF THEY OCCUR. SPILLS SHOULD BE CLEANED IMMEDIATELY AFTER DISCOVERY IN ACCORDANCE WITH MSDS AND NOT BURIED ON SITE OR WASHED INTO STORM DRAINS OR WATERS OF THE STATE.

SPILLS IN EXCESS OF FEDERAL REPORTABLE QUANTITIES (AS ESTABLISHED UNDER 40 CFR PARTS 110 ,117, OR 302), SHOULD BE REPORTED TO THE NATIONAL RESPONSE CENTER BY CALLING (800) 424-8802. MSDS OFTEN INCLUDE INFORMATION ON FEDERAL REPORTABLE QUANTITIES FOR MATERIALS. SPILLS OF TOXIC OR HAZARDOUS MATERIALS SHOULD BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF SIZE. WHEN CLEANING UP A SPILL, THE AREA SHOULD BE KEPT WELL VENTILATED AND APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT SHOULD BE USED TO MINIMIZE INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

- IN ADDITION TO PROPER WASTE MANAGEMENT, CONCRETE WASTE MANAGEMENT, CONCRETE CUTTING, VEHICLE STORAGE AND MAINTENANCE, MATERIAL STORAGE, AND SANITARY STATION PROTECTION, THE FOLLOWING MINIMUM PRACTICES SHOULD BE FOLLOWED TO REDUCE THE RISK OF SPILLS: - ON-SITE VEHICLES SHOULD BE MONITORED FOR LEAKS AND SHOULD RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE.
- PETROLEUM PRODUCTS SHOULD BE STORED IN TIGHTLY SEALED AND CLEARLY LABELED CONTAINERS. - ALL PAINT CONTAINERS SHOULD BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHOULD BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS OR STATE AND LOCAL REGULATIONS, AND SHOULD NOT BE DISCHARGED TO THE STORM SEWER. - CONTRACTORS SHOULD FOLLOW THE MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL OF MATERIALS.

PROPOSED HMA PAVEMENT PARKING LOT VEHICLE STORAGE AND MAINTENANCE

WHEN NOT IN USE, VEHICLES UTILIZED IN THE DEVELOPMENT OPERATIONS OF THE SITE SHOULD BE STORED IN A DESIGNATED UPLAND AREA AWAY FROM ANY NATURAL OR CREATED WATERCOURSE, POND, DRAINAGE-WAY OR STORM DRAIN. WHENEVER POSSIBLE VEHICLE MAINTENANCE, FUELING, AND WASHING SHOULD OCCUR OFFSITE. IF ALLOWED ON-SITE; VEHICLE MAINTENANCE (INCLUDING BOTH ROUTINE MAINTENANCE AS WELL AS ON-SITE REPAIRS) SHOULD BE MADE WITHIN THE DESIGNATED AREA TO PREVENT THE MIGRATION OF MECHANICAL FLUIDS (OIL, ANTIFREEZE, ETC.) INTO WATERCOURSES, WETLANDS OR STORM DRAINS. DRIP PANS OR ABSORBENT PADS SHOULD BE USED FOR ALL VEHICLE AND EQUIPMENT MAINTENANCE ACTIVITIES THAT INVOLVE GREASE, OIL, SOLVENTS, OR OTHER VEHICLE FLUIDS. CONSTRUCTION VEHICLES SHOULD BE INSPECTED FREQUENTLY TO IDENTIFY ANY LEAKS; LEAKS SHOULD BE REPAIRED IMMEDIATELY OR THE VEHICLE SHOULD BE REMOVED FROM SITE. DISPOSE OF ALL USED OIL, ANTIFREEZE, SOLVENTS AND OTHER AUTOMOTIVE-RELATED CHEMICALS ACCORDING TO MANUFACTURER OR MSDS INSTRUCTIONS. CONTRACTORS SHOULD IMMEDIATELY REPORT SPILLS TO THE OWNER FOR PROPER REMEDIATION.

WASH WATERS, FROM EQUIPMENT OR VEHICLE WASHING, WHEEL WASH WATER AND OTHER WASH WATERS, MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE. SANITARY STATIONS

TO THE EXTENT PRACTICABLE, PORT-A-POTTIES SHOULD BE LOCATED AT A MINIMUM 8 FEET BEHIND THE CURB AND GUTTER OF THE INTERNAL ROADS AND BE LOCATED IN AN AREA THAT DOES NOT DRAIN TO ANY PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR STORM WATER STRUCTURES AND SHOULD BE ANCHORED TO THE GROUND TO PREVENT FROM TIPPING OVER. PORT-A-PI ON IMPERVIOUS SURFACES SHOULD BE PLACED ON TOP OF A SECONDARY CONTAINMEN SURROUNDED BY A CONTROL DEVICE (I.E. GRAVEL-BAG BERM).

#### MATERIAL STORAGE

MATERIALS AND OR CONTAMINANTS SHOULD BE STORED IN A MANNER THAT MINIMIZE TO DISCHARGE INTO STORM DRAINS OR WATERCOURSES. AN ONSITE AREA SHOULD B MATERIAL DELIVERY AND STORAGE. ALL MATERIALS KEPT ONSITE SHOULD BE STOR ORIGINAL CONTAINERS WITH LEGIBLE LABELS, AND IF POSSIBLE UNDER A ROOF OR LABELS SHOULD BE REPLACED IF DAMAGED OR DIFFICULT TO READ. BERMED-OFF S ARE AN ACCEPTABLE CONTROL MEASURE TO PREVENT CONTAMINATION OF STORM WATE SHOULD BE AVAILABLE FOR REFERENCING CLEAN UP PROCEDURES. ANY RELEASE OF OR CONTAMINANTS SHOULD BE IMMEDIATELY CLEANED UP AND DISPOSED OF PROPERL CONTRACTORS SHOULD IMMEDIATELY REPORT ALL SPILLS TO THE OWNER, WHO SHOULD NOTIFY THE APPROPRIATE AGENCIES, IF NEEDED.

TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS ONSITE, HAZARDOUS SHOULD BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RE-SEALABLE. LABELS AND MSDS DATA SHOULD BE RETAINED ONSITE AT ALL TIMES. HAZARDOUS ALL OTHER MATERIAL ONSITE SHOULD BE STORED IN ACCORDANCE WITH MANUFACTUR SPECIFICATIONS. WHEN DISPOSING OF HAZARDOUS MATERIALS, FOLLOW MANUFACTU AND STATE RECOMMENDED METHODS.

XZ (

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT SHOULD BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATION CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND STANDARD SPECIFICATIONS.

SEDIMENT TRAP

STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCES SHOULD BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS, MAINTENANCE INCLUDES TOP DRESSING WITH ADDITIONAL STONE AND REMOVING TOP LAYERS OF STONES AND SEDIMENT. THE SEDIMENT RUN-OFF ONTO THE PUBLIC RIGHT OF WAY SHOULD BE REMOVED IMMEDIATELY.

RIPRAP OUTLET PROTECTION: RIPRAP SHOULD BE INSPECTED FOR ANY SCOUR BENEATH THE RIPRAP OR FOR STONES THAT HAVE BEEN DISLODGED. SEDIMENT ACCUMULATION IN THE OUTFALL AREA SHOULD BE REMOVED AS NEEDED.

CONCRETE WASHOUT AREA: EXISTING FACILITIES SHOULD BE CLEANED OUT, OR NEW FACILITIES SHOULD BE CONSTRUCTED AND OPERATIONAL ONCE THE EXISTING WASHOUT IS 75% FULL. WASHOUTS SHOULD BE INSPECTED FREQUENTLY TO ENSURE THAT PLASTIC LININGS ARE INTACT AND SIDEWALLS HAVE NOT BEEN DAMAGED BY CONSTRUCTION ACTIVITIES. WHEN THE WASHOUT AREA IS ADJACENT TO A PAVED ROAD, THE PAVED ROAD SHOULD BE INSPECTED FOR ACCUMULATED CONCRETE WASTE. ANY ACCUMULATED CONCRETE WASTE ON THE ROAD, CURB, OR GUTTER SHOULD BE REMOVED AND PROPERLY

EROSION CONTROL BLANKET: THE BLANKET AND STAPLES SHOULD BE INSPECTED FREQUENTLY AND SHALL BE INSTALLED TO THE ILLINOIS URBAN MANUAL, UNLESS OTHERWISE INSTRUCTED BY THE MANUFACTURER, EROSION OCCURRING UNDERNEATH THE BLANKET SHOULD BE BACK-FILLED AND SEEDED WITH THE APPROPRIATE SEED MIX. ADDITIONAL BMP'S MAY NEED TO BE INSTALLED TO REDUCE EROSION UNDER THE BLANKET.

SILT FILTER FENCE: SILT FENCES SHOULD BE INSPECTED REGULARLY FOR UNDERCUTTING WHERE THE FENCE MEETS THE GROUND, OVERTOPPING, AND TEARS ALONG THE LENGTH OF THE FENCE. DEFICIENCIES SHOULD BE REPAIRED IMMEDIATELY. REMOVE ACCUMULATED SEDIMENTS FROM THE FENCE BASE WHEN THE SEDIMENT REACHES ONE-HALF THE FENCE HEIGHT. DURING FINAL STABILIZATION, PROPERLY DISPOSE OF ANY SEDIMENT THAT HAS ACCUMULATED ON THE SILT FENCE. INSTANCES WHEN AREAS OF SILT FENCE CONTINUALLY FAIL, REPLACE SILT FENCE WITH ANOTHER BMP AS SEEN FIT.

CATCH BASIN AND INLET FILTERS: INLET FILTERS SHOULD BE INSPECTED FOR PROPER FILTERING. IF FILTER BAGS ARE USED, REMOVE SEDIMENT FROM THE FILTER BAGS WHEN 50% PERCENT OF THE STORAGE VOLUME HAS BEEN FILLED, UNLESS OTHERWISE INSTRUCTED BY THE MANUFACTURER. REMOVE TRASH AND DEBRIS DURING INSPECTIONS. ACCUMULATED MATERIAL IN THE FILTERS SHOULD BE DISPOSED PROPERLY. DO NOT PUNCTURE HOLES IN FILTERS IF PONDING OCCURS.

	OWNER CERTIFICATION BLOCK
N	"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."

OWNER SIGNATURE

INSPECTIONS THE OWNER SHALL DESIGNATE A QUALIFIED PERSONNEL TO BE RES EROSION CONTROL OBSERVATION REPORTING. THIS QUALIFIED PER REQUIREMENTS NOTED IN THE ILR10 PERMIT CONDITIONS AND LOC SHOULD OCCUR AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WOR GREATER, OR EQUIVALENT SNOWFALL. OBSERVATIONS MAY BE REDU CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO EROZEN CONDIT SHOULD RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUC GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS

RIPRAP 3 -

SITE OBSERVATION REPORTS SHOULD BE MAINTAINED ONSITE AS P OBSERVATION SHALL INCLUDE THE FOLLOWING COMPONENTS:

- A. DISTURBED AREAS AND AREAS USED FOR THE STORAGE OF MA PRECIPITATION SHALL BE CHECKED FOR EVIDENCE OF, OR P ENTERING THE DRAINAGE SYSTEM. THE EROSION AND SEDIM IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY HA OPERATING CORRECTLY. WHERE DISCHARGE POINTS ARE ACC CHECKED TO ASCERTAIN WHETHER EROSION CONTROL MEASURE SIGNIFICANT IMPACTS TO THE RECEIVING WATERS. LOCAT THE SITE SHOULD BE CHECKED FOR OFF-SITE SEDIMENT TRA AND ALL OTHER POTENTIAL NON-STORM WATER DISCHARGES S
- B. BASED ON THE RESULTS OF THE SITE OBSERVATION, THE DE SOURCES IDENTIFIED, AND THE POLLUTION PREVENTION ME SHALL BE REVISED AS APPROPRIATE, AS SOON AS PRACTICA THE MODIFICATIONS, IF ANY, SHALL PROVIDE FOR TIMELY TO THE PLAN WITHIN 7 CALENDAR DAYS FOLLOWING THE SIT
- C. A REPORT SUMMARIZING THE SCOPE OF THE OBSERVATION, N PERSONNEL MAKING THE OBSERVATION, THE DATE(S) OF THE RELATING TO THE IMPLEMENTATION OF THE STORM WATER PO ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH B ABOVE PART OF THE STORM WATER POLLUTION PREVENTION PLAN FO DATE OF FINAL STABILIZATION OR PERMIT COVERAGE IS TH SIGNED IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUI PFRMIT.
- D. THE OWNER SHALL NOTIFY THE APPROPRIATE AGENCY BY EMAIL AT EPA.SWNONCOMP@ILLINOIS.GOV, TELEP INCIDENCE OF NONCOMPLIANCE FOR ANY VIOLATION PLAN OBSERVED DURING A SITE OBSERVATION, OR F THE PERMIT. THE OWNER SHALL COMPLETE AND SUBM NONCOMPLIANCE(ION) REPORT FOR ANY VIOLATION O PREVENTION PLAN OBSERVED DURING AN INSPECTION FORMS PROVIDED BY THE AGENCY AND INCLUDE SPEC NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PR NONCOMPLIANCE, AND A STATEMENT DETAILING ANY RESULTED FROM THE NONCOMPLIANCE.
- E. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED IN PART VI.G OF THE ILR10 NPDES PERMIT (SIGNA
- F. ALL REPORTS OF NONCOMPLIANCE SHALL BE MAILED ILLINOIS ENVIRONMENTAL PROTECTION AGENCY DIVISION OF WATER POLLUTION CONTROL COMPLIANCE ASSURANCE SECTION 1021 NORTH GRAND AVENUE EAST POST OFFICE BOX 19276 SPRINGFIELD, ILLINDIS 62794-9276

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			APPROVED	SRK
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NON-STORM WATER DISCHARGES

NON-STORM WATER FLOWS THAT MAY BE COMBINED WITH STORM WATER DISCHARGES ARE INCLUDED WITHIN THIS PLAN. THESE DISCHARGES INCLUDE: DISCHARGES FROM FIRE FIGHTING ACTIVITIES; FIRE HYDRANT FLUSHINGS; WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED; WATERS USED TO CONTROL DUST; POTABLE WATER SOURCES INCLUDING UNCONTAMINATED WATERLINE FLUSHINGS; LANDSCAPE IRRIGATION DRAINAGES; ROUTINE EXTERNAL BUILDING WASHDOWN WHICH DOES NOT USE DETERGENTS; PAVEMENT WASH WATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS HAVE NOT OCCURRED (UNLESS ALL SPILLED MATERIAL HAS BEEN REMOVED) AND WHERE DETERGENTS ARE NOT USED; UNCONTAMINATED AIR CONDITIONING CONDENSATE; SPRINGS; UNCONTAMINATED GROUND WATER; AND FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS OR SOLVENTS.

THE FOLLOWING NON-STORM WATER DISCHARGES ARE PROHIBITED: CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL), DRYWELL COMPOUND, WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS, FUELS, OILS OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE, SOAPS, SOVLENTS, OR DETERGENTS, TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE, OR ANY OTHER POLLUTANT THAT COULD CAUSE OR TEND TO CAUSE WATER POLLUTION.

DISCHARGES FROM DEWATERING ACTIVITIES, INCLUDING DISCHARGES FROM DEWATERING TRENCES AND

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<u>ELEVATION</u>	POLYETHYLENE SHIP SHIP STRAW BALE STRAW BALE STRAW BALE (TYP) STRAW BALE (TYP)	B. THE FOL 1. INST – SE – PE – CC – ST
FILTER FABRIC UND ISTURBED GROUND LINE 6" MIN 6" MIN EABRIC ANCHOR DETAIL	PLAN PLAN PLYWOOD 48"X 24" PAINTED WHITE 36" MINIMUM SIGN DETAIL (OP, EQUIVALENT)	2. DEMO 3. TREE 4. CONS 5. CONS NOTE 6. STRI 7. TEMF PERI 8. INST 9. INST
WIRE MESH REINFORCEMENT FILTER FABRIC DIRECTION OF FLOW LAY FABRIC ON EXISTING GRADE AND COVER WITH 6" MINIMUM COMPACTED CLAY DETAIL TO BE USED IN AREAS	NOTES: 1. ACTUAL LAYOUT AND LOCATION TO BE DETERMINED IN FIELD. 2. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE. REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING FACILITY TO A FUNCTIONAL CONDITION. 3. FACILITY SHALL BE CLEANED OR RE-CONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL. 3. EACH STRAW BALE IS TO BE STAKED IN PLACE USING (2) 2"X2"X4' WOODEN STAKE. CONCRETE WASHOUT FACILITY NOT TO SCALE	C. THE SI DISTUR
<ul> <li>ADJACENT TO TREE PROTECTION FENCE</li> <li>NOTES:</li> <li>1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. SILT FENCE SHALL BE REMOVED IN CONJUNCTION WITH FINAL GRADING AND SITE STABILIZATION.</li> <li>2. FILTER FABRIC SHALL MEET THE REQUIREMENTS AS SET FORTH BY AASHTO M-288-00</li> <li>3. FENCE POST SHALL EITHER BE STANDARD STEEL POST OR WOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQ IN.</li> </ul>	TOP OF FILL TOP OF FILL CEOTEXTILE CROSS SECTION	D. THE CUF COMPOS SOIL GF E. PLEASE ANTICIF OR EXI DISTURF IN THE SURF ACI TO A SI
STEP 1 FILTER FABRIC POSTS FILTER FABRIC STEP 2	GEOTEXTILE MIN STONE SECTION TOP OF FILL EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY EMERGENCY SPILLWAY STOP OF FILL EMERGENCY SPILLWAY EMERGENCY SPILLWAY I.5'' SPILLWAY I.5'' SPILLWAY I.5'' SPILLWAY I.5'' SPILLWAY I.5'' SIDE SLOPE MAX NATURAL GROUND I:1 SIDE SLOPE MAX	F. THE REC G. POTENTI – SEDI – FUEL – WAST – OIL – TAR – DETE
STEP 3 Interpretended by the second fence inside the end post of the second fence inside the end post of the first fence. 1. PLACE THE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL. 3. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP. Int to scale	<ul> <li>NOTES:</li> <li>1. IF THE SEDIMENT POOL IS FORMED OR ENLARGED THE SIDE SLOPE WILL BE 2:1 OR FLATTER.</li> <li>2. THE FILL SHALL BE CONSTRUCTED USING IDOT RR-4 STONE SIZE. A 12" LAYER OF IDOT CA-2 SHOULD BE PLACED ON THE FACE TO REDUCE THE FLOW RATE.</li> <li>3. THE ROCK WILL BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 25 ROCKFILL. PLACEMENT WILL BE BY METHOD 1 AND COMPACTION WILL BE CLASS 111.</li> <li>4. THE GEOTEXTILE SHALL MEET THE REQUIREMENTS IN MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1 OR 2, CLASS I, II, OR IV.</li> </ul>	- PAIN - CONS - CONS ADDITIONAL 1. STABIL PERMANE AS SOON IN ANY A. WH ME B. ON D/ C. TH
TO' MIN FX ISTING GROUND A TO' MIN TO' MIN TO SEDIMENT TRAPPING DEVICE TO SEDIMENT TRAPPING DEVICE TO SEDIMENT TRAPPING DEVICE	XISTING ROUND FILTER FABRIC SUBGRADE SECTION A-A	THE APP TIME TH AND LEN 2. WASTE MA NO SOLII STATE, E
PLAN VIEW     1       FILTER     70' MIN       FILTER     9 H	<ul> <li>DTES:</li> <li>FILTER FABRIC SHALL MEET THE REQUIREMENTS OF AASHTO M-288-00 AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.</li> <li>STONE SHALL BE IDOT COARSE AGGREGATE GRADATION CA-1, CA-2, CA-3 OR CA-4.</li> <li>STABILIZED CONSTRUCTION ENTRANCE SHALL BE INSTALLED, PRIOR TO ONSET OF CONSTRUCTION OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT DURATION.</li> <li>ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.</li> </ul>	UCLECTION LOCATION DISCARDE WHICH MA POSSIBLE CONSTRUC WITH ALL ONSITE F RECEPTAC MANNER S
SIDE ELEVATION STABILIZED CONSTRUCTION NOT TO SCALE	ENTRANCE DETAIL	

			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
			APPROVED	SKK
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	N.T.S.

INFORMATION RIPTION LAN COVERS THE CONSTRUCTION OF TRUCK STOP FACILITY WITH GAS STATIONS. LLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF CONSTRUCTION ACTIVITIES: TALL PERIMETER SOIL EROSION AND SEDIMENT CONTROL MEASURES: ELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION ERIMETER SILT FENCE ONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED TABILIZED CONSTRUCTION ENTRANCE MOLITION OF EXISTING STRUCTURES REMOVAL WHERE NECESSARY (CLEAR & GRUB). STRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS). ISTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH OUTLET PROTECTION ED ON PLAN. IP TOPSOIL, STOCKPILE TOPSOIL AND GRADE SITE. IPORARILY STABILIZE TOPSOIL STOCKPILES (INCLUDING SEED AND SILT FENCE AROUND THE IMETER). TALL STORM SEWER, SANITARY SEWER, WATER MAIN. TALL INLET PROTECTION WITHIN ALL STORM STRUCTURES WITH "OPEN" GRATES. MANENTLY STABILIZE DETENTION BASINS WITH SEED AND EROSION CONTROL BLANKET OR SHOWN ON THE APPROVED LANDSCAPE PLAN. IPORARILY STABILIZE ALL AREAS INCLUDING AREAS THAT HAVE REACHED TEMPORARY GRADE THIN 7 DAYS OF LAST CONSTRUCTION ACTIVITY IN THAT AREA. TALL ROADWAYS. RMANENTLY STABILIZE GRASSY AREAS. IOVE ALL TEMPORARY CONTROL MEASURE AFTER SITE IS STABILIZED AND RE-SEED AREAS TURBED BY THEIR REMOVAL. ITE HAS A TOTAL ACREAGE OF APPROXIMATELY 8.01 ACRES. CONSTRUCTION ACTIVITY WILL RB APPROXIMATELY 7.85 ACRES OF THE SITE. JRVE NUMBER FOR THE SITE FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES IS: SITE "CN" = 96.7. THE EXISTING SOILS FROM THE SITE MAINLY CONSIST OF ROUP D. REFER TO PAGE 3-4 FOR A MAP INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES PATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER IT THE SITE AND CONTROLS TO PREVENT OFFSITE SEDIMENT TRACKING, AREAS OF SOIL RBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, E WATERS (INCLUDING WETLANDS), AND LOCATIONS WHERE STORM WATER IS DISCHARGED SURFACE WATER. ECEIVING WATER OF THE PROPOSED DEVELOPMENT IS ADDISON CREEK TRIBUTARY NO. 1. IAL SOURCES OF POLLUTION ASSOCIATED WITH THIS CONSTRUCTION ACTIVITY MAY INCLUDE: IMENT FROM DISTURBED SOILS – SANITARY STATIONS TANKS - STAGING AREAS TE CONTAINERS - CHEMICAL STORAGE AREAS OR OTHER PETROLEUM PRODUCTS - ADHESIVES - SOLVENTS ERGENTS - FERTILIZERS - RAW MATERIALS (I.E. BAGGED PORTLAND CEMENT) NTS STRUCTION DEBRIS - LANDSCAPE WASTE ICRETE AND CONCRETE TRUCKS – LITTER MEASURES REQUIRED: IZATION: STABILIZATION PRACTICES MUST BE INITIATED WITHIN ONE (1) WORKING DAY OF ENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED ON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS PROVIDED BELOW: HERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION EASURES SHALL BE INITIATED AS SOON AS PRACTICABLE. IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED. THE FOLLOWING PRACTICES ARE ACCEPTABLE STABILIZATION MEASURES: - PERMANENT SEEDING: IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN. - TEMPORARY SEEDING: MAY CONSIST OF SPRING OATS (100 LBS/ACRE) AND/OR WHEAT OR CEREAL RYE (150 LBS/ACRE). – MULCHING - GEOTEXTILES - SODDING - VEGETATIVE BUFFER STRIPS PROPRIATE STABILIZATION MEASURE SHALL BE DETERMINED BASED ON SITE CONDITIONS AT THE HE CONSTRUCTION ACTIVITY HAS CEASED, INCLUDING BUT NOT LIMITED TO WEATHER CONDITIONS NGTH OF TIME MEASURE MUST BE EFFECTIVE. MANAGEMENT ID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO WATERS OF THE EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT. ALL WASTE MATERIALS SHOULD BE ED AND STORED IN APPROVED RECEPTACLES. NO WASTES SHOULD BE PLACED IN ANY IN OTHER THAN IN THE APPROVED CONTAINERS APPROPRIATE FOR THE MATERIALS BEING DED. THERE SHOULD BE NO LIQUID WASTES DEPOSITED INTO DUMPSTERS OR OTHER CONTAINERS MAY LEAK. RECEPTACLES WITH DEFICIENCIES SHOULD BE REPLACED AS SOON AS E AND THE APPROPRIATE CLEAN-UP PROCEDURE SHOULD TAKE PLACE, IF NECESSARY. ICTION WASTE MATERIAL IS NOT TO BE BURIED ONSITE, WASTE DISPOSAL SHOULD COMPLY LOCAL, STATE, AND FEDERAL REGULATIONS HAZARDOUS MATERIAL STORAGE SHOULD BE MINIMIZED AND STORED IN LABELED, SEPARATE ACLES FROM NON-HAZARDOUS WASTE, ALL HAZARDOUS WASTE SHOULD BE DISPOSED OF IN THE SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER. SWPPP DETAILS AMERIFREIGHT SYSTEMS

720 E. GREEN STREET

![](_page_200_Picture_4.jpeg)

SHEET

![](_page_201_Figure_0.jpeg)

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BENSENVILLE, ILLINOIS

				DESIGNED	DMK/RKL
•					
5				DRAWN	DWP/RKL
				APPROVED	SBK
				/	
				DATE	11-11-16
	DATE	DESCRIPTION OF REVISION	ΒY	SCALE	1″ = 30′

# 720 E. GREEN STREET

PROJECT NUMBER: 2692 © MACKIE CONSULTANTS LLC, 2016 ILLINOIS FIRM LICENSE 184-002694

CROSSING	BTM OF PIPE	TOP OF PIPE	SEPARATION
C001	PR STM 657.93**	PR WTR 656.43	1.50′
C002	PR STM 658.23	EX SAN 653.79±	4.44′
C003	PR STM 658.66**	PR WTR 657.16	1.50′
C004	PR STM 657.79**	PR WTR 656.29	1.50′
C005	PR SAN 660.43	PR STM 659.93	0.50′
C006	PR STM 659.07	EX SAN 654.66±	4.41′
C007	PR STM 659.37	EX SAN 654.15±	4.22′
C008	PR WTR 658.25	EX SAN 653.72±	4.53′
C009	PR SAN 659.27	PR STM 659.09	0.18′
C010	PR STM 659.86	EX SAN 654.01±	4.22′

![](_page_202_Figure_0.jpeg)

				DESIGNED	DMK/RKL
5				DRAWN	DWP/RKL
				APPROVED	SRK
				DATE	11-11-16
	DATE	DESCRIPTION OF REVISION	BY	SCALE	1" = 30'

![](_page_203_Figure_0.jpeg)

			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
			APPROVED	SRK
			DATE	11-11-16
	DESCRIPTION OF REVISION	BY	SCALE	1" = 50'

# PAVING PLAN AMERIFREIGHT SYSTEMS 720 E. GREEN STREET

![](_page_203_Picture_5.jpeg)

- 9. HANDICAPPED PARKING SHALL INCLUDE ALL REQUIRED SIGNAGE AND STRIPING PER DETAIL.

ALL DIMENSIONS ARE TO BACK OF CURB OR FACE OF BUILDING, UNLESS OTHERWISE NOTED.

2. ALL RADII ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED.

3. ALL BUILDING DIMENSIONS ARE BASED ON ARCHITECTURAL PLANS. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND CONTACT THE ARCHITECT FOR ANY

4. ALL ONSITE PAVEMENT MARKINGS SHALL BE PAINTED, UNLESS OTHERWISE NOTED.

5. PROPOSED CURB AND GUTTER SHALL BE DEPRESSED CURB WHERE SIDEWALK MEETS A STREET, UNLESS OTHERWISE INDICATED. CURB DEPRESSIONS SHALL MEET ADA REQUIREMENTS AS NOTED IN THE CONSTRUCTION DETAILS.

6. ALL JOINTS MADE WITH EXISTING PAVEMENT, CURB, WALK OR CURB AND GUTTER ARE TO BE SAWCUT FULL DEPTH WITHIN 24 HOURS OF PLACEMENT.

- 8. ALL CURB ISLANDS TO HAVE 1-FOOT MINIMUM RADIUS ON CORNERS, UNLESS OTHERWISE SHOWN.

SCALE 1" = 50'

50

- PROPOSED FENCE 1 OFFSET FROM PROPERTY LINE

 $\bigcirc$   $\bigcirc$ 

LEGEND

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0

PROPOSED LANDSCAPE (SEE LANDSCAPE PLANS)

.

PROPOSED HMA PAVEMENT

PAVING PLAN GENERAL NOTES

DISCREPANCIES.

HEAVY DUTY PAVEMENT

CONCRETE PAVEMENT

PERMEABLE PAVERS

CURB & GUTTER

FENCE

LANDSCAPE (SEE LANDSCAPE PLAN)

DETECTABLE WARNING TILE

REVERSED CURB & GUTTER DEPRESSED CURB & GUTTER

7. SEE ARCHITECTURAL PLANS FOR DETAILS OF TRASH COLLECTORS, AND SIDEWALK PLAN. SEE LANDSCAPE PLANS FOR DETAILS OF RETAINING WALLS.

···----

![](_page_204_Figure_0.jpeg)

			DRAWN	DWP/RKL
			APPROVED	SRK
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	N.T.S.

![](_page_205_Figure_0.jpeg)

![](_page_205_Figure_1.jpeg)

![](_page_206_Figure_0.jpeg)

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BENSENVILLE, ILLINOIS

DRAWN     DWP/RKL       DRAWN     DWP/RKL       APPROVED     SRK       DATE     DATE       DATE     DESCRIPTION OF REVISION					
APPROVED     SRK       DATE     DESCRIPTION OF REVISION     BY     SCALE     N.T.S.				DRAWN	DWP/RKL
DATE DESCRIPTION OF REVISION BY SCALE N.T.S.				APPROVED	SRK
DATE DESCRIPTION OF REVISION BY SCALE N.T.S.				DATE	11-11-16
	DATE	DESCRIPTION OF REVISION	BY	SCALE	N.T.S.

# 720 E. GREEN STREET

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![](_page_207_Figure_0.jpeg)

![](_page_207_Figure_1.jpeg)

![](_page_207_Picture_2.jpeg)

Mackie Consultants, LLC 9575 W. Higgins Road, Suite 500 Rosemont, IL 60018 (847)696-1400 www.mackieconsult.com

CLIENT:

AMERIFREIGHT SYSTEMS

BENSENVILLE, ILLINOIS

			DESIGNED	DMK/RKL
			DRAWN	DWP/RKL
				SBK
			ATTROVED	
			DATE	11-11-16
DATE	DESCRIPTION OF REVISION	BY	SCALE	N.T.S.

720 E. GREEN STREET

PROJECT NUMBER: 2692 © MACKIE CONSULTANTS LLC, 2016 ILLINOIS FIRM LICENSE 184-002694

<u>GENERAL NOTES</u>	18. DURING CONSTRUCTION, THE CONTRACTOR WILL BE REQUIR SWEEPER TO CLEAN ANY WASTE DEBRIS/DUST WHICH LEAVE
A. REFERENCED SPECIFICATIONS	REGULARLY DURING WORK HOURS.
OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:	19. ALL CONSTRUCTION SITES SHALL HAVE A STONE INGRESS/ A MINIMUM 6" DEPTH OF AN APPROVED COARSE AGGREGATE
- 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;	20. IN COMPLIANCE WITH ILLINOIS ENVIRONMENTAL PROTECTI FOR CONSTRUCTION PROJECTS WHICH DISTURB MORE THAN TOTAL LAND AREA, THE RESIDENT ENGINEER AND THE CON COOPERATIVELY DEVELOP A STORM WATER POLLUTION PREV AS SPECIFIED IN THE SPECIAL PROVISION FOR NATIONAL
<ul> <li>STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;</li> </ul>	ELIMINATION SYSTEM (N.P.D.E.S.)
- VILLAGE OF BENSENVILL SUBDIVISION ORDINANCE;	ARE OPEN TO TRAFFIC.
- DUPAGE COUNTY STORMWATER ORDINANCE; - IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE	EXCAVATION AND SITE GRADING     EXCAVATION AND EMBANKMENT REQUIRED FOR SITE GRADIN     CONSTRUCTED IN ACCORDANCE WITH SOLLS REPORTS PREPA
MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.	<ul> <li>COPIES OF THE SOILS REPORTS ARE AVAILABLE FROM THE COPIES OF THE SOILS REPORTS ARE AVAILABLE FROM THE CONSTRUCTED OF SUITABLE FILL MATERIAL, AS DETERMINED</li> </ul>
	ENGINEER, AND COMPACIED IU A MINIMUM BEARING CAPAC BUILDING PAD AREAS AND 95% MODIFIED PROCTOR DENSIT
B. NOTIFICATIONS	ALL CLAY EMBANKMENT NECESSARY FOR STORMWATER MANAG (IF NECESSARY) SHALL CONSIST OF COHESIVE SOIL TYPE SAND AND GRAVEL. MATERIAL SHALL HAVE A COEFFICIEN
• THE VILLAGE OF BENSENVILLE MUST BE NOTIFIED AT LEAST 48 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 FACH WORK PHASE.	LESS THAN 10 X -7 CM/SEC. MAXIMUM PARTICLE SIZE S THESE MATERIALS WILL BE PRACTICALLY IMPERVIOUS. N TESTED FOR CLASSIFICATION, COMPACTION CHARACTERIST CHARACTERISTICS AND UNCONFINED COMPRESSIVE STRENGT
• THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF THE UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED	THE MATERIAL SHALL BE CL TYPE (USING THE USC CLASS AND FREE FROM GRAVEL, ROOTS, ORGANIC MATTER, AND A MATERIALS.
THAT CONFLICT IN LUCATION WITH NEW CONSTRUCTION, IMMEDIATELY NUTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.	THE EMBANKMENT SHALL BE PLACED IN ESSENTIALLY HOR: 8 INCHES IN LOOSE THICKNESS, EACH LIFT SHOULD BE PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED.
• ALL TEMPORARY AND PERMANENT WATER MAIN SHUTDOWNS SHALL BE PERFORMED BY THE VILLAGE OF BENSENVILLE'S PERSONNEL. A MINIMUM OF TWENTY-FOUR HOURS NOTICE SHALL BE GIVEN TO THE PUBLIC WORKS DEPARTMENT PRIOR TO SCHEDULED SHUTDOWN.	MODIFIED PROCTOR COMPACTION TEST (ASTM D1557), EA SPECIFIED DENSITY PRIOR TO THE PLACEMENT OF ADDIT IS IMPORTANT IN THE COMPACTION OF COHESIVE SOIL TY OF THE EMBANKMENT FILL SHALL BE WITHIN 4 PERCENTAG
<u>C. GENERAL NOTES</u>	4. COMPACTION TESTING SHALL MEET THE REQUIREMENTS OF
• THE QUANTITIES GIVEN IN THE ENGINEER'S SUMMARY (PROVIDED IN FINAL ENGINEERING) ARE INTENDED AS A GUIDE FOR THE CONTRACTOR IN DETERMINING THE SCORE OF THE COMPLETED PROJECT. IT IS THE CONTRACTORS RESPONSIBILITY	5. NO EQUIPMENT, MATERIAL OR WORK IS TO BE PERFORMED
TO DETERMINE ALL MATERIAL QUANTITIES AND BE APPRISED OF ALL SITE CONDITIONS, PAYMENT TO THE CONTRACTOR WILL BE MADE FOR THE ACTUAL MEASURED QUANTITES OF WORK PERFORMED AND ACCEPTED OF MATERIAL FURNISHED AND	6. THE CONTRACTOR IS REQUIRED TO MEET ALL SOIL EROSIC SEDIMENTATION REQUIREMENTS AS SET FORTH IN THE IEF
ACCEPTED ACCORDING TO THE CONTRACT. THE SCHEDULED QUANTITIES MAY INCREASE, DECREASE, OR BE OMITTED WITHOUT CHANGE TO THE UNIT PRICE. NO CLAIMS FOR EXTRA WORK OR ALTERED UNIT PRICES WILL BE RECOGNIZED UNLESS ORDERED IN WRITING BY THE OWNER PRIOR TO THE WORK BEING PERFORMED.	<ul> <li>ORDINANCES, COUNTY ORDINANCES, AND THE ENGINEERING</li> <li>7. ALL PAVEMENT SUBGRADES SHALL BE PROOF-ROLLED WITH WHEEL TRUCK. ANY SOFT YIELDING AREAS SHALL BE REM WITH COMPACTED CA-6 CRUSHED STONE.</li> </ul>
NO WORK WITHIN THE EXISTING ROADWAYS SHALL COMMENCE UNTIL ALL APPROPRIATE TRAFFIC AND PEDESTRIAN CONTROL REQUIREMENTS ARE MET.	<ul> <li>8. ALL UNSUITABLE MATERIAL, AS DETERMINED BY THE SOIL REMOVED AND REPLACED WITH CRUSHED STONE, IDOT CA-E COMPACTED TO 95% MODIFIED PROCTOR DENSITY IN PAVEN COMPACTED TO 30% DO DESTIN DUILDING DAD LIMITS</li> </ul>
THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.	BY GEOTECHNICAL ENGINEER.
THE CONTRACTOR(S) SHALL INDEMNIFT THE OWNER, ENGINEER, VILLAGE, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.	WALLS, LIMITS OF SUITABLE PAVEMENT SUBGRADE SHALL BEYOND BACK OF PROPOSED CURB, OR EDGE OF PAVEMENT.
THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE VILLAGE UNLESS CHANGES ARE APPROVED BY THE VILLAGE 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.	SOIL FILL OPERATION OR CLEAN CONSTRUCTION AND DEMO FILL SITE SHALL MEET THE REQUIREMENTS OF PUBLIC AC ASSOCIATED WITH MEETING THESE REQUIREMENTS SHALL E PRICE COST FOR THE ASSOCIATED REMOVAL OR EXCAVATIO THESE COSTS SHALL INCLUDE BUT ARE NOT LIMITED TO A
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.	ANALYSIS, CERTIFICATION BY A LICENSED PROFESSIONAL LOCAL TIPPING FEES.
• THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY UNPOLLUTED WATER. SUCH AS GROUND AND SURFACE WATER. FROM ENTERING THE EXISTING SANITARY	E. PAVEMENT CONSTRUCTION
SEWERS. 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 VILLAGE.	PREPARATION; FORMING, JOINTING, PLACEMENT OF ROADY BASE COURSE MATERIALS AND SUBSEQUENT BINDER AND/OF PLACEMENT, FINISHING AND CURING OF CONCRETE; FINAL RELATED WORK.
THE LOCATION OF VARIOUS EXISTING UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST	2. HOT-MIX ASPHALT PAVEMENT SHALL HAVE A MINIMUM TOTA THICKNESS AS SHOWN ON THE DRAWINGS AND SHALL BE CO OF THE MAXIMUM UNIT WEIGHT AS DETERMINED BY ASTM D
KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.	3. THE PAVEMENT SUBGRADE SHALL BE CONSTRUCTED IN ACCO APPLICABLE PROVISIONS OF SECTION 301 (SUBGRADE PRO
CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.	3. THE PAVEMENT SUBGRADE SHALL BE FINISHED BY THE EXC TO WITHIN 0.1' (FEET) OF PLAN FLEVATION, PRIOR TO
I. NO FINAL CONNECTION SHALL BE MADE TO THE EXISTING WATER MAIN SYSTEM UNTIL THE WATER MAIN HAS BEEN PRESSURE TESTED AND CHLORINATED.	MATERIALS, THE PAVING CONTRACTOR SHALL FINE GRADE INSURE THE PROPER THICKNESS OF PAVEMENT COURSES. N TONNAGE OF BASE MATERIALS DUE TO IMPROPER SUBGRADE
2. ALL NON-PAVING CONCRETE USED ON THE PROJECT SHALL BE IDOT CLASS SI.	BE ACCEPTED. 5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED IN
WITH THE REQUIREMENTS OF THE VILLAGE, AND OWNER.	<ul> <li>APPLICABLE PROVISIONS OF SECTION 351 (AGGREGATE BAGE NO AGGREGATE BASE COURSE SHALL BE INSTALLED UNTIL</li> <li>ADDROVED BY THE OWNED</li> </ul>
TO NOTIFY ALL INSPECTION AGENCIES.	7. HOT-MIX ASPHALT PAVEMENT SHALL BE CONSTRUCTED IN A
CONSTRUCTION WHICH DRAIN OFFSITE PROPERTY SHALL BE CONNECTED TO THE STORM SEWER SYSTEM. ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION THAT SERVES ON-SITE PROPERTY CAN BE CAPPED AND/OR REMOVED FROM THE SITE.	<ul> <li>8. NO HOT-MIX ASPHALT BINDER SHALL BE INSTALLED UNTIL COURSE HAS BEEN APPROVED BY THE OWNER. AGGREGATE COURSE HAS BEEN APPROVED BY THE OWNER. AGGREGATE</li> </ul>
• ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION•	<ul> <li>9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROSIGNS, BARRICADES, FENCES, ETC. TO KEEP THE CONSTR</li> </ul>
7. 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	WITH STATE AND FEDERAL LAWS. THE VILLAGE MAY REQU SIGNAGE OR BARRICADES. THE CONTRACTOR SHALL COMPL VILLAGE REQUIREMENTS.
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.	10. ALL EXISTING PAVEMENT, SIDEWALK, OR CURB AND GUTTE BE SAWCUT ALONG THE LIMITS OF THE PROPOSED REMOVAL OPERATIONS BEGIN.
CLIENT: Mackie Consultants, LLC 9575 W. Higgins Road, Suite 500	AMERIFREIGHT SYSTEM
Rosemont, IL 60018 (847)696-1400	BENSENVILLE. ILLINOIS
	—,··· <del>·</del> ·

MACKIE CONSULTANTS

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- TO PROVIDE A THE WORK ZONE. MUD OFF STREET
- RESS ROAD WITH PER SWPP PLAN.
- AGENCY (I.E.P.A.) NE ACRE OR MORE ACTOR SHALL TION PLAN (S.W.P.P.P.) POLLUTANT DISCHARGE
- PLACE BEFORE ROADS
- ED FOR THIS SITE.
- WNER. DES SHALL BE D BY THE SOILS TY OF 3,000 PSF\_IN
- IN PAVEMENT AREAS.
- CAL ENGINEERING MENT AREAS WITH LESS THAN 25%
- OF PERMEABILITY OF L BE 4-INCHES. ERIAL SHALL B PERMEABILITY
- IN ORDER TO ENSURE ICATION SYSTEM, ASTM D2487)
- INTAL LIFTS NOT EXCEEDING MPACTED TO AT LEAST 95 THE LABORATORY BY THE

OTHER OBJECTIONABLE

- LIFT TO BE COMPACTED TO AL FILL. MOISTURE CONTROL , AND THE WATER CONTENT POINTS OF OPTIMUM CURVE.
- THE VILLAGE AND
- JTSIDE THE LIMITS OF
- CONTROL AND STANDARDS, MUNICIPAL LANS.
- FULLY LOADED TEN /ED AND REPLACED
- ENGINEER, SHALL BE RADATION AND IT AREAS AND SS OTHERWISE DIRECTED
- YOND PROPOSED BUILDING EXTEND TWO (2) FEET
- AN UNCONTAMINATED ITION DEBRIS (CCDD) 96-1416, ALL COSTS INCLUDED IN THE UNIT ITEMS IN THE CONTRACT. L REQUIRED TESTING, LAB INGINEER, AND STATE AND
- SHAPING AND AND PAVEMENT SURFACE COURSES; CLEAN-UP; AND ALL
- COMPACTED PACTED TO 93%
- DANCE WITH THE ARATION) OF THE IDOT SS.
- ATION CONTRACTOR ACEMENT OF PAVEMENT BASE E SUB-GRADE SO AS TO CLAIMS FOR EXCESS REPARATION WILL
- CORDANCE WITH THE COURSE) OF THE IDOT SS. HE SUBGRADE HAS BEEN
- ORDANCE WITH THE T BINDER AND SURFACE
- HE AGGREGATE BASE E COURSE PRIME .5 GALLONS PER SQUARE YARD,
- DE ALL NECESSARY TION SITE IN COMPLIANCE ADDITIONAL WITH ALL SUCH
- TO BE REMOVED SHALL BEFORE REMOVAL

- 11. PRIOR TO PLACEMENT OF BASE COURSE, THE SUBGRADE SHALL BE PROOF-ROLLED WITH A FULLY LOADED TEN WHEEL TRUCK, AND ANY SOFT YIELDING AREAS SHALL BE REMOVED AND REPLACED WITH COMPACTED CA-6 CRUSHED STONE.
- 12. CURB AND GUTTER REMOVAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 440 (REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES) OF THE IDOT SS.
- 13. ALL PAVEMENT MARKINGS SHALL BE PAINT.
- 14. ADA ACCESSIBLE CURB RAMPS SHALL BE PROVIDED AT ALL LOCATIONS WHERE TH SIDEWALK ADJOINS THE CURB AND GUTTER. ALL ADA RAMPS SHALL PROVIDE DECTABLE WARNINGS PER THE DETAIL NOTED WITHIN THIS PLAN SET. THE NSTALLATION OF THESE DETECTABLE WARNINGS SHALL CONFORM TO SECTION 424 OF THE IDOT SS AND THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.
- 15. COMBINATION CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 606 (CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH) OF THE IDOT SS a. EXPANSION JOINTS SHALL BE PLACED AT THE END OF RADII AND A
  - INTERVALS OF NO MORE THAN 40-FEET IN STRAIGHT LINE PORTIONS OF WORK. EXPANSION JOINTS SHALL BE PROVIDED WHERE THE CURB AND GUTTER ABUTS AN EXISTING OR PROPOSED SIDEWALK, BUILDING, PERMANENT STRUCTURE OR EXISTING OR PROPOSED CONCRETE DRIVEWAY, EXPANSION JOINTS ARE REQUIRED 5-FEET ON EACH SIDE OF ANY STORM SEWER STRUCTUR IN THE CURB LINE. EXPANSION JOINTS SHALL CONSIST OF 1-INCH PREMOLDED EXPANSION JOINT FILLER MATERIAL.
  - EXPANSION JOINTS SHALL INCLUDE 12-INCH LONG #4 DOWEL BARS WITH CAP.
     CONTRACTION JOINTS SHALL BE PLACED AT INTERVALS OF NO MORE THAN 10-FEET. CONTRACTION JOINTS SHALL BE SAWED TO A DEPTH EQUAL TO 1/3 THE THICKNESS OF THE GUTTER FLAG AND TO A WIDTH OF NOT LESS THAN
  - 1/8 INCH. d. A MINIMUM 4-INCH COMPACTED AGGREGATE BASE SHALL BE PROVIDED UNDER THE CURB AND GUTTER AND SHALL EXTEND 1-FOOT BEHIND BACK OF CURB.
- 16. SIDEWALK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 424 (PORTLAND CEMENT CONCRETE SIDEWALK) OF THE IDOT SS.
  - a. EXPANSION JOINTS, 3/4-INCH THICK, SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 100-FEET IN THE SIDEWALK. WHERE THE SIDEWALK IS CONSTRUCTED ADJACENT TO PAVEMENT OR CURB HAVING EXPANSION JOINTS, THE EXPANSION JOINTS IN THE SIDEWALK SHALL BE PLACED IN LINE WITH THE
  - EXISTING EXPANSION JOINTS AS NEARLY AS PRACTICAL. **b.** EXPANSION JOINTS SHALL BE PLACED WHERE THE SIDEWALK ABUTS EXISTING SIDEWALKS, BETWEEN DRIVEWAY PAVEMENT AND SIDEWALK, AND BETWEEN SIDEWALK ACCESSIBILITY RAMPS AND CURBS WHERE THE RAMP ABUTS A CURB.
  - c. CONTRACTION JOINTS SHALL EXTEND 1/4 THE DEPTH OF THE SIDEWALK AND SHALL NOT BE LESS THAN 1/8 INCH NOR MORE THAN 1/4 INCH IN WIDTH. THE JOINTS SHALL BE EDGED WITH AN EDGING TOOL HAVING A 1/4 INCH RADIUS. NO SLAB SHALL BE LONGER THAN 6 FEET NOR LESS THAN 4 FEET ON ANY ONE SIDE, UNLESS OTHERWISE ORDERED BY ENGINEER OR ARCHITECT.
- 17. HOT-MIX ASPHALT BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF SECTION 355 (HOT-MIX ASPHALT BASE COURSE) OF THE IDOT SS.
- 18. ALL CONCRETE FOR SIDEWALK AND CURB AND GUTTER IS TO BE CLASS SI, 6.1 BAG MIX WITH NO FLY ASH.
- 19. HOT-MIX ASPHALT SPECIFICATIONS (DISTRICT ONE) SHALL BE AS FOLLOWS:

ITEM	AIR VOIDS
HMA SURFACE COURSE, MIX "D" IL-9.5MM, N50, 1.5" MIN.	4% AT 50 GYR.
HMA BINDER COURSE, IL-19.0, N50; TOP 2.25"	4% AT 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50	4% AT 50 GYR.
CLASS D PATCHES (HMA BINDER IL-19mm)	4% AT 70 GYR.
FOR HMA FULL DEPTH "AC TYPE" SEE DIST PROVISIONS	RICT ONE SPECIAL
QUALITY MANAGEMENT PROGRAM (QMP) IDEN PARTICULAR QUALITY CONTROL SPECIFICAT TO THE HMA MIXTURE	ITIFIES THE ION THAT APPLIES

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

- LOCAL AGENCY MAY USE SURFACE AND BINDER N30 L (LOW ESAL) FOR ADT\*700 AND 10% TRUCKS OR LESS (4% AIR VOIDS @ 30 GYR.)
- 20. ALL CURBS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO EQUALLY SPACED #4 REBARS CENTERED IN THE FLAG FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE EQUALLY SPACED #4 REBARS CENTERED IN THE SIDEWALK FOR A LENGTH OF 10 FEET ON EITHER SIDE OF THE TRENCH.
- 21. PROOF-ROLL SUBGRADE WITH HEAVY PNEUMATIC-TRIED EQUIPMENT TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES.
- TO 3-5 MPH. REVISE MINIMUM WEIGHT OR TYPE OF VEHICLE IN FIRST SUBPARAGRAPH BELOW IF REQUIRED.
- NOT LESS THAN 22 TONS
- PUMPING OR RUTTING AS DETERMINED BY ENGINEER, AND REPLACE WITH COMPACTED BACKFILL, FILL AS DIRECTED, OR APPROVED GEOTEXTILE FABRIC.
- TO THE SCHEDULED PROOF-ROLL.
- CONSTRUCTION, PROPOSED GRADES SHALL BE ADJUSTED TO CONFORM TO EXISTING ELEVATION AND DRAINAGE PATTERNS.
- 1. ALL WATER MAINS SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VILLAGE REQUIREMENTS AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS).
- 2. WATER MAINS SHALL BE: a. DUCTILE IRON PIPE CONFORMING TO ANSI A 21.51 (AWWA C151), CLASS 52 PER ANSI A 21.50 (AWWA C150), SEAL COATED OR CEMENT LINED PER ANSI A21.4 (AWWA C104), WITH MECHANICAL OR RUBBER RING (SLIP SEAL OR PUSH ON) JOINTS.

- b. ALL WATER SERVICES (2.5" DIA. AND SMALLER) SHALL BE COPPER WATER TUBE 19. ALL HYDRANTS CONNECTED TO WATER MAINS 10" (INCH) OR LARGER SHALL HAVE DOUBLE TYPE K OR GREATER SOFT TEMPER, FOR UNDERGROUND SERVICE AND CONFORMING STEAMER PORTS. TO ASTM B88 AND ASTM B251. THE PIPE SHALL BE MARKED WITH THE MANUFACTURER'S NAME OR TRADEMARK AND A MARK INDICATIVE OF THE TYPE OF 20. HYDRANT CAPS SHALL BE PAINTED THE FOLLOWING COLORS, BASED ON FLOW CAPACITY, PIPE. THE OUTSIDE DIAMETER OF THE PIPE SHALL CONFORM TO ASTM B251 AFTER ACCEPTANCE BY THE VILLAGE OF MATTESON FIRE DEPARTMENT: TABLE 2. FITTINGS FOR SERVICE PIPE SHALL BE BRASS AND OF THE COMPRESSION TYPE FOR TYPE K TUBING. ONE PIECE SHALL BE USED FROM THE MAIN TO THE TNEMEC PAINT COLOR TNEMEC # FLOW CURB STOP AND ONE PIECE FROM THE CURB STOP TO THE METER SPREAD FOR 0-500 CANDY APPLE RED / SAFETY 06SF LENGTHS OF 100 FEET OR LESS.
- 3. A MINIMUM OF 5'-6" OF COVER SHALL BE MAINTAINED OVER THE WATER MAIN AND SERVICES AT ALL TIMES, UNLESS SPECIAL PROVISIONS HAVE BEEN MADE.
- GRANULAR PIPE BEDDING MATERIAL SHALL BE IDOT FA-10 OR APPROVED EQUAL AND SHALL BE INSTALLED PER ASTM D2321-89. GRANULAR BEDDING SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY.
- 5. SELECTED GRANULAR BACKFILL, IDOT FA-10 OR APPROVED EQUAL SHALL BE USED WHERE THE TOP OF THE TRENCH LIES UNDER OR WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTERS, DRIVEWAYS AND SIDEWALKS.
- 6. ALL WATER VAULTS SHALL HAVE THE WORD "WATER" CAST INTO THE LID.
- 7. WATER MAINS SHALL BE PRESSURE TESTED, LEAK TESTED AND CHLORINATED IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, LATEST EDITION. TESTING SHALL BE WITNESSED BY THE VILLAGE OF MATTESON.
- 8. WATER SERVICE FOR THE PROPOSED BUILDINGS SHALL BE COORDINATED WITH THE ARCHITECTURAL PLANS FOR SIZE AND LOCATION. LATER REVISIONS TO THE ARCHITECTURAL PLANS MAY EXIST, THEREFORE, CONTRACTOR SHALL VERIFY LOCATION AND SIZE OF WATER SERVICES AS SHOWN ON ENGINEERING PLANS IS CONSISTENT WITH ARCHITECTURAL PLANS. NOTIFY ENGINEER OR OWNER IF DISCREPANCY EXISTS.
- WATER MAINS SHALL BE LOCATED AT LEAST 10-FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY SEWER, STORM SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION, WATER MAINS MAY BE LOCATED CLOSER THAN 10-FEET TO A SEWER LINE WHEN:
  - a. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF 10-FEET AND b. THE WATER MAIN INVERT IS AT LEAST 18-INCHES ABOVE THE CROWN OF THE SEWER; AND
- c. THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER. WHEN IT IS IMPOSSIBLE TO MEET THE CONDITIONS ABOVE, BOTH THE WATER MAIN AND SEWER MAIN SHALL BE CONSTRUCTED OF PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WITH SLIP-ON OR MECHANICAL JOINTS. THE SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.
- 10. WATER MAIN SHALL BE SEPARATED FROM STORM AND SANITARY SEWERS AS FOLLOWS: a. WATER MAINS SHALL BE SEPARATED FROM A SEWER SO THAT ITS INVERT A MINIMUM OF 18-INCHES ABOVE THE CROWN OF THE SEWER WHEREVER WATER MAINS CROSS A STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF WATER MAIN LOCATED WITHIN 10-FEET HORIZONTALLY OF ANY SEWER CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OF b. BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINTS OF PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL
  - SEPARATION AS DESCRIBED IN a) ABOVE OR THE WATER MAIN PASSES UNDER A SEWER or c. A VERTICAL SEPARATION OF 18-INCHES BETWEEN THE INVERT OF THE SEWER AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN
  - CROSSES UNDER A SEWER. SUPPORT THE SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN or d. CONSTRUCTION OF WATER MAIN QUALITY PIPE SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER IS AT LEAST 10-FEET.
- 11. SMALL SERVICE LINE APPURTENANCES SHALL BE IN ACCORDANCE WITH MUNICIPAL REQUIREMENTS AND AS FOLLOWS: a. CURB STOP: CURB STOPS SHALL BE FABRICATED OF BRASS AND SHALL BE PROVIDED WITH OUTLETS SUITABLE FOR COPPER CONNECTIONS. CURB STOPS SHALL BE OF THE ROUND-WAY TYPE. CURB STOPS SHALL BE EQUIPPED WITH CONDUCTIVE COMPRESSION CONNECTIONS. FLARED OR SWEAT CONNECTIONS
  - ARE NOT ALLOWED. b. CORPORATION STOP: CORPORATION STOPS SHALL BE FABRICATED OF BRASS AND SHALL BE PROVIDED WITH OUTLETS SUITABLE FOR COPPER CONNECTIONS. CURB STOPS SHALL BE EQUIPPED WITH CONDUCTIVE COMPRESSION CONNECTIONS. FLARED OR SWEAT CONNECTIONS ARE NOT ALLOWED.
- MAINTAINED. c. CURB BOX: CURB BOX SHALL BE SCREW TYPE WITH THE BASE THREADED TO ATTACH TO THE CURB STOP, OR SHALL BE "BUFFALO" OR "ARCH" TYPE AND OF SUCH TO ENSURE A PROMPT RESPONSE TO INCIDENTS INVOLVING THE INTEGRITY OF WORK ZONE TRAFFIC CONTROL, THE TRADE CONTRACTOR SHALL PROVIDE A CONSTRUCTION THAT IT SHALL BE CAPABLE OF EXTENSION TO FINISH GRADE, THE TOP OF THE CURB BOX SHALL BE FURNISHED WITH THE WORD "WATER" ON THE LID. TELEPHONE NUMBER AVAILABLE 24 HOURS-A-DAY.
- 12. UNLESS OTHERWISE NOTED, RESILIENT WEDGE GATE VALVES (WATEROUS, MUELLER OR AMERICAN) IN ACCORDANCE WITH VILLAGE STANDARDS SHALL BE USED WHEREVER VALVES ARE CALLED FOR. VALVES SHALL BE IRON BODY, BROZE MOUNTED, PARALLEI RESILIENT SEAT VALVES PER AWWA C-509. ALL VALVES SHALL BE RATED FOR A MINIMUM 300-PSI TEST PRESSURE AND MINIMUM 200-PSI WORKING PRESSURE, ALL VALVES SHALL HAVE RIGHT TURN OR TURN OFF VALVE. SHOP DRAWINGS FOR VALVES SHALL BE SUBMITTED. CONFORMING TO THE RESPECTIVE STANDARDS OF THE LATEST AWWA C500, AWWA C509 AND AWWA C515 STANDARDS, ALL MATERIALS USED IN THE MANUFACTURE OF WATERWORKS GATE VALVES SHALL CONFORM TO THE AWWA STANDARDS DESIGNED FOR EACH MATERIAL LISTED. ALL VALVES SHALL CONFORM TO THE STANDARDS SET FORTH IN THE SSWS.
- 13. THERE SHALL BE ONE WATER SERVICE LINE INSTALLED TO SERVE EACH BUILDING ON THE PLANS, EACH WATER SERVICE LINE SHALL BE AS INDICATED ON PLAN AND BE OF COPPER TYPE K MATERIAL. THE WATER SERVICE LINES SHALL BE INSTALLED AT A MINIMUM OF 4.5' (FEET) BELOW GRADE AND THE STUB PLUGGED WATERTIGHT. SEPARATION BETWEEN WATER SERVICE AND UTILITES MUST BE MAINTAINED PER THE MWRD NOTES (ON THE FOLLOWING SHEET). FOR SINGLE FAMILY SERVICE TAP REQUIRES STAINLESS STEEL SADDLE - CASCADE OR SMITH AND BLAIR MODEL #371-372
- 14. ALL WATER MAIN FITTINGS SHALL BE SECURED WITH STAINLESS STEEL HARDWARE. ALL SETS SHALL BE BRACED WITH THREADED STAINLESS STEEL RODS AS REQUIRED BY THE VILLAGE OF MATTESON.
- 15. ALL WATER MAIN SHALL BE POLYWRAPPED.
- 16. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASERS, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS; HOWEVERY THEY SHALL BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.
- 17. WATER AND SANITARY BUILDING/HOUSE SERVICES SHALL BE SEPARATE TRENCHES WITH A MINIMUM OF 10' HORIZONTAL SEPARATION; OR IF THE SANITARY SEWER AND WATER SERVICES ARE INSTALLED IN THE SAME TRENCH, THE WATER SERVICE IS TO BE PLACED ON A SOLID SHELF A MINIMUM OF 18" (INCHES) ABOVE THE SANITARY SERVICE AND THE SANITARY SEWER SERVICE SHALL BE CONSTRUCTED WITH EITHER MINIMUM PVC SCH-40 AND SOLVENT CEMENT, DUCTILE IRON, OR SIMILAR TYPE MATERIAL AS APPROVED BY THE VILLAGE BUILDING DEPARTMENT.
- 18. FIRE HYDRANTS SHALL BE EAST JORDAN IRON WORKS WATERMASTER MODEL 5-BR WITH ONE 4" (INCH) STEAMER CONNECTION, WITH A HARRINGTON INTEGRAL HYDRANT STORZ FITTING WITH A DIAMETER OF 5" (INCH). ALL WITH NATIONAL THREADS.

				DESIGNED	DMK/RKL	
•				DRAWN	DWP/RKL	Γ
				APPROVED	SRK	
				DATE	11-11-16	
	DATE	DESCRIPTION OF REVISION	BY	SCALE	N.T.S.	

- a. COMPLETELY PROOF-ROLL SUBGRADE IN ONE DIRECTION . LIMIT VEHICLE SPEED b. PROOF-ROLL WITH A LOADED 18-WHEEL, TANDEM-AXEL DUMP TRUCK WEIGHING
- c. EXCAVATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE
- d. THE VILLAGE ENGINEER SHALL BE NOTIFIED A MINIMUM OF 4 HOURS PRIOR
- 22. THE EXISTING PAVEMENT GRADES SHALL BE FIELD VERIFIED PRIOR TO

- G. WATER MAIN

# NOTES AND SPECIFICATIONS AMERIFREIGHT SYSTEMS 720 E. GREEN STREET

- 500-1000 1000-1500 1500¢ DEAD<sup>-</sup>END HYDRANT COLOR
- TANGERINE ORANGE / SAFETY SPEARMINT GREEN / SAFETY TRUE BLUE / SAFETY SILVER BARREL LEMON YELLOW / SAFETY

![](_page_208_Picture_100.jpeg)

02SF

- 21. ALL FIRE HYDRANTS SHALL BE BAGGED IMMEDIATELY AFTER INSTALLATION. BAGS MAY BE REMOVED AFTER THE APPROVED COMPLETION OF HYDROSTATIC TESTING AND CHLORINATION.
  - <u>H. STORM SEWER</u>
- 1. ALL STORM SEWERS, SERVICES AND APPURTENANCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL MUNICIPAL REQUIREMENTS, THE IDOT SS AND THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
- 2. STORM SEWERS SHALL BE: a. REINFORCED CONCRETE PIPE, ASTM C-76, MINIMUM CLASS III WITH MASTIC JOINTS OR O-RING JOINTS IN ACCORDANCE TO ASTM C-443. b. POLYVINYL CHLORIDE PIPE (PVC) PIPE, SDR 26, PER ASTM D-3034 WITH ELASTOMERIC JOINTS IN ACCORDANCE WITH ASTM D-3212;
- 3. GRANULAR PIPE BEDDING MATERIAL SHALL BE IDOT FA-10 OR APPROVED EQUAL AND SHALL BE INSTALLED PER ASTM D2321-89. GRANULAR BEDDING SHALL BE COMPACTED TO 95% MODIFIED PROCTOR DENSITY.
- SELECTED GRANULAR BACKFILL, IDOT FA-10 OR APPROVED EQUAL SHALL BE USED WHERE THE TOP OF TRENCH LIES UNDER OR WITHIN 24-INCHES OF ALL PAVEMENTS, CURB AND GUTTERS, DRIVEWAYS OR SIDEWALKS.
- ALL STORM SEWER SHALL LINES SHALL BE TELEVISED PRIOR TO ACCEPTANCE AND 2 COPIES OF THE VIDEOTAPE AND WRITTEN REPORT SHALL BE PROVIDED TO THE VILLAGE AND THE OWNER, ALL NECESSARY CORRECTIVE WORK SHALL BE PERFORMED BY THE CONTRACTOR WITHOUT DELAY. COST FOR TELEVISING AND FURNISHING VIDEOTAPE AND CORRECTIVE WORK SHALL BE INCIDENTAL TO THE CONTRACTOR. ANY DEFELECTIONS FOUND TO EXCEED THAT DEFINED IN ASTM D 3034 SHALL BE REMOVED, REPLACED, AND RETESTED.
- EROSION AND SEDIMENT CONTROL
- 1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE STORMWATER POLLUTION PREVENTION PLAN.
- 2. REFER TO THE STORMWATER POLLUTION PREVENTION PLAN FOR DETAILED SPECIFICATIONS.
- J. LANDSCAPING
- ALL DISTURBED AREAS SHALL BE RESTORED WITH 4-INCHES OF TOPSOIL AND SEEDED. SEEDING SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 250 (SEEDING) OF THE IDOT SS. SEEDING MIXTURE SHALL BE CLASS 1 LAWN MIXTURE, UNLESS OTHERWISE INDICATED.
- 2. EROSION CONTROL BLANKET SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 251 (MULCH) OF THE IDOT SS. EROSION CONTROL BLANKET SHALL BE EXCELSIOR DS-150 OR SC-150 DEPENDING ON THE INTENDED USE.
  - K. TRAFFIC CONTROL
- 1. TRAFFIC CONTROL SIGNS SHALL BE INSTALLED DURING CONSTRUCTION IN ACCORDANCE WITH THE IDOT SS AND IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS SHALL BE

![](_page_208_Picture_117.jpeg)

![](_page_209_Figure_0.jpeg)

![](_page_210_Figure_0.jpeg)

![](_page_211_Figure_0.jpeg)

![](_page_212_Figure_0.jpeg)

![](_page_213_Figure_0.jpeg)

# FRONT (WEST) ELEVATION

![](_page_213_Figure_2.jpeg)

## REAR (EAST) ELEVATION

![](_page_213_Figure_4.jpeg)

# SIDE (SOUTH) ELEVATION

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SIDE (NORTH) ELEVATION

![](_page_213_Figure_9.jpeg)

	□ EXTERIOR ELEVATION KEY NOTES									
ITEM NO.	MANUFACTURER	COLOR	COMMENTS							
А	UNA-CLAD	RED	ALUMINUM PANELS							
В	UNA-CLAD	SILVER	ALUMINUM PANELS							
С	UNA-CLAD	WHITE	ALUMINUM PANELS							
D	UNA-CLAD	GREY	ALUMINUM PANELS							
E			1" TEMPERED INSULATING GLASS, CLEAR LOW E							
F			TEMPERED INSULATING SAFETY GLASS, CLEAR LOW E							

![](_page_213_Figure_11.jpeg)

![](_page_214_Figure_0.jpeg)

![](_page_214_Figure_1.jpeg)

В	В		
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INSULA METAL

# FRONT (WEST) ELEVATION

![](_page_215_Figure_3.jpeg)

# REAR (EAST) ELEVATION

_		
	INSULATED ROLLING OVERHEAD DOOR	

# ENTRANCE (SOUTH) ELEVATION

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5 <sup>°</sup> <sup>8</sup> -,c					ELEV. = 19'-1"	フ
A ا 2′,-0″	A		INSULATED ROLLING OVERHEAD DOOR			
,						

# EXIT (NORTH) ELEVATION

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D HOLLOW 100R AND FRAME

	TOP/PARAPET			
	_	ELEV. = 19'-1"		$\mathbf{\nabla}$

	EXTERIOR ELEVATION KEY NOTES						
ITEM NO.	MANUFACTURER	COLOR	COMMENTS				
A	UNICLAD	RED	ALUMINUM PANELS				
В	UNICLAD	SILVER	ALUMINUM PANELS				
С							
D							
E							

	Design Group. L PO BOX 1870 CRYSTAL LAKE, ILLINOIS 60039-1870 (847) 347-3721									
								3-8-16	DATE	
								BENSENVILLE STAFF REVIEW	DESCRIPTION	REVISIONS
									9	
E AND LOCATION:	PROJECT NAME AND LOCATION: NEW CONVENIENCE CENTER AND TRUCK FUELER 720 E. GREEN STREET BENSENVILLE, ILLINOIS PIN: 03-24-200-063					AMERIFREIGHT SYSTEMS, LLC		HEET TITLE:	TRUCK WASH ELEVATIONS	
PROJECT NAM	NFIN	720				5			Ϋ́	
PROJECT NAM		SCA	LE: 1/2	-0"				D4 3-4	あ ATE: 4-16	


# TRUCK WASH FLOOR PLAN







# SIDE (WEST) ELEVATION





BOTTOM SIGN PANEL ELEV. = 18'-5 1/2"



EXTERIOR ELEVATION KEY NOTES ITEM NO. MANUFACTURER COLOR COMMENTS ALUMINUM PANELS UNA-CLAD RED Α ALUMINUM PANELS B UNA-CLAD SILVER UNA-CLAD WHITE ALUMINUM PANELS С ALUMINUM PANELS D UNA-CLAD GREY 1" TEMPERED INSULATING GLASS, CLEAR LOW E F TEMPERED INSULATING SAFETY GLASS, CLEAR LOW E F





















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ზ.ი ზ.ი ზ.ი	ð.o	ð.o ð	ხ.ი ხ.ი	b.o b.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	ð.o t	b.o ō.o	Ъ.o Ъ.i	.o <sup>†</sup> 0.0	ზ.o ზ.c	o <sup>†</sup> 0.0	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ð.o ð.o	ħ.o	ō.o ō.o	ზ.o	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.0 Ъ.	b.o	ō.o ō.o	ō.o -	ხ.ი ხ.ი	Ъ.o Ъ.	o ō.o	ō.o	ð.o ð.o	ъ.о	ð.1 ð.1	ð.2	ð.3 ð.4	ð.5	ð.5 t	b.4 b.4	<b>б</b> .З	ð.2 Í	ð.2 ð.2	ð.2	₫.2 ₫.3	ð.3 ð.4
ზ.ი ზ.ი ზ.ი	ð.o	ð.o ð	ხ.ი ხ.ი	b.o b.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	ð.o t	b.o ō.o	Ъ.o Ъ.i	.o <sup>†</sup> .o	ზ.o ზ.c	o <sup>†</sup> 0.0	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ð.o ð.o	ħ.o	ō.o ō.o	ზ.o	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.0 Ъ.	b.o	ō.o ō.o	ō.o -	ხ.ი ხ.ი	Ъ.o Ъ.	o ō.o	ō.o	ð.o ð.o	ъ.о	ð.1 ð.1	ð.2	ð.5 ð.7	· 1.1	1.2 1	ì.o ō.9	ð.6	ð.4 Í	ō.з ō.г	ð.2	ð.4 ð.6	ð.8 ð.s
ხ.ი ხ.ი ხ.ი	ð.o	ზ.o ზ	ხ.ი ხ.ი	ъ.o ъ.o	٥. đ.o	ხ.ი ხ.ი	b.o t	b.o b.o	Ъ.0 Ъ.0	.o <sup>†</sup> .o	ზ.o ზ.c	o ō.o	ð.o ð.o	ð.o	ō.o ō.o	ð.0	ð.o ð.o	ħ.o	b.o b.o	<b></b> Ѣ.о	ъ.o ъ.o	Ъ.о	b.o b.o	Ъ.0 Ъ.	b.o	ð.o ð.o	Ъ.о <sup>-</sup>	ხ.ი ხ.ი	ъ.o ъ.	0.0 0.0	ō.o -	ð.o ð.o	ъ.о	ð.1 ð.2	ъ.з	ъ.в 1.з	<sup>‡</sup> .1	2.7	2.3 <sup>1</sup> .9	<b>1</b> .1	ð.6 1	ð.3 ð.2	ф.з	ð.5 1.0	1.8 <sup>2</sup> .1
ზ.ი ზ.ი ზ.ი	ð.o	ð.o ð	ხ.ი ხ.ი	b.o b.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	ð.o t	b.o ō.o	Ъ.o Ъ.i	.o <sup>†</sup> 0.0	ზ.o ზ.c	o <sup>†</sup> 0.0	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ð.o ð.o	ħ.o	ō.o ō.o	ზ.o	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.0 Ъ.	b.o	ð.o ð.o	ō.o -	ხ.ი ხ.ი	Ъ.o Ъ.	o ō.o	ō.o	ð.o ð.o	ъ.о	ð.1 ð.2	ð.4	<u>1.2</u> <u>2.2</u>	2 4.4	t.o t	<u>6.5</u> <sup>4</sup> .5	1.8	ð.7 Í	ð.3 ð.2	ð.3	ð.6 <u>1</u> .6	4.2 6.0
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	b.o to.o	ō.o ō.i	.o <sup>†</sup> .o	ზ.o ზ.c	o .o	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ъ.o ъ.o	ħ.0	ō.o ō.o	ħ.0	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.o Ъ.	u <sup>†</sup> 0.0	ō.o ō.o	ō.o -	ხ.ი ხ.ი	ō.o ō.	o ō.o	ō.o	ō.o ō.o	ō.o	ð.1 ð.2	ō.5	1.9 <sup>2</sup> .1	1.ל	12.7 1	11.7 5.9	1.8	0.5 1	б.з б.2	ð.3	ð.5 1.6	5.8 10.
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	b.o ō.o	ō.o ō.i	.o <sup>†</sup> .o	ზ.o ზ.c	o .o	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ъ.o ъ.o	ħ.0	ō.o ō.o	ħ.0	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.o Ъ.	u <sup>†</sup> 0.0	ō.o ō.o	ō.o -	ხ.ი ხ.ი	ō.o ō.	o ō.o	ō.o	ō.o ō.o	ō.o	ð.1 ð.2	ō.7	*3.0 H7	¢.2	<sup>\$9.1</sup>	4.9	╨┸╨┚					
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	b.o ō.o	ō.o ō.i	.o <sup>†</sup> .o	ზ.o ზ.c	o .o	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ъ.o ъ.o	ħ.0	ō.o ō.o	ħ.0	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.o Ъ.	u <sup>†</sup> 0.0	ō.o ō.o	ō.o -	ხ.ი ხ.ი	ō.o ō.	o ō.o	ō.o	ō.o ō.o	ō.o	ð.1 ð.2	1.0	7.8 8.7	3.ל י	5.7 <u> </u>	2.3	] = 。 Ŀr					
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	b.o ō.o	ō.o ō.i	.o <sup>†</sup> .o	ზ.o ზ.c	o .o	ð.o ð.o	ō.o	ð.o ð.o	ō.o	ъ.o ъ.o	ħ.0	ō.o ō.o	ħ.0	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.o Ъ.	u <sup>†</sup> 0.0	ō.o ō.o	ō.o -	ხ.ი ხ.ი	ō.o ō.	o ō.o	ō.o	ō.o ō.o	ō.1	ð.1 ð.3	1.2	10.5 10.8	8 6.7	<sup>3.8</sup>	<u>1.7</u>	_□ <u> </u>   ───		<u> </u>	<del></del> 1		
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	b.o ō.o	ō.o ō.i	.o <sup>†</sup> .o	ð.o ð.1	1 0.1	ð.1 ð.1	Ō.1	ð.o ð.o	ō.o	ъ.o ъ.o	ħ.0	ð.o ð.o	ħ.0	ō.o ō.o	ō.o	ხ.ი ხ.ი	Ъ.o Ъ.	i <sup>†</sup> 0.0	ō.o ō.o	ō.o -	ხ.ი ხ.ი	ō.o ō.	o ō.o	Ъ.1	ð.1 ð.1	ō.1	ð.1 ð.З	1.3	<b>\$.5</b>	5 5.7	2.9 t	Ì.6 Ì.7	6.2		BED E	¥.7	1.6 1.8	5.3 9 <b>1</b>
ზ.ი ზ.ი ზ.ი	ð.0	þ.o þ	ხ.ი ხ.ი	t.o t.o	u <sup>†</sup> 0.0	ხ.ი ხ.ი	t.o t	D.O D.1	Ъ.1 Ъ.:	.1 <sup>†</sup> 0.1	ð.1 ð.1	1 0.1	້ 0.2 ້ 0.1	Ō.1	ð.1 ð.1	Ō.1	ð.1 ð.1	ħ.1	ð.1 ð.1	<b>b</b> .1	Ъ.1 Ъ.1	Ъ.1	b.1 b.1	Ъ.1 Ъ.	ħ.1	ð.1 ð.1	Ъ.1 · ·	ხ.ი ხ.ი	Ъ.1 Ъ.	1 0.1	Ъ.1	ð.1 ð.1	ō.1	ð.2 ð.4	1.3	7.5	4.5	2.5 İ	1.6 ž.3	<b>*</b> 9.3	<sup>4</sup> 4,0− 5 <b>1 0 0</b> <sup>4</sup> 7.0 5	51.4 43 54.9 46.4	0.ל	2.0 1.9	<sup>+</sup> 4.7 <sup>+</sup> 7.4
t.o t.o t.o	ō.o	ð.o ð	ð.o ð.o	ō.o ō.o	t.o	b.o b.o	t.o t	D.1 D.1	Ъ.1 Ъ.a	.2 <sup>†</sup> .3	ō.4 δ.ε	6 <sup>†</sup> 0.7	ð.7 ð.4	ъ.з	ð.4 ð.6	<b>b</b> .7	ð.6 ð.7	<b>b</b> .7	ð.6 ð.7	Ъ.7	ð.7 ð.7	ħ.7	b.7 b.7	Ъ.7 Ъ.	ō.7	ō.6 ō.3	Ъ.1	ð.1 ð.1	Ъ.1 Ъ.	1 <sup>†</sup> .2	ð.2	p.s p.s	ō.з	ð.4 ð.8	<sup>‡</sup> 2.0	+4,0 • • • • • • • • • • • • • • • • • • •		1.9 İ	ì.5 <sup>2</sup> .6	10.2	¥7.8 5	∎E⊚ <b>≣</b> E 55.9 <sup>°</sup> 473	۶.9	<sup>‡</sup> .4 <sup>‡</sup> .1	<sup>†</sup> 3.1 <sup>†</sup> 4.0
																																				( • • • • •	•   🙆   • )					• For where the			
ხ.ი ხ.ი ხ.ი	ð.0	ō.o ō	b.o <u>b.o</u>	<u>b.o b.o</u>	0.0	<u>b.o b.o</u>	<u>b.1</u>	0.1 0.2	<u>b.3</u> b.:	.5 [0.7]	1.3 2		3.3 1.6	¥.0	1.5 3,5	4.0	3.4 4.4	4.4	3:5 4.6	4.6	3.5 4.7	4.7	3.5 4.	A 44 \3	4 4 <b>A</b>	\$.6 1.4	<u>6,2 /</u>	0.3 0.2	12 b.	з б.5	ð.6	ð.7 ð.6	ð.6	ō.9 Ì.8	5.2	4.9 2.9	2.0	1.5 İ	1.5 ž.8	10.6		∎E⊙ <b>≡</b> E 56.5 47.9 ∎E⊙ <b>≡</b> E	<sup>‡</sup> 8.4	2.7 I.8	ž.o ž.;
ნ.ი ნ.ი ნ.ი ნ.ი ნ.ი ნ.ი	ხ.ი ხ.ი	ъ.о ъ ъ.о ъ	δ.0         δ.0           δ.0         0.0	<u>b.o</u> <u>b.o</u>	0.0 0.0	<u>0.0 0.0</u>	ð.1 ð	0.1 0.2 0.2 0.3	<u>b.3</u> b.3	. <u>.</u> 5 0. <b>v</b> 79 1.5	1.3 2		3.3 <b>(</b> a 3.3 (a 3.3 (a)	1.7	1.5 35 2.8 5.8	4.0 \$7.0	3.4 ¥.4 6.4 7.2	4.4 \$7.3	3:5 4.6 \$.3 7.4	4.6 4.6 7.4	3.5 4.7 <sub>1</sub>	A 4.x 7,5	3.5 4. <b>1</b>	A 44 \$.2 \$	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6 1.4 5.8 2.4	0:5 \$.9	b.3 b.2 b.4 b.4	6.5 1.	3 0.5 1 <u>2.6</u>	t	t.7 t.6 2.0 t.7	Ѣ.6 1.8	t.9 t.8	5.2	4.9 2.9 \$(5 2.8	2.0 2.0 3 1.7	1.5 1 1.4 1	1.5 2.8 1.6 3.2	10.6 11.1		$ \begin{array}{c} \begin{array}{c} \hline \\ \end{array} \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\ \hline \\$	ষ্ঠ.4 <del>উ</del> .0	2.7 1.8 3.2 2.0	≥.o ≥.≀ 1.8 1.7
b.o b.o b.o b.o b.o b.o b.o b.o b.o	ზ.ი ზ.ი ზ.ი	ნ.ი ნ ნ.ი ნ ნ.ი ნ	b.o         b.o           b.o         b.o           b.o         b.o	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	0 0.0 0 0.0 0 0.0	b.o b.o b.o b.o b.o b.1	<u>b.1</u>	0.1 <u>0.2</u> 0.2 <u>0.3</u> 0.2 <u>0</u> .4	<u>b.3</u> b.:	5 0. <b>v</b> 79 1).5 .4 2.6	1.3 2. 1.3 2. 1.3 5. 1.3 5.	$7$ $\frac{A}{10}$	3.3 LA 2 KJIN 2.7 5.1 3.0	\$.0 1.7 200	1.5 3,5 2.6 5,8 2,5 3,9	4.0 7.0 4.5	3.4 ¥.4 6.4 7.2 ¥.9 5.1	4.4 5.3 5.0	3:5 4.6 \$.3 7.4 (5.0 5.1	A 4.6 4.6 5.4 5.1	<b>3</b> .5 <b>4</b> .7 <b>5</b> .2 <b>5</b> .4 <b>5</b> .1 <b>5</b> .1	A	3.5 4. <b>1</b> 6.3 7.3 5.1 3.0	A 44 5.2 5.1 4	A 4 4 <b>A</b> 2 8 9 8 4.4	\$.6 1.4 5.8 2.4 3.8 2.4	0.5 6.9	0.3 0.2 0.4 0.4 0.6 0.6	t.5 t.	3 0.5	t.e ·	t.7 t.6 t.0 t.7 t.2 t.9	Ъ.6 1.8 4.4	t.9 1.8 t2.5 5.1 t7.0 t1.3	5.2 to.6 13.9	4.9 2.9 tes 2.8 7.8 3.1	1.7 1.8	1.5 1 1.4 1 1.4 1	1.5 2.e 1.6 3.2 1.9 3.8	10.6 11.1 11.7		<b>b</b> E <b>a j</b> E 56.5 <b>4</b> 7.9 <b>b</b> E <b>a j</b> E 57.2 <b>4</b> 8.5 <b>b</b> E <b>a j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c j</b> E <b>c c c c c c c c c c</b>	ѣ.4 Ѣ.о ҟо.о	2.7 1.8 3.2 2.0 4.3 2.8	2.0 2.1 1.8 1.7 2.2 1.9
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	ხ.ი ნ.ი ნ.ი ნ.ი	t.o t t.o t t.o t t.o t	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	<u>b.o</u> <u>b.o</u> b.o b.o	b.o b.o b.o b.o b.o b.1 b.o b.1	b.1         t           0.1         t           0.1         t           0.1         t           0.1         t           0.1         t	0.1 0.2 0.2 0.3 0.2 0.4 0.2 0.4	b.3         b.3           b.5         b.7           b.9         1.4           1.0         1.2	.5 0.7 79 115 4 2.6 2.2 4.7	1.3 2.1 2.5 N 5.1 4.0 5.1 8.0 9.1	7 <b>1</b> 7 <b>1</b> 7 <b>1</b> 7 <b>1</b> 7 <b>1</b> 7 <b>1</b> 7.9	3.3 <b>(</b> 5.5 IN 2.7 5.1 3.0 4.9 2.8	1.7 1.7 1.9	1.5 3,5 2.6 \$.8 2.5 3.9 \$7 \$.1	A 4.0 7.0 4.5 23	3.4 4.4 6.4 7.2 74.9 5.1 2.6 2.7	4.4 \$.3 \$.9 \$.6	3.5 (4.6 ) <b>k</b> .3 7.4 (5.0 5.1) 2.8 2.6	4.6 4.6 5.4 5.4 5.4 5.1 5.7	\$.5 4.7 \$.2 7.4 \$.1 5.1 \$.1 5.1 \$.9 \$.8	A 4.y 7,5 5,2 2.8	3.5 4. 6.3 7.2 5.1 3.0 5.1 3.0 2.9 2.7	A 44 3 5.2 6 5.1 4 5.7 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6 1.4 5.8 2.4 3.8 2.4 1.9 4.4	e.d 0.t	0.3 0.2 0.4 0.4 0.6 0.6	6,5 1. 1.0 2 1.3 2	3 b.5	0.6 · · · · · · · · · · · · · · · · · · ·	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7	ð.6 1.8 4.4 9.7	b.9     1.8       2.5     5.1       7.0     11.3       11.2     10.1	5.2 10.6 13.9 9.1	4.9 2.9 5.5 2.8 7.8 3.1 5.5 2.7	2.0 2.0 3 1.7 1.8 7 1.7	1.5 1 1.4 1 1.4 1 1.5 1	1.5 2.6 1.6 3.2 1.9 3.8 2.3 5.2	10.6 11.1 11.7 12.4			\$.4         \$.0         10.0         11.5	2.7     1.8       3.2     2.0       4.3     2.8       5.7     5.1	2.0 2.4 1.8 1.7 2.2 1.9 3.4 2.3
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	ნ.ი ნ.ი ნ.ი ნ.ი ნ.ი	b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.o         b.o           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0	<u>b.o</u> b.o b.o RE <sub>b.</sub> TE	<u>à.o à.o</u> à.o à.o à.o à.1 à.o à.1 à,} ⊤ I G N	b.1 t b.1 t b.1 t b.1 t b.1 t	$\frac{0.1}{0.2}  \frac{0.2}{0.3}$ $\frac{0.2}{0.2}  \frac{0.4}{0.4}$ $\frac{0.2}{0.2}  \frac{0.4}{0.5}$	0.3 0.1 0.5 0.4 0.5 1.4 1.0 2.	25 0. 79 1) 4 2.6 2.2 4.7 2.6 7.2	1.3 2. k.5 N 5 4.0 5.5 8.0 9.1 142 16	7 <b>b</b> 9 3 P <sub>2</sub> A R 5 6.0 1 7.9 1.8	3.3 ta 5.1 N.57 5.1 3.0 4.9 2.8 5.7 2.7	1.7 1.7 1.9	1.5 3,5 2.8 5.8 2.5 3.9 2.7 2.1 1.3 1.2	A \$4.0 \$7.0 \$4.5 \$4.5 \$2,3 1.3	3.4         4.4           6.4         7.2           74.9         5.1           2.6         2.3           1.4         1.5	4.4 5.3 5.0 8.6	3;5 4.6 \$.3 7.4 \$.0 5.1 \$.8 \$2;6 1.6 1.6	4.6 4.7 5.4 5.1 5.1 5.1 1.7	\$5 4.7 \$.2 7.4 \$.1 5.1 \$.3 \$.4 \$.1 5.1 \$.3 \$.4 \$.1 5.1 \$.1	A 4.x 5.2 2.8 1.7	3.5 4. 6.3 7.9 5.1 30 5.1 30 2.9 2.7 1.7 1.6	A 44 3 5.2 6 5.1 4 2.7 2 1.6 1.	A 4 4 4 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6 9 6	\$6         1.4           5.8         2.4           3.8         24           1.9         \$4           1.2         1.1	e,đ 0.t 0.t 0.t	0.3         0.2           0.4         0.4           0.6         0.6           0.7         0.8           0.8         0.9	62 b. b.5 i. i.0 2 i.3 2 i.2 i.	3 b.5 1 2.6 1 6.8 7 5.2 9 2.7	0.6	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7	b.6 1.8 4.4 9.7 18.1	b.9     1.8       2.5     5.1       7.0     11.3       11.2     10.1       11.2     10.1	5.2 10.6 13.9 5.1 5.4	4.9         2.9           4.9         2.9           5.5         2.8           7.8         3.1           5.5         2.7           3.5         2.1	1.8 7 1.7 1.8 7 1.7 1.4	1.5 1 1.4 1 1.4 1 1.5 1 1.5 1	1.5     Σ.ε       1.6     3.2       1.9     3.8       2.3     5.2       2.3     5.7	10.6 11.1 11.7 12.4			₹.4 \$.0 10.0 11.5 10.6	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       5.0     7.5	2.0 2.1 1.8 1.7 2.2 1.9 3.4 2.3 4.0 2.5
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	ნ.ი ნ.ი ნ.ი ნ.ი ნ.ი	b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0 b.0 b.0 b.0 RE <sub>b.</sub> TE b.0	<u>b.o b.o</u> <u>ð.o ð.o</u> b.o b.1 b.o b.1 b.∫ ⊤ I ि.0 N b.o b.o	b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t	$\frac{b.2}{b.2} \qquad \frac{b.2}{b.3}$ $\frac{b.2}{b.2} \qquad \frac{b.4}{b.4}$ $\frac{b.2}{b.2} \qquad \frac{b.4}{b.5} / \frac{b.5}{b.4}$	b.3         b.3           b.5         b.7           b.8         1.4           1.0         2.           1.1         2.           1.1         2.	.5 0.7 79 1)5 4 2.6 2.2 4.7 2.6 7.2 2.6 7.4	1.3 2 2.5 N 5 4.0 5 8.0 5 1.42 16 6.2 17	7 <b>b</b> 9 3 P <sub>7/2</sub> R 5 <b>b</b> 0 1 7.9 1 1.8 12.5	3.3 (A 5.5 IN 2.7 5.1 3.0 4.9 2.8 5.7 2.7 5.7 2.6	1.7 1.7 1.9 1.6 1.5	1.5         3.5           2.8         5.8           2.5         3.9           2.5         3.9           1.7         2.1           1.3         1.2           1.1         1.0	A 1.0 7.0 1.5 1.3 1.0	3.4         4.4           8.4         7.2           8.4         7.2           1.4         5.1           1.4         1.5           1.0         1.1	4.4 5.3 5.0 8.6 1.6 1.2	3.5         4.6           5.3         7.4           5.0         5.1           2.8         2.6           1.6         1.6           1.3         1.4	4.6 5.4 5.1 2.7 1.7 1.4	\$.5         4.7           \$.2         7.4           \$.1         \$.1           \$.2         \$.4           \$.1         \$.1           \$.2         \$.2           \$.1         \$.1           \$.2         \$.2           \$.1         \$.1           \$.1         \$.1           \$.1         \$.1           \$.1         \$.1           \$.2         \$.2         \$.2           \$.1         \$.1         \$.1           \$.1         \$.1         \$.1           \$.1         \$.1         \$.1           \$.1         \$.1         \$.1	4. v 4. v 5 5 5. 2 2. 8 1.7 1.4	3.5 4. 6.3 7.9 5.1 30 2.9 2.7 1.7 1.6 1.4 1.4	A 44 3 5.2 6 5.1 4 2.7 2 1.6 1. 1.4 1.	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6         1.4           \$.8         \$.4           \$.8         \$.4           \$.8         \$.4           \$.9         \$.4           \$1.2         \$1.1           \$1.2         \$1.2	0.9 1.0 0.9 0.9 0.9	0.3         0.2           0.4         0.4           0.6         0.6           0.7         0.8           0.8         0.9           1.1         1.2	b.2     b.       b.5     1.       1.0     2       1.3     3       1.2     1.       1.4     1.	3 0.5 1 2.6 4 8.8 7 5.2 9 2.7 7 2.2	0.6	b.7     b.6       b.7     b.6       b.7     b.7	b.6 1.8 4.4 9.7 18.1	b.9     1.8       2.5     5.1       7.0     1.3       1.2     10.1       16.3     3.8       18.2     5.7	5.2 10.6 13.9 9.1 5.4 4.6	4.9     2.9       2,5     2.8       7.8     3.1       5.5     2.7       3.5     2.1       2.8     1.8	2.0 2.0 3.1.7 1.8 7.1.7 1.4 1.4 1.3	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1.5     Σ.ε       1.6     3.ε       1.9     3.8       2.3     5.2       2.3     5.7       2.1     3.2	10.6 11.1 11.7 12.4		E E E E 5565 479 E E E 572 485 S E E E E 572 485 S E E E E E E E E E E E E E E E E E E E	₹.4 ₹.0 10.0 11.5 	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       9.0     7.5       7.9     8.9	2.0     2.1       1.8     1.7       2.2     1.5       3.4     2.1       4.0     2.5       3.5     2.5
b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o       b.o     b.o     b.o	ћ.о ћ.о ћ.о ћ.о ћ.о ћ.о	b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	<u>b.o</u> <u>b.o</u> b.o b.o RE <sub>b.</sub> TE b.o	<u>b.o b.o</u> b.o b.1 b.o b.1 b.o b.1 b.o b.1 b.o b.0 b.o b.o	b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t	$\frac{b.1}{b.2} = \frac{b.2}{b.3}$ $\frac{b.2}{b.2} = \frac{b.4}{b.4}$ $\frac{b.2}{b.2} = \frac{b.4}{b.5} / \frac{b.5}{b.4}$ $\frac{b.2}{b.2} = \frac{b.4}{b.4}$	b.3         b.3           b.5         b.7           b.9         1.4           1.0         2.           1.1         2.           1.1         2.           1.0         2.	5         0.7           79         115           4         2.6           2.2         4.7           2.6         7.2           2.6         7.4           2.3         5.6	1.3 2. 2.5 N 5. 4.0 5. 8.0 9.1 1.42 16 6.2 17 9.8 10.	7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9 7 <b>b</b> 9	3.3 (A 5.5 IN2.7 3.0 4.9 2.8 5.7 2.7 5.7 2.6 4.8 2.8	1.0 1.7 1.7 1.9 1.6 1.5 1.5 1.8	1.5         3.5           2.8         5.8           2.5         3.9           2.7         2.1           1.3         1.2           1.1         1.0           1.4         1.1	A 14.0 7.0 4.5 2.3 1.3 1.0 1.1	3.4         4.4           8.4         7.2           8.4         7.2           1.5         1.6           1.2         1.5	4.4 7.3 50 8.6 1.6 1.2 1.7	3.5     4.6       \$.3     7.4       \$.0     5.1       \$2.8     \$2.6       1.6     1.6       1.3     1.4       1.9     \$2.0	4.6 4.6 5.4 5.1 5.7 1.7 1.4 2.0	\$.5         4.7           \$.2         7.4           \$.1         5.1           \$2.9         \$2.8           \$1.7         1.7           \$1.4         \$1.4           \$2.1         \$2.1	A 4.x 7.5 5.2 5.2 5.8 1.7 1.4 2.1	3.5 4. 6.3 7.9 5.1 30 2.9 2.7 1.7 1.6 1.4 1.4 2.1 2.1	A 44 5.2 5.1 4 2.7 2 1.6 1. 1.4 1. 2.0 2 2 2 2 2 2 2 2 2 2 2 2 2	A 4 4 2 89 4 4 5 22 5 22 5 1.4 5 1.4 5 2.0 5 1.4	\$.6         1.4           5.8         2.4           3.8         2.4           1.9         3.4           1.2         1.1           1.2         1.2           1.2         1.2           1.2         1.2           1.2         1.2	0.9 1.0 1.0 1.9 1.1	0.3     0.2       0.4     0.4       0.4     0.4       0.5     0.6       0.7     0.8       0.8     0.9       1.1     1.2       2.0     2.0	\$2         \$1.           \$0.5         \$1.           \$1.0         \$2           \$1.3         \$2           \$1.3         \$2           \$1.3         \$2           \$1.3         \$2           \$1.3         \$2           \$1.3         \$2           \$1.4         \$1.           \$2.1         \$2	3 0.5 1 2.6 7 5.2 9 2.7 7 2.2 3 2.6	0.6 · · · · · · · · · · · · · · · · · · ·	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           GUARD HE           5.2         3.9	b.6 1.8 4.4 5.7 18.1	b.9     1.8       2.5     5.1       7.0     11.3       1.2     10.1       16.3     5.8       18.2     5.7       12.3     8.8	5.2 5.2 13.9 5.1 5.4 4.6 4.8	4.9     2.9       4.9     2.9       5.5     2.8       7.8     3.1       5.5     2.7       3.5     2.1       2.8     1.8       2.8     2.0	2.0 2.0 2.0 3.7 1.7 1.8 7 1.7 1.4 1.3 0 1.7	1.5     1       1.4     1       1.4     1       1.5     1       1.3     1       1.4     1       1.3     1       1.4     1	1.5     ≥.ε       1.6     3.ε       1.9     3.8       ≥.3     5.2       ≥.3     5.7       ≥.1     3.2       ≥.7     5.4	10.6 11.1 11.7 12.4 12.4 10 10 12.4 10 10 10 10 10 10 10 10 10 10 10 10 10		$ \begin{array}{c} \mathbf{E} \\ \mathbf$	₹.4 \$.0 10.0 11.5 10.6 7.2 ₹.7	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       9.0     7.5       7.9     6.9       9.2     8.3	2.0       2.1         1.8       1.7         2.2       1.5         3.4       2.5         3.5       2.5         3.5       2.5         4.8       3.6
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o         b.o	b.o     b.o       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0         b.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0	b.0 b.0 b.0 c c c c c c c c c c c c c c c c c c c	<u>b.o b.o</u> b.o b.1 b.o b.1 b.0 TI€0 b.0 T.0 b.o b.0 b.o b.0	b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0.3         0.3           0.5         0.7           0.6         1.4           1.0         2.           1.1         2.           1.1         2.           1.0         2.           0.8         1.4	.5         0.7           79         11.5           4         2.6           2.2         4.7           2.6         7.2           2.6         7.4           2.3         5.6           2.9         2.9	1.3 2. 2.5 N 5. 4.0 5.5 8.0 9.1 1.42 16 6.2 17 9.8 10. 4.3 4.5	7 19 7 19 5 5.0 1 7.9 1.8 7.6 12.5 1.4 8.8 5 4.3	3.3 to 5.5 IN2.7 5.7 2.7 5.7 2.6 4.8 2.8 3.7 3.8	1.0 1.7 1.7 1.9 1.6 1.5 1.8 2.7	1.5     3.5       2.6     5.8       2.5     3.9       2.5     3.9       1.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.5     1.5	A \$4.0 \$7.0 \$4.5 \$2,3 1.3 1.0 \$1.1 \$3	3.4         4.4           6.4         7.2           7.9         5.1           2.6         2.3           1.4         1.5           1.0         1.1           1.2         1.5           1.7         2.4	4.4 5.0 5.0 5.0 5.0 1.6 1.2 1.7 5.8	3.5     4.6       8.3     7.4       5.0     5.1       2.8     2.6       1.6     1.6       1.3     1.4       1.9     2.0       3.3     3.4	4.6 3.1 5.1 5.1 5.1 5.1 1.7 1.4 2.0 4.6 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1	3.5     4.7       5.2     7.4       5.1     5.1       2.9     2.8       1.7     1.7       1.4     1.4       2.1     2.1       2.1     2.1       3.5     3.5	A 4.v 7,5 5.2 2.8 1.7 1.4 2.1 3.4	3.5     4.4       6.3     7.9       5.1     3.0       5.2     2.7       1.7     1.6       1.4     1.4       2.1     3.5       3.5     3.4	A 44 5.2 5.1 4 5.7 2.7 2 1.6 1.4 1.4 1.4 2.0 2 3.4 5 5 5 5 5 5 5 5 5 5 5 5 5	A 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6     1.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.9     \$.4       \$1.2     \$1.1       \$1.2     \$1.2       \$2.0     \$2.0       \$3.5     \$3.5	b.9 t.9 t.0 t.9 t.9 t.1 t.9 t.1	0.3     0.2       0.4     0.4       0.6     0.6       0.7     0.8       0.8     0.9       1.1     1.2       2.0     2.0       2.5     3.6	\$2     \$1.       \$1.0     \$2       \$1.3     \$2       \$1.3     \$2       \$1.3     \$2       \$1.4     \$1.       \$2.1     \$2.1       \$3.4     \$3.4	3 b.5 1 <u>2.6</u> <b>6.8</b> 7 <u>5.2</u> 9 <u>2.7</u> 7 <u>2.2</u> 3 <u>2.6</u> .6 <u>3.8</u>	b.6       7.5       7.5       8.7       3.7	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.2         3.4           5.2         3.4	b.6 1.8 4.4 9.7 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 18.1 1005 1005 1005 1005 1005 1005 1005 10	b.9     1.8       2.5     5.1       7.0     11.3       14.2     10.1       16.3     3.8       18.2     3.7       12.3     8.8       3.1     8.7	5.2 10.6 13.9 5.1 5.4 4.6 4.8 5.6	4.9     2.9       4.9     2.9       2.5     2.8       7.8     3.1       5.5     2.7       3.5     2.1       2.8     1.8       2.8     2.0       3.2     2.5	2.0 2.0 2.0 3.8 1.7 1.8 7 1.7 1.4 1.3 0 1.7 5 2.7	1.5     1       1.4     1       1.4     1       1.5     1       1.3     1       1.4     1       1.3     1       1.4     1       1.5     1       1.3     1       1.4     1       1.8     1       2.9     1	1.5     Σ.ε       1.6     3.ε       1.9     3.8       2.3     5.2       2.3     5.7       2.1     4.2       2.7     5.4       3.6     4.8	10.6 11.1 11.7 12.4 5.3		E E E 565 479 E F E 572 485 F E F E F E F E F E F E F E F E F E F E	8.4 <sup>1</sup> 9.0 <sup>1</sup> 1.5 <sup>1</sup> 0.6 <sup>1</sup> 7.2 <sup>8</sup> .7 <sup>8</sup> .7 <sup>6</sup> .8	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       9.0     7.5       7.9     6.9       9.2     8.3       7.0     6.7	2.0       2.1         1.8       1.7         2.2       1.5         3.4       2.1         3.5       2.5         3.5       2.5         4.8       3.2         5.2       4.1
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	b.o         b.o	b.o     b.o       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	b.0 b.0 b.0 b.0 R E <sub>b</sub> , T E b.0 b.0 b.0 b.0 b.0	<u>b.0</u> b.0 b.0 b.0 b.0 b.1 b.0 b.1 b.0 TIGN b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0	b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t b.1 t	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	b.3         b.3           b.5         b.7           b.7         1.4           1.0         2.           1.1         2.           1.1         2.           1.0         2.           0.8         3.           0.8         3.	.5     0.7       79     1).5       .4     2.6       .2     4.7       .6     7.2       .6     7.4       .3     5.6       2.9     1.4	1.3     2.1       1.3     2.1       1.3     2.1       4.0     5.5       8.0     9.1       142     16       6.2     17       9.8     10.       4.3     4.5       1.3     4.5	7 19 7 19 7 19 7 19 5 5.0 1 7.9 1.8 1.2.5 1.4 8.8 5 4.3 0 2.4	3.3 ta 5.5 IN2.7 5.7 2.7 5.7 2.6 4.8 2.8 3.7 3.5 5.9	1.0 1.7 1.9 1.6 1.5 1.6 1.5 1.8 2.7 6.1	1.5     3.5       2.5     3.9       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.2     1.5       4.3     2.0	A 14.0 7.0 1.5 1.0 1.1 1.5	3.4     4.4       8.4     7.2       8.4     7.2       1.4     1.5       1.0     1.1       1.2     1.5       1.7     2.4       2.6     5.5	4.4 5.3 5.0 8.6 1.6 1.2 1.7 2.8 8.5	3.5     4.6       \$.3     7.4       \$.0     5.1       \$2.8     2.6       1.6     1.6       1.3     1.4       1.9     2.0       3.3     3.4       \$5.6     7.2	A 4.6 5.1 5.1 5.1 5.1 1.7 1.4 2.0 5.2 7.2	\$.5     4.7       \$.2     7.4       \$5.1     5.1       \$2.9     \$2,8       \$1.7     1.7       \$1.4     1.4       \$2.1     \$2,1       \$2.1     \$2,1       \$3.5     \$3.5       \$3.5     \$3.5       \$3.5     \$5.5	A 4.v 4.v 4.v 5 5 5.2 5.2 5.8 1.7 1.4 5.1 5.4 7.v	3.5     4.4       6.3     7.9       5.1     3.0       2.9     2.7       1.7     1.6       1.4     1.4       2.1     2.1       3.5     3.4       6.7     7.4	A 44 5.2 5.1 4 2.7 2 1.6 1.4 1.4 1.4 5.0 5 3.4 8 7,4 6	A 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6     1.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.9     \$.4       \$1.2     \$1.1       \$1.2     \$1.2       \$2.0     \$2.0       \$3.5     \$3.5       \$3.5     \$3.5       \$4     \$8	0.9 1.0 0.9 1.0 0.9 1.1 1.1 1.9 3.3	b.3     b.2       b.4     b.4       b.6     b.6       b.7     b.8       b.8     b.9       1.1     1.2       2.0     2.0       \$2,5     3.6       7.5     7.0	\$2     \$.       \$0.5     \$1.       \$1.0     \$2       \$1.3     \$2       \$1.2     \$1.       \$1.4     \$1.       \$2.1     \$2       \$3.4     \$5       \$2.2     \$7	3 0.5 1 2.6 7 2.2 9 2.7 7 2.2 3 2.6 .6 3.8 .2 7.0	b.6       7.5       7.5       8.7       3.7       3.1       3.2       3.2       3.2       3.2	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.8         12.1           5.8         12.1           5.3         3.8           6.3         3.8	b.6 1.8 4.4 9.7 18.1	b.9         1.8           2.5         5.1           7.0         11.3           14.2         10.1           16.3         5.8           18.2         5.7           12.3         8.8           5.1         8.7           12.3         8.8           5.1         8.7           4.3         11.7	5.2 10.6 13.9 9.1 5.4 14.6 14.8 5.6 7.4	4.9       2.9         2,5       2.8         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       2.0         3.2       2.5         3.8       3.1	2.0 2.0 2.0 3.1.7 1.8 7.1.7 1.4 1.3 0.1.7 5.7 2.7 4.9	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.5     Σ.ε       1.6     3.ε       1.9     3.8       2.3     5.2       2.3     5.7       2.1     4.2       2.7     5.4       3.6     4.8       3.2     3.9	10.6 11.1 11.7 12.4 5.3 5.3 3.0	■ 48.4 5 ■ 49.1 5 ■ 40.1 5	E E E E E E E E E E E E E E E E E E E	₹.4 ₹.0 10.0 11.5 ₹.2 ₹.7 ₹.8 ₹.7	2.7     1.8       3.2     2.0       4.3     2.8       5.7     5.1       9.0     7.5       7.9     8.9       9.2     8.3       7.0     6.7       1.5     6.7	2.0       2.1         1.8       1.7         2.2       1.5         3.4       2.2         3.4       2.2         3.5       2.5         3.5       2.5         3.8       3.6         5.2       4.1         7.5       5.6
b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0       b.0     b.0     b.0	b.o         b.o	b.o     b.o       b.o     b	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	b.0 b.0 b.0 b.0 R Eb.7 E b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0	<u>b.0</u> b.0 b.0 b.1 b.0 b.1 b.0 b.1 b.0 TI⊕PN b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0	b.1 t b.1 t	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	b.3         b.3           b.5         b.7           b.7         1.4           1.0         2.5           1.1         2.5           1.1         2.5           0.8         3.6           0.8         3.6           0.6         0.7           0.8         3.6           0.8         3.6	.5     0.7       79     11.5       4     2.6       2.2     4.7       2.6     7.2       2.6     7.4       2.3     5.6       2.9     9       .5     0.7	1.3     2       2.5     5       4.0     5       8.0     9.1       1.42     16       6.2     17       3.8     10.       4.3     4.5       5.8     5.5	7 $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $9$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$	3.3 to 5.7 2.7 5.7 2.6 4.8 2.8 3.7 3.6 3.5 5.9 3.1 PA	1.7 1.7 1.9 1.6 1.5 1.8 2.7 6.1 RKINC	1.5     3.5       2.8     5.8       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.2     1.5       4.3     20       -     -       5.4     1.8	A 14.0 7.0 1.4.5 1.3 1.0 1.1 1.3 1.0 1.1 1.5 1.2	3.4     4.4       8.4     7.2       8.4     7.2       1.4     1.5       1.0     1.1       1.2     1.5       1.7     2.4       2.6     5.5       2.8     8.1	4.4 7.3 50 8.6 1.6 1.2 1.7 5.8 6.5 11.0	3.5     4.6       8.3     7.4       5.0     5.1       2.8     2.6       1.6     1.6       1.3     1.4       1.9     2.0       3.3     3.4       6.6     7.2       8.2     10.2	A       4.6       5.4       5.4       5.4       5.7       1.7       1.4       2.7       1.7       1.4       2.0       3.3       1.2       3.3	\$.5     \$.7       \$.2     \$.4       \$.1     \$.1       \$.2     \$.4       \$.1     \$.1       \$.2     \$.4       \$.1     \$.1       \$.2     \$.4       \$.1     \$.1       \$.2     \$.4       \$.1     \$.1       \$.2     \$.4       \$.1     \$.1       \$.2     \$.2       \$.3     \$.5       \$.4     \$.4       \$.5     \$.5       \$.8     \$.5       \$.8     \$.5       \$.8     \$.5       \$.2     \$10.9	A 4.x 7.5 5.2 2.8 1.7 1.4 5.4 7.3 11,0	3.5     4.4       6.3     7.9       5.1     3.0       2.5     2.7       1.7     1.6       1.4     1.4       2.1     2.1       3.5     3.4       2.7     7.4       7.9     11.8	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	A 4 4 4 6 7 7 7 3 4 7 7 7 3 4 7 7 7 3 4 7 7 7 3 4 7 7 7 7	\$.6     1.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.8     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.4       \$.9     \$.1       \$.1     \$.2       \$.2     \$.3       \$.3     \$.5       \$.4     \$.8       \$.10.8     \$.1	0.9 1.0 1.0 1.9 1.9 1.1 1.9 5.3 7.2 7.2	0.3     0.2       0.4     0.4       0.4     0.4       0.6     0.6       0.7     0.8       0.8     0.9       1.1     1.2       2.0     2.0       2.5     3.6       7.5     7.0       10.6     8.7	1.0     2     0.1       1.0     2     1.1       1.0     2     1.2       1.3     2     1.2       1.4     1.1       2.1     2       3.4     3       3.4     3       3.4     3       3.4     3       3.4     3       3.4     3       3.4     3	3 0.5 1 2.6 5.8 7 5.2 9 2.7 7 2.2 3 2.6 .6 3.8 .2 7.0 .2 7.0	0.6 7.5 7.5 6.1 3.7 3.1 3.3 3.9 5.2 11.4	b.7     b.6       2.0     1.7       5.2     3.9       6.3     7.7       6.1     11.7       5.2     5.4       5.2     5.4       5.3     3.8       7.7     5.0	b.6 1.8 4.4 5.7 18.1 105 12.7 12.7 15.7 3.0 1.5	b.9         1.8           2.5         5.1           7.0         11.3           14.2         10.1           16.3         9.8           18.2         9.7           12.3         8.8           9.1         8.7           4.3         11.7           1.7         4.0	5.2 5.2 9.1 5.4 4.6 4.8 5.6 7.4 4.5	4.9       2.9         4.9       2.9         5.5       2.8         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       2.0         3.2       2.5         3.8       3.1         2.9       2.7	2 2.0 2 2.0 3 1.7 1.8 7 1.7 1.4 1.3 0 1.7 5 2.7 4.9 7 5.9	1.5 1 1.4 1 1.4 1 1.5 1 1.5 1 1.5 1 1.5 1 1.5 1 1.5 1 1.4 1 1.8 1 2.9 1 5.4 1 10.7 1 10.7 1	1.5       ≥.ε         1.6       3.ε         1.9       3.ε         ≥.3       5.2         ≥.3       5.7         ≥.1       4.2         ≥.6       3.4	10.6 11.1 11.7 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 12.4 13.1 13.1 13.1 14.1 15.3 1.1 1.1 1.1 1.7 12.4 1.1 1.1 1.1 1.7 1.2 1.1 1.7 1.2 1.2 1.1 1.7 1.7 1.2 1.2 1.1 1.7 1.2 1.2 1.2 1.1 1.7 1.2 1.2 1.2 1.1 1.7 1.2 1.2 1.2 1.1 1.7 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2		$ \begin{array}{c} \mathbf{E} \\ \mathbf$	₹.4 ₹.0 10.0 11.5 ₹.2 ₹.7 ₹.8 ₹.7 ₹.8 ₹.7 ₹.0	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       9.0     7.5       7.9     0.9       9.2     8.3       7.0     6.7       1.5     6.7       1.5     6.7       1.5     6.7	2.0       2.:         1.8       1.7         2.2       1.5         3.4       2.:         4.0       2.:         3.5       2.:         4.8       3.6         5.2       4.1         7.5       6.2         11.3       7.5
b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0	<ul> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> </ul>	b.o     b.o       b.o     b	b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o       b.o     b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	b.0 b.0 b.0 b.0 b.0 c.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b	b.o         b.o $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.1$ $b.o$ $b.1$ $b.o$ $b.1$ $b.o$ $b.1$ $b.o$ $b.1$ $b.o$ $b.0$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$ $b.o$	b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t       b.1     t	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	b.3     b.3       b.5     br       b.5     br       1.0     2.       1.1     2.       1.1     2.       0.8     5.       b.6     5.       b.7     5.       b.8     5.       b.8     5.       b.8     5.       b.8     5.       b.8     5.       b.2     5.4	5     0.7       79     1) 5       4     2.6       2.2     4.7       2.6     7.2       2.6     7.4       2.3     5.6       2.9     2.9       1.5     0.7	1.3     2.1       2.5     N       3.0     5.5       3.0     5.1       1.42     16       6.2     17       5.8     10.       3.3     4.5       0.8     0.5       0.8     0.5	7 $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $9$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$	3.3 to 3.3 to 5.7 2.7 5.7 2.6 4.8 2.8 3.7 2.7 5.7 2.6 4.8 2.8 3.7 5.9 3.1 PA 3.1 PA 5.8 1.5	1.0 1.7 1.7 1.7 1.6 1.5 1.6 1.5 1.8 2.7 6.1 RKINC 1.6 1.6	1.5     3.5       2.8     5.8       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.2     1.5       4.3     20       -     -       5.4     1.8       1.0     5.5	A \$4.0 \$7.0 \$4.5 \$2,3 1.3 1.0 \$1.1 \$3 \$1.5 \$1.5 \$1.2 \$0.4	3.4     4.4       8.4     7.2       8.4     7.2       1.4     1.5       1.4     1.5       1.7     2.4       2.8     8.1       2.8     8.1       1.6     1.4	4.4 5.3 5.0 2.6 1.6 1.2 1.7 2.8 6.5 11.0 A 1.7	3.5       4.6         8.3       7.4         5.0       5.1         2.8       2.8         1.6       1.6         1.3       1.4         1.9       2.0         3.3       3.4         8.2       10.3         1.5       1.8	4.6 4.6 5.1 5.1 5.1 1.7 1.4 2.0 5.2 7.2 1.7 1.4 2.0 5.1 1.7 1.4 2.0 5.1 1.7 1.4 1.4 1.9	\$.5     4.7       \$.2     7.4       \$.1     5.1       \$2.9     \$.8       \$1.7     1.7       \$1.4     1.4       \$2.1     \$2.1       \$3.5     \$3.5       \$8     \$7.5       \$8.2     \$10.9       \$1.5     1.9	A 4.v 4.v 5 5.2 2.8 1.7 1.4 5.1 5.2 2.8 1.7 1.4 5.1 5.4 5.2 2.8 1.7 1.4 5.1 5.2 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.4 5.2 1.7 1.7 5.2 5.2 1.7 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2	3.5     4.1       8.3     7.2       5.1     3.0       2.5     2.7       1.7     1.6       1.4     1.4       2.1     2.1       3.5     3.4       3.5     3.4       7.9     1.4       7.9     1.0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c}                                     $	\$.6     1.4       5.8     2.4       3.8     2.1       1.9     1.4       1.2     1.1       1.2     1.1       1.2     1.2       2.0     2.0       3.5     3.5       3.5     3.5       3.5     3.5       3.5     3.5       3.6     3.5       3.5     3.5       3.6     3.5       1.9     1.5	b.9 i.0 b.9 i.0 b.9 i.1 i.9 i.1 i.9 i.1 i.9 i.1 i.9 i.1 i.9 i.1 i.9 i.0 i.1 i.0 i.1 i.0 i.1 i.0 i.1 i.0 i.1 i.0 i.1 i.0 i.1 i.0 i.1 i.1 i.1 i.1 i.1 i.1 i.1 i.1	b.3     b.2       b.4     b.4       b.6     b.6       b.6     b.6       b.8     b.9       1.1     1.2       2.0     2.0       3.5     3.6       7.5     7.0       10.6     3.2       1.9     1.6	1.0     2     0.       1.0     2     1.       1.0     2     1.       1.1     1.     1.       1.2     1.     1.       1.4     1.       2.1     2.       3.4     3.       3.4     3.       1.7     3       1.9     1.	3 0.5 1 2.6 7 2.2 9 2.7 7 2.2 3 2.6 .6 3.8 .2 7.0 .6 3.7 8 1.7	b.6       7.5       7.5       8.7       3.7       3.1       3.3       3.9       7.2       1.4       1.9	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.2         3.4           5.8         12.1           5.2         3.4           5.3         3.8           7.7         3.0           7.7         5.0	b.6 i.8 4.4 9.7 i8.1 JUS 18.1 JUS 18.1 18.1 18.1 1.5 5.5	b.9       1.8         2.5       5.1         7.0       11.3         14.2       10.1         16.3       9.8         18.2       9.7         12.3       8.8         9.1       8.7         1.7       4.0         b.6       b.9	5.2 5.2 13.9 5.1 5.4 4.6 7.4 5.6 7.4 4.5 2.0	4.9       2.9         4.9       2.9         5.5       2.8         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       2.0         3.2       2.5         3.8       3.1         2.9       2.7         1.2       1.1	2 2.0 2 2.0 3 1.7 1.8 7 1.7 1.4 1.3 0 1.7 5 2.7 4.9 7 5.9 1.4	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$1.5$ $2.\epsilon$ $1.6$ $3.\epsilon$ $1.9$ $3.\epsilon$ $2.3$ $5.7$ $2.3$ $5.7$ $2.1$ $4.2$ $2.7$ $5.4$ $3.6$ $4.8$ $6.2$ $3.9$ $8.6$ $3.4$ $1.7$ $0.9$	10.6 11.1 11.7 12.4 ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓		E E 565 479 E F 572 485 F E F F	<ul> <li>₽.4</li> <li>₱.0</li> <li>₱.0</li> <li>₱.1.5</li> <li>₱.7</li> <li>₱.8</li> <li>₱.7</li> <li>₹.8</li> <li>₱.8</li> </ul>	2.7     1.8       3.2     2.0       4.3     2.8       6.7     5.1       3.0     7.5       7.0     6.7       1.5     6.7       3.2     7.3       1.5     6.7       1.5     6.7       1.5     6.7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0	<ul> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> </ul>	b.o     b.o       b.o     b	b.o         b.o           b.o         b.o	b.o         b.o           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0	b.0           b.0	b.o         b.o           b.o         b.o           b.o         b.o           b.o         b.1           b.o         b.o	b.1     t       b.1     t	b.1     b.2 $b.2$ $b.3$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.2$ $b.4$ $b.1$ $b.1$ $b.1$ $b.1$	b.3         b.3           b.5         b.7           b.7         1.4           1.0         2.           1.1         2.           1.1         2.           1.1         2.           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4           0.8         0.4	.5         0.7           79         1) 5           .2         4.7           2.6         7.2           2.6         7.4           2.3         5.6           2.9         1           .5         0.7           .5         0.7           .2         0.3           .1         0.1	1.3     2.1       \$2.5     \$3.1       \$4.0     \$5.5       \$8.0     \$3.1       \$1.42     \$16       \$6.2     \$17       \$3.8     \$10.1       \$4.3     \$4.5       \$0.8     \$0.5       \$0.8     \$0.5       \$0.3     \$0.3       \$0.1     \$0.1	7     1       7     1       5     5.0       1     7.9       1     7.9       1.3     12.5       0     2.4       8.8       5     4.3       0     1.3       1     5.2	3.3 ta 5.5 IN2.7 5.7 2.7 5.7 2.6 4.8 2.8 3.7 3.2 3.5 5.9 3.1 PA 3.1 PA 5.8 1.5 b.2 b.3	1.0 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.5     3.5       2.8     5.8       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.3     2.0       1.4     1.1       2.4     1.5       2.5     1.8       1.0     5.4       1.0     5.5       5.2     5.2	A 4.0 7.0 4.5 2.3 1.3 1.0 1.1 1.5 1.2 0.4 0.1	3.4     9.4       6.4     7.2       7.9     5.1       7.6     2.3       1.4     1.5       1.0     1.1       1.2     1.5       1.7     2.4       2.6     5.5       2.6     5.5       2.6     5.5       2.6     5.5       2.6     5.5       2.6     5.5       2.6     5.2       5.6     1.4       5.2     5.2	4.4         7.3         5.0         8.6         1.6         1.2         1.7         2.8         8.5         11.0         A         1.7         5.3	3.5       4.6         8.3       7.4         5.0       5.1         2.8       2.8         1.6       1.6         1.3       1.4         1.9       2.0         3.3       3.4         6.5       7.2         1.5       1.8         0.3       0.3	A           4.6           5.1           5.1           5.1           5.1           5.7           1.7           1.4           2.0           3.3           1.4           2.0           3.3           1.4           2.0           3.3           1.9           3.3	\$.5     4.7       \$.2     5.4       \$5.1     5.1       \$2.9     \$8       \$1.7     1.7       \$1.4     1.4       \$2.1     \$2.1       \$2.1     \$2.1       \$3.5     \$3.5       \$8     \$7.5       \$8.2     \$10.9       \$1.5     \$1.9       \$0.3     \$0.3	A 4.x 7.5 5.2 2.8 1.7 1.4 5.1 5.4 7.3 1.0 1.9 1.9 0.3	3.5     4.4       6.3     7.9       5.1     3.0       2.9     2.7       1.7     1.6       1.4     1.4       2.1     3.5       3.5     3.4       7.9     11.8       1.5     1.9       1.5     1.9       5.3     5.3	$     \begin{array}{c}                                     $	A 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6       1.4         \$.8       \$.4         \$.8       \$.4         \$.8       \$.4         \$.9       \$.4         \$1.2       1.1         \$1.2       \$1.2         \$2.0       \$2.0         \$3.5       \$3.5         \$3.5       \$3.5         \$4       \$8.1         \$1.9       \$1.5         \$1.9       \$1.5	0.5 0.9 1.0 0.9 0.9 1.1 1.9 3.3 5.2 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9	b.3     b.2       b.4     b.4       b.6     b.6       b.8     b.9       1.1     1.2       2.0     2.0       3.5     3.6       7.5     7.0       10.6     8.7       1.9     1.6       b.3     b.3	\$2       \$.         \$0.5       \$1.         \$1.0       \$2         \$1.3       \$2         \$1.4       \$1.         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$1.7       \$5         \$1.7       \$5         \$1.9       \$1.         \$0.3       \$0.	3 0.5 1 2.6 7 2.2 9 2.7 7 2.2 3 2.6 .6 3.8 .2 7.0 .6 3.7 8 1.7 3 0.3	b.6       7.5       7.5       8.7       3.7       3.1       3.3       3.3       3.3       3.3       1.9       0.4	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.8         12.1           5.2         9.4           5.3         3.8           5.3         3.8           7.7         3.0           1.5         0.8           5.3         0.2	b.6 1.8 4.4 9.7 18.1	b.9       1.8         2.5       5.1         7.0       11.3         16.3       9.8         18.2       9.7         12.3       8.8         9.1       8.7         1.2       11.7         1.7       4.0         0.6       0.9         0.2       5.3	5.2 5.2 10.6 13.9 5.1 5.4 4.6 4.8 5.6 7.4 4.5 2.0 0.4	4.9       2.9         2,5       2.8         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       1.8         2.8       2.5         3.8       3.1         2.9       2.7         1.2       1.1         b.6       b.4	2 2.0 2 2.0 3 1.7 1.8 7 1.7 1.4 1.3 0 1.7 5.7 4.9 7 5.9 7 5.9 1.4 1.4 1.4 1.3 1.7 1.4 1.3 1.7 1.4 1.3 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.7 1.4 1.7 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.4 1.7 1.7 1.7 1.4 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$1.5$ $2.\epsilon$ $1.6$ $3.\epsilon$ $1.9$ $3.\epsilon$ $2.3$ $5.2$ $2.3$ $5.7$ $2.1$ $4.2$ $2.7$ $5.4$ $3.6$ $4.8$ $6.2$ $3.9$ $8.6$ $3.4$ $1.7$ $0.9$ $1.4$ $0.3$	10.6 11.1 11.7 12.4 12.4 12.4 12.4 15.3 1.7 1.7 0.7 0.3		E E E E E E E E E E E E E E E E E E E	<ul> <li>8.4</li> <li><sup>5</sup>.0</li> <li><sup>1</sup>1.5</li> <li><sup>1</sup>0.6</li> <li><sup>5</sup>.2</li> <li>8.7</li> <li><sup>5</sup>.8</li> <li><sup>3</sup>.7</li> <li><sup>5</sup>.8</li> <li><sup>3</sup>.7</li> <li><sup>5</sup>.0</li> <li><sup>5</sup>.8</li> <li><sup>5</sup>.3</li> </ul>	2.7       1.8         3.2       2.0         4.3       2.8         6.7       5.1         9.0       7.5         7.9       6.9         9.2       8.3         7.0       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7         1.5       6.7	$\begin{array}{cccccccccccccccccccccccccccccccccccc$
b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0	<ul> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> <li>b.o</li> </ul>	b.o     b.o       b.o     b	b.o     b.o       b.o     b.o	b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0           b.0         b.0	b.0 b.0 b.0 b.0 c.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0 b	b.0         b.0           b.0         b.0           b.0         b.1           b.0         b.0	b.1     t       b.0     t       b.0     t	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	b.3         b.1           b.5         b.7           b.7         1.4           1.0         2.           1.1         2.           1.1         2.           1.1         2.           1.1         2.           1.1         2.           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.8         3.6           0.1         5.1           5.1         5.1	5         0.7           79         115           4         2.6           2.2         4.7           2.6         7.2           2.6         7.4           2.3         5.6           2.9         9           .5         0.7           .5         0.7           .2         0.3           .1         0.1           .1         0.1	1.3     2.1       2.5     5.2       4.0     5.5       8.0     9.1       1.42     16       6.2     17       9.8     10.       4.3     4.5       5.8     5.5       5.8     5.5       5.3     5.3       5.1     5.1	7 $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$	3.3     1       3.3     1       2     5.9       1     9       2.7     2.7       3.7     2.8       3.7     2.8       3.7     2.8       3.7     3.8       3.5     5.9       3.1     P       3.1     P       5.8     1.5       b.8     1.5       b.1     5.1	1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.5     3.5       2.8     5.8       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.2     1.3       2.4     1.8       3.4     1.8       1.0     5.5       5.2     5.2       5.1     5.1	A 14.0 7.0 14.5 1.3 1.0 1.1 1.3 1.0 1.1 1.5 1.2 0.4 0.1 0.1	3.4     4.4       8.4     7.2       8.4     7.2       1.4     1.5       1.0     1.1       1.2     1.5       1.7     2.4       2.6     8.1       2.6     8.1       0.6     1.4       0.2     0.2       0.1     0.1	4.4       7.3       50       8.6       1.6       1.2       1.7       5.3       5.1	3.5       4.6         \$.3       7.4         \$.0       5.1         \$2.8       \$2.6         1.6       1.6         1.3       1.4         1.9       \$2.0         \$3.3       \$3.4         \$6.6       \$7.2         \$6.8       \$7.2         \$1.5       1.8         \$0.3       \$0.3         \$0.1       \$0.1	A           4.6           5.4           5.4           5.7           1.7           1.4           2.7           1.7           1.4           2.7           1.7           1.4           2.0           3.3           1.2           3.3           1.9           5.3           5.1	\$.5       4.7         \$.2       7.4         \$.1       5.1         \$2.9       \$8         \$1.7       1.7         \$1.4       1.4         \$2.1       \$1.1         \$3.5       \$3.5         \$8       7.5         \$8.2       \$10.9         \$1.5       \$1.9         \$0.3       \$0.3         \$0.1       \$1.1	A 4.x 4.x 5 5.2 5.2 5.8 1.7 1.4 5.1 5.4 5.4 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8 7.8	3.5     4.4       6.3     7.9       5.1     3.0       2.2     2.7       1.7     1.6       1.4     1.4       2.1     2.1       3.5     3.4       2.7     7.4       3.5     1.4       1.5     1.9       0.3     0.3       0.1     0.1	$A + \frac{3}{44} + \frac{3}{5} + \frac{5}{2} +$	A 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6       1.4         \$.8       \$2.4         \$.8       \$2.4         \$1.9       \$4         \$1.2       \$1.2         \$1.2       \$1.2         \$2.0       \$2.0         \$3.5       \$3.5         \$3.6       \$3.5         \$3.5       \$3.5         \$3.6       \$3.5         \$3.6       \$3.5         \$3.6       \$3.5         \$3.6       \$3.5         \$3.5       \$3.5         \$3.6       \$3.5         \$3.7       \$3.5         \$3.8       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$1.9       \$1.5         \$0.3       \$0.3         \$0.1       \$0.1	b.9 t.0 t.9 t.9 t.9 t.9 t.9 t.9 t.9 t.1 t.9 t.1 t.9 t.2 t.9 t.2 t.9 t.1 t.9 t.1 t.9 t.9 t.9 t.9 t.9 t.9 t.9 t.9 t.9 t.9	0.3     0.2       0.4     0.4       0.4     0.4       0.6     0.6       0.7     0.8       0.8     0.9       1.1     1.2       2.0     2.0       2.5     3.6       7.5     7.0       10.6     8.7       1.9     1.6       0.3     0.3       0.1     0.1	\$2       \$.         \$0.5       \$1.         \$1.0       \$2         \$1.3       \$2         \$1.4       \$1.         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$2.1       \$2         \$3.4       \$3         \$3.5       \$3         \$1.9       \$1.         \$0.3       \$0.         \$0.1       \$0.	3 0.5 1 2.6 7 2.2 9 2.7 7 2.2 3 2.6 .6 3.8 .2 7.0 .6 3.8 .2 7.0 .6 3.7 8 1.7 3 0.3 1 0.1	b.6       b.6       b.7.5       c.1	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         12.1           5.8         5.3           5.3         3.8           7.7         8.0           1.5         5.8           5.3         5.2           5.3         5.2           5.3         5.2           5.3         5.2           5.3         5.2           5.3         5.2           5.3         5.2           5.1         5.1	b.6 i.8 i.4 5.7 i.8 i.4 5.7 i.8 i.8 i.8 i.8 i.8 i.8 i.8 i.8	b.9         1.8           2.5         5.1           7.0         11.3           14.2         10.1           16.3         9.8           18.2         9.7           12.3         8.8           9.1         8.7           4.3         11.7           1.7         4.0           0.6         0.9           0.2         0.3           0.1         0.1	5.2 5.2 5.1 5.4 4.6 4.8 5.6 7.4 4.5 2.0 0.4 0.1	4.9       2.9         4.9       2.9         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       2.0         3.2       2.5         3.8       3.1         2.9       2.7         1.2       1.1         0.6       0.4         5.2       5.2	2 2.0 2 2.0 3 1.7 1.8 7 1.7 1.4 1.3 1.7 1.4 5.7 4.9 7 5.9 1.4 5.9 1.4 2.7 1.4 5.7 4.9 7 5.9	1.5 1 1.4 1 1.4 1 1.5 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1	$1.5$ $2.\epsilon$ $1.6$ $3.\epsilon$ $1.9$ $3.\epsilon$ $2.3$ $5.2$ $2.3$ $5.7$ $2.1$ $4.2$ $2.7$ $5.4$ $3.6$ $4.8$ $6.2$ $3.9$ $8.6$ $3.4$ $1.7$ $0.9$ $0.4$ $0.3$ $0.2$ $0.1$	10.6 11.1 11.7 12.4 12.5	Image: second	$ \begin{array}{c} \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	₹.4 \$.0 10.0 11.5 7.2 ₹.8 ₹.7 ₹.8 ₹.7 ₹.8 ₹.7 ₹.0 0.8 ₹.3 ₹.1	2.7       1.8         3.2       2.0         4.3       2.8         6.7       5.1         9.0       7.5         7.9       6.9         9.2       8.3         7.0       6.7         1.5       6.7         1.5       6.7         1.6       1.5         0.3       0.4         0.1       0.1	
b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0           b.0         b.0         b.0	<ul> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> <li>b.0</li> </ul>	b.o     b.o       b.o     b       b.o     b	b.o     b.o       b.o     b.o	b.0         b.0           b.0         b.0	b.0 b.0 b.0 b.0 b.0 b.0 b.0 b.0	b.0         b.0           b.0         b.0           b.0         b.1           b.0         b.0           b.0         b.0	b.1     t       b.0     t       b.0     t       b.0     t       b.0     t	b.2     b.2       b.2 $b.3$ b.2 $b.4$ b.3 $b.4$ b.4 $b.4$ b.5 $b.4$ b.6 $b.4$ b.7 $b.1$ b.0 $b.0$	b.3         b.3           b.5         br           b.7         1.4           1.0         2.           1.1         2.           1.1         2.           1.1         2.           0.8         5.           0.8         5.           0.8         5.           0.8         5.           5.6         5.           5.7         5.           5.2         5.           5.1         5.           5.0         5.0	5         0.7           79         1) 5           4         2.6           2.2         4.7           2.6         7.2           2.6         7.2           2.6         7.4           2.3         5.6           2.9         1           .5         0.7           .2         0.3           .1         0.1           .0         0.0	1.3       2.1         2.5       5.2         4.0       5.5         8.0       9.1         1.42       16         6.2       17         5.8       10.         4.3       4.5         0.8       0.5         0.8       0.5         0.8       0.5         0.1       0.1         0.1       0.1         0.0       0.0	7 $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $1$ $7$ $7$ $1$ $7$ $7$ $7$ $1$ $7$ $7$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$ $1$	3.3     1       3.3     1       2     5.7       3.7     2.7       5.7     2.7       5.7     2.6       1.8     2.8       3.7     2.6       3.8     2.7       5.7     2.6       1.8     2.8       3.7     3.5       5.9     3.1       3.1     P       3.5     5.9       3.1     P       5.2     5.3       0.1     0.1       0.0     5.0	1.0 1.7 1.7 1.7 1.7 1.7 1.7 1.7 1.7	1.5     3.5       2.8     5.8       2.5     3.9       2.7     2.1       1.3     1.2       1.1     1.0       1.4     1.1       2.2     1.5       4.3     20       -     -       5.4     1.8       1.0     5.5       5.2     5.2       5.1     5.1       5.0     5.0	A 14.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7	3.4     4.4       8.4     7.2       8.4     7.2       1.4     1.5       1.0     1.1       1.2     1.5       1.7     2.4       2.8     8.1       2.9     8.1       0.6     1.4       0.2     0.2       0.1     0.1       0.0     0.0	4.4         7.3         5.0         2.6         1.6         1.2         1.7         2.8         3.5         1.7         0.3         0.1         5.0	3.5       4.6         8.3       7.4         5.0       5.1         2.8       2.8         1.6       1.6         1.3       1.4         1.9       2.0         3.3       3.4         8.2       10.3         8.2       10.3         1.5       1.8         0.3       0.3         0.1       0.1         0.0       0.0	A         A           4.6         5.1           5.1         5.1           1.7         1.4           2.7         1.7           1.4         2.0           3.3         1.2           3.3         1.2           3.3         1.2           3.3         1.2           3.3         1.2           3.3         1.2           3.3         1.9           5.3         0.1           5.0         0.1	\$.5       4.7         \$.6.2       7.4         \$.1       5.1         \$2.9       \$2,8         \$1.7       1.7         \$1.4       1.4         \$2.1       \$2.1         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$3.5         \$3.5       \$1.9         \$0.3       \$0.3         \$0.1       \$0.1         \$0.0       \$0.0	A 4.x 4.x 5 5.2 2.8 1.7 1.4 5.1 5.2 2.8 1.7 1.4 5.1 5.2 2.8 1.7 1.4 5.1 5.2 2.8 1.7 1.4 5.1 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2 5.2	3.5     4.1       6.3     7.2       5.1     3.0       2.2     2.7       1.7     1.6       1.4     1.4       2.1     2.1       2.5     3.4       2.5     3.4       2.5     3.4       3.5     3.4       2.5     3.4       3.5     3.4       3.5     3.4       3.5     1.9       1.5     1.9       0.3     0.3       0.1     0.1       0.0     0.0	$A = \frac{A}{34} + \frac{3}{3} + \frac{3}{52} + \frac{3}{5$	A 4 4 4 4 4 4 4 4 4 4 4 4 4	\$.6       1.4         5.8       2.4         3.8       2.4         1.9       1.4         1.2       1.1         1.2       1.2         2.0       2.0         2.0       2.0         3.5       3.5         3.5       3.5         3.5       3.5         3.5       3.5         3.5       3.5         3.5       3.5         3.5       3.5         5.0       5.3         5.3       5.3         5.1       5.1         5.0       5.0	b.9 b.9 b.9 b.9 b.9 t.1 t.1 t.9 t.3 t.2 t.2 t.2 t.2 t.2 t.2 t.2 t.2 t.2 t.2	b.3     b.2       b.4     b.4       b.6     b.6       b.8     b.9       1.1     1.2       2.0     2.0       3.5     3.6       7.5     7.0       10.6     3.7       1.9     1.6       b.3     b.3       b.1     5.1       b.1     5.1       b.0     5.0	0,2       0.         0,5       1.         1.0       2         1.3       2         1.4       1.         2.1       2         3.4       3         3.4       3         3.4       3         1.7       3         1.9       1.         0.3       0.         0.1       0.         0.0       0.	3     0.5       1     2.6       7     5.2       9     2.7       7     2.2       3     2.6       .6     3.8       .7     5.2       8     1.7       3     5.3       1     5.1       0     5.0	b.6       7.5       7.5       8.7       3.7       3.1       3.3       3.9       7.2       1.4       1.9       0.4       0.1       0.1	b.7         b.6           2.0         1.7           5.2         3.9           6.3         7.7           6.1         11.7           5.8         12.1           5.2         3.4           5.8         12.1           5.2         3.4           5.3         5.3           6.3         3.8           7.7         5.0           1.5         5.8           5.3         5.2           5.1         5.1           5.3         5.2           5.3         5.2           5.3         5.8           5.3         5.8           5.3         5.2           5.1         5.1           5.0         5.0	b.6 i.8 4.4 9.7 i8.1 JUS i8.1 JUS i8.1 j.7 i8.1 j.7 i8.1 j.7 i8.1 j.7 i8.1 j.7 i8.1 j.7 i8.1 j.7 j.8 j.8 j.7 j.8 j.8 j.8 j.8 j.8 j.8 j.8 j.8	b.9       1.8         2.5       5.1         7.0       1.3         1.2       10.1         16.3       9.8         18.2       9.7         12.3       8.8         9.1       8.7         1.7       4.0         0.6       0.9         0.2       0.3         0.1       0.1         0.0       0.1	5.2 5.2 13.9 5.1 5.4 4.6 7.4 5.6 7.4 5.6 7.4 5.6 7.4 5.0 0.4 0.1 0.1	4.9       2.9         4.9       2.9         5.5       2.8         7.8       3.1         5.5       2.7         3.5       2.1         2.8       1.8         2.8       2.0         3.2       2.5         3.8       3.1         2.9       2.7         1.2       1.1         0.6       0.4         0.2       0.2         0.1       0.1	2 2.0 2 2.0 3 1.7 1.8 7 1.7 1.4 1.3 0 1.7 5 2.7 4.9 7 5.9 7 5.9 1.4 2 5.9 1.4 2 5.2 1.4 3 5.2 5.1	1.5 $1.4$ $1.4$ $1.4$ $1.5$ $1.5$ $1.4$ $1.5$ $1.3$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.8$ $1.4$ $1.9$ $1.9$ $1.9$ $1.9$ $0.4$ $1.9$ $0.4$ $1.9$ $0.1$ $1.1$	$1.5$ $2.\varepsilon$ $1.6$ $3.\varepsilon$ $1.9$ $3.\varepsilon$ $2.3$ $5.c$ $2.3$ $5.c$ $2.3$ $5.c$ $2.3$ $5.c$ $2.3$ $5.c$ $2.3$ $5.c$ $2.1$ $4.c$ $3.6$ $4.8$ $6.2$ $3.p$ $8.6$ $3.4$ $1.7$ $0.9$ $0.4$ $0.3$ $0.2$ $0.1$ $0.1$ $0.1$	10.6 11.1 11.7 12.4 ↓ ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ 12.4 ↓ ↓ ↓ ↓ 12.4 ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	■     ● </td <td><math 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\end{array} \\ \end{array} \\ \end{array} \\ </math></td> <td><ul> <li>₽.4</li> <li>₱.0</li> <li>₱.0</li> <li>₱.1.5</li> <li>₱.7</li> <li>₱.7</li> <li>₱.8</li> <li>₱.7</li> <li>₱.8</li> <li>₱.3</li> <li>₱.1</li> </ul></td> <td>2.7       1.8         3.2       2.0         4.3       2.8         6.7       5.1         3.0       7.5         5.0       7.5         5.0       8.3         7.0       8.7         1.5       6.7         3.2       7.3         1.0       1.5         0.3       0.4         0.1       0.1         0.1       0.1</td> <td>2.0       2:         1.8       1.7         2.2       1.5         3.4       2:         3.5       2:         3.5       2:         4.8       3:         5.2       4.1         7.5       6:         1.9       1.5         0.4       0.4         0.1       0.1         0.1       0.1</td>	$ \begin{array}{c} \begin{array}{c} \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \\ \end{array} \\ \end{array} \\ \end{array} \\ 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Luminaire Sche	edule			
Symbol	Qty	Label	Arrangement	Description
	29	А	SINGLE	XGBM-FT-LED-HO-CW-SINGLE-25'POLE+3'BASE
*	2	В	2 @ 90 DEGREES	XGBM-FT-LED-HO-CW-D90-25'POLE+3'BASE
4	6	С	BACK-BACK	XGBM-FT-LED-HO-CW-D180-25'POLE+3'BASE
	2	D	4 @ 90 DEGREES	XGBM-FT-LED-HO-CW-Q90-25'POLE+3'BASE
<b>₽</b>	44	E	SINGLE	CRU-SC-LED-HO-CW MTD @ 15' GAS, 18' DIESEL
	*	·		•

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS	Illuminance	Fc	1.59	23,6	0.0	N.A.	N.A.
DIESEL CANOPY	Illuminance	Fc	48.12	57,8	31.1	1.55	1.86
GAS CANDPY	Illuminance	Fc	56.10	70,4	36,0	1,56	1,96
INSIDE CURB	Illuminance	Fc	5,29	23,6	0.2	26.45	118.00

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted.

LLFLumens/LampArr. Lum. Lumens1000NA29070	Ar
1000 NA 29070	
	30
1.000 N.A. 58140	60
1.000 N.A. 58140	60
1.000 N.A. 116280	12
1.000 N.A. 18056	13



Arr. Watts 300.8 501.6 501.6 1203.2 139.6

# CRU-SC-LED LED CANOPY LIGHT - LEGACY



CHOSSOVER<sup>®</sup> solid-state lighting

# XGBM LED Crossover Area Light





SCALE: 1"=60'

## VILLAGE OF BENSENVILLE 12 S. CENTER STREET BENSENVILLE, ILLINOIS 60106

### Ordinance No. 50-2014

An Ordinance Concerning the Grant of a Preliminary Planned Unit Development and Conditional Use Permits to Allow an Electronic Message Center, a Service Station, a Truck Stop, a Truck Wash, and Outdoor Storage up to 50 Percent with Additional Code Deviations Located at 720 East Green Street, Bensenville, Illinois

# ADOPTED BY THE VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF BENSENVILLE THIS 23rd DAY OF SEPTEMBER, 2014

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Bensenville, DuPage and Cook Counties, Illinois this 24<sup>th</sup> day of September 2014 STATE OF ILLINOIS ) COUNTIES OF COOK ) SS AND DUPAGE )

I, Corey Williamsen, do hereby certify that I am the duly appointed Deputy Village Clerk of the Village of Bensenville, DuPage and Cook Counties, Illinois, and as such officer, I am the keeper of the records and files of said Village; I do further certify that the foregoing constitutes a full, true and correct copy of Ordinance No. 50-2014 entitled an ordinance concerning the grant of a Preliminary Planned Unit Development and Conditional Use Permits to Allow an Electronic Message Center, a Service Station, a Truck Stop, a Truck Wash, and Outdoor Storage up to 50 Percent with Additional Code Deviations Located at 720 East Green Street, Bensenville, Illinois.

INWITNESS WHEREOF, I have hereunto affixed my official hand and seal on this 24th day of September, 2014.



Corey Williamsen Deputy Village Clerk

### AN ORDINANCE CONCERNING THE GRANT OF A PRELIMINARY PLANNED UNIT DEVELOPMENT AND CONDITIONAL USE PERMITS TO ALLOW AN ELECTRONIC MESSAGE CENTER, A SERVICE STATION, A TRUCK STOP, A TRUCK WASH, AND OUTDOOR STORAGE UP TO 50 PERCENT WITH ADDITIONAL CODE DEVIATIONS LOCATED AT 720 EAST GREEN STREET, BENSENVILLE, ILLINOIS

WHEREAS, 720 E. Green Street, LLC ("Owner") and Valinvest Holding, LLC. ("Applicant"), filed an application seeking a Preliminary Planned Unit Development with Conditional Use Permits to allow an Electronic Message Center ("EMC"), a Truck Stop, a Service Station, a Truck Wash and Outdoor Storage up to 50 percent in an I-3 Heavy Industrial Zoning District pursuant to Sections 10 - 9C - 3 and 10 - 18 - 6 - 1 of *The Village of Bensenville Zoning Ordinance* ("Zoning Ordinance") with additional code deviations at property commonly known as 720 East Green Street, Bensenville, as legally described in Exhibit "A," attached hereto and incorporated herein by reference (the "Subject Property"), a copy of said application being on file in the Community and Economic Development Department; and

WHEREAS, the Applicant seeks a Preliminary Planned Unit Development and Conditional Use Permits to allow an EMC, Service Station, Truck Stop, Truck Wash and Outdoor Storage up to 50%, of the Subject Property; and

WHEREAS, Notice of Public Hearing with respect to the Preliminary Planned Unit Development and the Conditional Use Permits sought by the Applicant were published in the Daily Herald on August 2, 2014 in the Village of Bensenville, and notice was also given via posting of a Public Hearing Sign on the property and via personal mail, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

WHEREAS, pursuant to said Notice, the Community Development Commission of the Village of Bensenville conducted a Public Hearing commencing on August 18, 2014 and was continued to a Special Meeting on September 8, 2014 as required by the statutes of the State of Illinois and the ordinances of the Village, and after hearing the application, made the findings of facts submitted by staff recommending approval of the application, which findings are attached hereto and incorporated herein by reference as Exhibit "B;" and

WHEREAS, upon said findings of facts, the Community Development Commission voted unanimously (6 - 0) to grant the application for the Preliminary Planned Unit

Development and Conditional Uses for the EMC, Truck Stop, Service Station, Truck Wash and Outdoor Storage up to 50% for the Subject Property; and

WHEREAS, the Community Development Commission forwarded its recommendation to approve the application to the Village Board's Community and Economic Development Committee which concurred in the recommendation to grant the application with the addition of conditions; and

WHEREAS, the Community and Economic Development Committee then forwarded its recommendation, along with that of the Community Development Commission, to the President and Board of Trustees on September 16, 2014; and

WHEREAS, the President and Board of Village Trustees considered the matter and determined, based on its consideration, that the permit should be granted, finding that it is consistent with the Zoning Ordinance and the orderly and harmonious development of the Village.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a meeting, as follows:

**SECTION ONE:** That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

**SECTION TWO:** That the application for a Preliminary Planned Unit Development and to allow the Applicant the Conditional Use Permits for an EMC, Truck Stop, Service Station, Truck Wash, and Outdoor Storage up to 50% for the area of the Subject Property is hereby granted, subject to the following conditions:

> 1. The Preliminary Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and

Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;

- Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted in the final plat in a manner acceptable to the Village Manager.
- All engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of PUD;
- No temporary signs to be erected once the subject development has been completed;
- A Final Landscape Plan shall be submitted for review as part of the Final Plat of PUD;
- 6. Final Engineer shall be submitted for review as part of the Final Plat of PUD;
- The applicant shall work with staff to provide community news occasionally on the EMC;
- The signage plan shall include directional and type of traffic allowed at southern curbcuts;
- The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;
- 10. A reduction in the width of the western curbcut be evaluated and the division strip extended;

- 11. The trash enclosure shall be relocated at least 10 feet away from the convenience store in a manner acceptable to the Village Manager;
- The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;
- The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area;
- 14. Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access, landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat;
- 15. The proposed monument sign shall be considered as a Minor PUD Amendment in conjunction with the construction of the Elgin-O'Hare Western Access Tollway (I-490) in proximity of the subject property; and
- 16. The Applicant shall submit with the Final Plat of Planned Unit Development application a complete safety and security plan for Village staff review and approval. The safety and security plan shall include plans for the fencing of the outdoor storage area to provide controlled access of pedestrian movement on to and off of the subject property, security plans specifying the operational monitoring of activities in the parking area and efforts to mitigate noise and pollution associated with idling trucks.

**SECTION THREE**: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of

Bensenville, this 23rd day of September, 2014.

Frank Soto, Village President

ATTEST: Ilsa Rivera-Trujillo, Village Clerk

AYES: BARTLETT, JANOWIAK, JARECKI, O'CONNELL, RIDDER, WESSELER

NAYES: NONE

ABSENT: NONE

Ordinance # <u>50</u> - 2014 Exhibit "A"

Exhibit "A"

The Legal Description of the property is as follows:

THAT PART OF THE SOUTHEAST ¼ OF SECTION 13 AND OF THE NORTHEAST ¼ OF SECTION 24, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 24; THENCE WEST ON THE SECTION LINE 1815 FEET FOR A PLACE OF BEGINNING; THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SECTION 24, 427.18 FEET TO THE SOUTH LINE OF GREEN AVENUE; THENCE SOUTHEASTERLY ALONG THE SOUTH LINE OF GREEN AVENUE, 373.54 FEET TO THE EAST LINE OF LAND DESCRIBED IN DOCUMENT NO. 657732; THENCE SOUTH, PARALLEL WITH THE EAST LINE OF SECTION 24, 1420.7 FEET TO THE NORTH LINE OF THE BENSENVILLE SEWER PLANT PROPERTY; THENCE WEST ALONG SAID NORTH LINE, 200.0 FEET; THENCE NORTH PARALLEL WITH THE EAST LINE OF SECTION 24, 1063.2 FEET TO A POINT 65.0 FEET SOUTH OF THE NORTH LINE OF SECTION 24; THENCE WEST, PARALLEL WITH THE SECTION LINE, 150.0 FEET; THENCE AVENUE ACRES, AS RECORDED UNDER DOCUMENT NO. 523537, EXCEPT THE SOUTH 60.0 FEET THEREOF IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 720 E. Green Street, Bensenville, Illinois.

Ordinance # 50 - 2014 Exhibit "B" Findings of Fact

Motion:

Commissioner Pisano made a motion to approve the findings of facts for preliminary PUD consisting of:

- Superior Design: The PUD represents a more creative approach to the unified planning of development and incorporates a higher standard of integrated design and amenity than could be achieved under otherwise applicable regulations, and solely on this basis modifications to such regulations are warranted. The PUD proposed represents a creative approach to utilizing an unusually shaped and currently unused property.
- 2. Meet PUD Requirements: The PUD meets the requirements for planned unit developments set forth in this Title, and no modifications to the use and design standards otherwise applicable are allowed other than those permitted herein. The proposed PUD meets the requirements for a Planned Unit Development.
- 3. Consistent With Village Plan: The PUD is generally consistent with the objectives of the Village general development plan as viewed in light of any changed conditions since its adoption. The proposed PUD is generally consistent with the objectives of the Village general development plan in light of the future construction of the Elgin O'Hare Western Access.
- 4. Public Welfare: The PUD will not be detrimental to the public health, safety or general welfare. The proposed PUD will not be detrimental to the public health, safety or general welfare.
- 5. Compatible With Environs: Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, seriously impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property. The proposed PUD is compatible with its environs and will not be injurious to the use and enjoyment of other properties in its vicinity.

- 6. Natural Features: The design of the PUD is as consistent as practical with preservation of any natural features such as flood plains, wooded areas, natural drainageways or other areas of sensitive or valuable environmental character. Based on proper compliance with regard to the treatment of the Addison Creek and any wetlands that may exist with Best Management Practices, the design of the natural features is consistent with the preservation of natural features.
- 7. Circulation: Streets, sidewalks, pedestrianways, bicycle paths and offstreet parking and loading are provided as appropriate to planned land uses. They are adequate in location, size, capacity and design to ensure safe and efficient circulation of automobiles, trucks, bicycles, pedestrians, fire trucks, garbage trucks and snow plows, as appropriate, without blocking traffic, creating unnecessary pedestrian-vehicular conflict, creating unnecessary through traffic within the PUD or unduly interfering with the safety or capacity of adjacent streets. Development shall install walkways and any right of way street improvements as designated necessary along Green Street thereby mitigating any unnecessary pedestrian-vehicular conflict.
- 8. Open Spaces And Landscaping: The quality and quantity of common open spaces or landscaping provided are consistent with the higher standards of design and amenity required of a PUD. The size, shape and location of a substantial portion of any common open space provided in residential areas render it usable for recreation purposes. Open space between all buildings is adequate to allow for light and air, access by fire-fighting equipment, and for privacy where walls have windows, terraces or adjacent patios. Open space along the perimeter of the PUD is sufficient to protect existing and permitted future uses of adjacent property from adverse effects from the development. Adequate open spaces and landscaping is proposed in site plans as revised per staff recommendations.
- Covenants: Adequate provision has been made in the form of deed restrictions, homeowners or condominium associations or the like for:

a. The presentation and regular maintenance of any open spaces, thoroughfares, utilities, water retention or detention areas and other common elements not to be dedicated to the Village or to another public body.

b. Such control of the use and exterior design of individual structures, if any, as is necessary for continuing conformance to the PUD plan, such provision to be binding on all future ownerships. No covenants submitted as the property is a single lot and staff does not believe covenants are necessary.

- 10. Public Services: The land uses, intensities and phasing of the PUD are consistent with the anticipated ability of the Village, the school system and other public bodies to provide and economically support police and fire protection, water supply, sewage disposal, schools and other public facilities and services without placing undue burden on existing residents and businesses. The proposed PUD are consistent with the anticipated ability of the Public Services of the Village.
- 11. Phasing: Each development phase of the PUD can, together with any phases that preceded it, exist as an independent unit that meets all of the foregoing criteria and all other applicable regulations herein even if no subsequent phase should ever be completed. The provision and improvement of public or common area improvements, open spaces and amenities, or the provision of financial sureties guaranteeing their improvement, is phased generally proportionate to the phasing of the number of dwelling units or amount of nonresidential floor area. (Ord. 07-99, 2-23-1999)

Commissioner Janowiak seconded the motion.

ROLL CALL: Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

- Motion: Commissioner Rodriguez made a motion to approve the findings of facts for the conditional use permit request for an electronic message center sign (EMC) consisting of:
  - Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

EMC: No adverse impacts on traffic flow are anticipated other than typical and permitted uses within the zoning district. The applicant is required to meet EMC guidelines as specified in the zoning code pertaining to light and size requirements.  Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

EMC: The EMC will be consistent with Village standards set forth in the Municipal Code and not generate adverse environmental effects of a type or degree not characteristic of permitted uses in the district.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

EMC: The proposed EMCs will fit harmoniously with the existing character of the Eastern Business Park Corridor and will not negatively affect environmental quality or neighborhood character.

4. Use Of Public Services And Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

EMC: The proposed EMCs will not negatively impact the Village's Public services and facilities.

5. Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

EMC: The proposed EMCs will provide a public convenience to those traveling along East Green Street.

6. Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location. Other factors are subject to the Commission's judgment. Commissioner Caira seconded the motion.

ROLL CALL: Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Caira made a motion to approve the findings of facts for conditional permit request for a truck stop and service station consisting of:

> Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Service Station/Truck Stop: The draft traffic study indicates that the traffic generated can be accommodated within an adverse impact on traffic flow.

 Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Service Station/Truck Stop: No environmental negative effects not characteristic of historic use of the property are proposed.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Service Station/Truck Stop: The proposed use will fit harmoniously with the existing character of its environs along the East Green Corridor.

4. Use Of Public Services And Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area. Service Station/Truck Stop: The proposed use will not require a disproportionate demand of existing community facilities or services.

 Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Service Station/Truck Stop: The proposed use at the subject property will provide a service to those vehicles traveling along the Elgin O'Hare Western Access due to new connections along Taft Avenue and County Line Road.

 Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location. Other factors are subject to the Commission's judgment.

Commissioner Pisano seconded the motion.

ROLL CALL: Ay

Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

Motion:

Commissioner Rodriguez made a motion to approve the findings of facts for the conditional use permit to allow a truck wash consisting of:

 Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Truck Wash: No adverse impact of types or volumes of traffic flow have been identified by the Car Wash.

 Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Truck Wash: No environmental negative effects not characteristic of historic use of the property are proposed.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Truck Wash: No adverse effects on the neighborhood character are anticipated with the operation of a truck car wash as proposed.

4. Use Of Public Services And Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.

Truck Wash: The proposed use will not require a disproportionate demand of existing community facilities or services.

 Public Necessity: The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

Truck Wash: The proposed use at the subject property will provide a service to those vehicles traveling along the Elgin O'Hare Western Access due to new connections along Taft Avenue and County Line Road.

 Other Factors: The use is in harmony with any other elements of compatibility pertinent in the judgment of the commission to the conditional use in its proposed location. Other factors are subject to the Commission's judgment.

Commissioner Caira seconded the motion.

ROLL CALL: Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Weldon made a motion to approve the findings of

facts for the conditional use permit to allow outdoor storage of up to 50% consisting of:

 Traffic: The proposed use will not create any adverse impact of types or volumes of traffic flow not otherwise typical of permitted uses in the zoning district has been minimized.

Outdoor Storage: The draft traffic study indicates that the traffic generated due to the use of the outdoor storage will not negatively impact traffic flow.

 Environmental Nuisance: The proposed use will not have negative effects of noise, glare, odor, dust, waste disposal, blockage of light or air or other adverse environmental effects of a type or degree not characteristic of the historic use of the property or permitted uses in the district.

Outdoor Storage: No environmental negative effects not characteristic of historic use of the property are proposed.

3. Neighborhood Character: The proposed use will fit harmoniously with the existing character of existing permitted uses in its environs. Any adverse effects on environmental quality, property values or neighborhood character beyond those normally associated with permitted uses in the district have been minimized.

Outdoor Storage: The proposed outdoor storage will not negatively impact neighborhood character as it is located approximately 500 feet back from the northern property line.

- 4. Use Of Public Services And Facilities: The proposed use will not require existing community facilities or services to a degree disproportionate to that normally expected of permitted uses in the district, nor generate disproportionate demand for new services or facilities in such a way as to place undue burdens upon existing development in the area.
- 5. Outdoor Storage: The proposed use will not require a disproportionate demand of existing community facilities or services.
- 6. **Public Necessity:** The proposed use at the particular location requested is necessary to provide a service or a facility which is in the interest of public convenience, and will contribute to the general welfare of the neighborhood or community.

	<ul> <li>Outdoor Storage: The proposed use at the subject property will provide a service to those vehicles traveling along the Elgin O'Hare Western Access due to new connections along Taft Avenue and County Line Road.</li> <li>7. Other Factors: The use is in harmony with any other elements of</li> </ul>
	compatibility pertinent in the judgment of the commission to the conditional use in its proposed location. Other factors are subject to the Commission's judgment.
	Commissioner Caira seconded the motion.
ROLL CALL;	Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Rodriguez made a motion to approve the preliminary planned unit development with Staff's recommendations consisting of:
	1. The Preliminary Plat of the Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;
	<ol> <li>Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted. final plat;</li> </ol>
	<ol> <li>The major engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of the PUD;</li> </ol>

- No temporary signs to be erected once the subject development has been completed;
- The final landscape plan shall be subject to staff review upon final permitting;
- The applicant shall work with staff to provide community news occasionally on the EMC;
- The signage plan shall include directional and type of traffic allowed at southern curbcuts;
- The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;
- A reduction in the width of the western curbcut be evaluated and the division strip extended;
- Trash enclosure shall be relocated at least 10 feet away from the convenience store;
- The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;
- 12. The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area; and
- 13. Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access, landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat.

Commissioner Janowiak seconded the motion.

ROLL CALL: Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

- Motion: Commissioner Weldon made a motion to approve the conditional use permit to allow an EMC sigh with Staff's recommendations consisting of:
  - 1. The Preliminary Plat of the Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community

Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;

- Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted. final plat;
- The major engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of the PUD;
- No temporary signs to be erected once the subject development has been completed;
- The final landscape plan shall be subject to staff review upon final permitting;
- The applicant shall work with staff to provide community news occasionally on the EMC;
- The signage plan shall include directional and type of traffic allowed at southern curbcuts;
- 8. The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;
- A reduction in the width of the western curbcut be evaluated and the division strip extended;
- 10. Trash enclosure shall be relocated at least 10 feet away from the convenience store;
- The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;
- 12. The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area; and
- Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access,

landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat.

Chairman Moruzzi seconded the motion,

Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon ROLL CALL: Nays: None All were in favor. Motion carried. Commissioner Rodriguez made a motion to approve the conditional use Motion: permit to allow service station and truck stop with Staff's recommendations consisting of: 1. The Preliminary Plat of the Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit; 2. Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted. final plat; 3. The major engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of the PUD; 4. No temporary signs to be erected once the subject development has been completed;

	<ol><li>The final landscape plan shall be subject to staff review upon final permitting;</li></ol>
	<ol><li>The applicant shall work with staff to provide community news occasionally on the EMC;</li></ol>
	<ol> <li>The signage plan shall include directional and type of traffic allowed at southern curbcuts:</li> </ol>
	<ol> <li>8. The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;</li> </ol>
	<ol> <li>A reduction in the width of the western curbcut be evaluated and the division strip extended;</li> </ol>
	<ol> <li>Trash enclosure shall be relocated at least 10 feet away from the convenience store;</li> </ol>
	<ol> <li>The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;</li> </ol>
	12. The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area; and
	13. Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access, landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat.
	Commissioner Caira seconded the motion.
ROLL CALL:	Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Rodriguez made a motion to approve the conditional use permit to allow a truck wash with Staff's recommendations consisting of:
	<ol> <li>The Preliminary Plat of the Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the</li> </ol>

request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;

- Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted. final plat;
- 3. The major engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of the PUD;
- No temporary signs to be erected once the subject development has been completed;
- The final landscape plan shall be subject to staff review upon final permitting;
- The applicant shall work with staff to provide community news occasionally on the EMC;
- The signage plan shall include directional and type of traffic allowed at southern curbcuts;
- 8. The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;
- A reduction in the width of the western curbcut be evaluated and the division strip extended;
- 10. Trash enclosure shall be relocated at least 10 feet away from the convenience store;
- The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;
- 12. The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area; and
- Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access,

landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat.

Commissioner Janowiak seconded the motion.

ROLL CALL:	Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon
	Nays: None
	All were in favor. Motion carried.
Motion:	Commissioner Rodriguez made a motion to approve the conditional use permit to allow outdoor storage up to 50% with Staff's recommendations consisting of:
	<ol> <li>The Preliminary Plat of the Planned Unit Development and Conditional Use Permits be granted solely to Valinvest Holding, LLC and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Planned Unit Development and Conditional Use Permits, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit;</li> <li>Required land improvements as indicated as part of the subdivision criteria such as the underground placement of telephone, electric, and other service lines be depicted. final plat;</li> </ol>
	<ol> <li>The major engineering issues with the proposed plans relative to the Addison Creek Tributary 1 be resolved prior to application for a Final Plat of the PUD;</li> </ol>
	<ol> <li>No temporary signs to be erected once the subject development has been completed;</li> </ol>

- The final landscape plan shall be subject to staff review upon final permitting;
- The applicant shall work with staff to provide community news occasionally on the EMC;
- The signage plan shall include directional and type of traffic allowed at southern curbcuts;
- 8. The photometrics plan be revised to meet the maximum allowed 0.5 footcandles at the perimeter of the property;
- A reduction in the width of the western curbcut be evaluated and the division strip extended;
- 10. Trash enclosure shall be relocated at least 10 feet away from the convenience store;
- The drive through aisles be replaced with landscaped areas surrounding the proposed gasoline pumps;
- 12. The additional truck parking stalls be replaced with landscaped area to the north of the outdoor storage guard area; and
- 13. Any unresolved items as identified by staff in the review of the Preliminary Plat concerning the site plan traffic flow and access, landscape, sign and building design, shall be subject to staff approval upon review of the Final Plat.

Commissioner Caira seconded the motion.

ROLL CALL: Ayes: Moruzzi, Caira, Janowiak, Rodriguez, Pisano, Weldon

Nays: None

All were in favor. Motion carried.

### **Report from Community Development**

Mrs. Benham reviewed both recent CDC cases along with upcoming cases.

### ADJOURNMENT:

There being no further business before the Community Development Commission, Commissioner Caira made a motion to adjourn the meeting. Commissioner Pisano seconded the motion.

All were in favor Motion carried. CDC#2014-25

720 E. Green Street Valinvest Holding LLC Preliminary PUD with Conditional Uses for Truck Stop, Fueling Facility, Truck Wash, Outdoor Storage, EMC and associated departures



Village of Bensenville 720 E Green St





### VILLAGE BOARD

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Office: 630.766.8200 Fax: 630.594-1105

www.bensenville.il.us

RE: AmeriFreight

Community Development Commissioners:

In 2014, Village Board approved the preliminary plans for Valinvest Holding's Planned Unit Development at 720 E. Green Street.

On March 6, 2018, this commission recommended approval of the final plans for the Planned Unit Development.

On March 13, 2018, Village Board Committee of the Whole remanded the case back to the CDC. There were three items that they wanted to have updated and reconsidered:

- 1) Traffic Study
- 2) Landscaping
- 3) Security

AmeriFreight has submitted the requested information and is back in front of you today to discuss those items. Staff recommends the approval of the additional items, along with the original approved items and conditions, and to include the following conditions:

1) AmeriFreight must sign up for Bensenville Police's SECUREWATCH.

# **Traffic Impact Study**



CONSULTING ENGINEERS

850 Forest Edge Drive, Vernon Hills, IL 60061 Tel 847.478.9700 - Fax 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031 Tel 847.855.1100 = Fax 847.855.1115

53 W. Jackson Blvd., Suite 924, Chicago, IL 60604 TEL 312.329.0577 ■ FAX 312.329.1942

www.gha-engineers.com

# To: Mr. Rumen Valnev

- Amerifreight Systems, LLC From: Bill Grieve, P.E., PTOE Senior Transportation Engineer Date: May 8, 2018
- Proposed Truck and Automobile Fuel Center Subject: 720 East Green Street Bensenville, Illinois

# Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has conducted a traffic impact study (TIS) for the above captioned project. This report updates a previous TIS prepared for the development by GHA in 2014. As proposed, the site at 720 East Green Street will be improved with a truck and automobile fuel center, containing both diesel and gasoline pumps, up to 120 secure trailer truck parking spaces, a truck wash, and a convenience store. The site is zoned I-3 Heavy Industrial. Access to the site is proposed via three access drives on Green Street; two for trucks and one at the west end for automobiles.

The following report summarizes our findings and recommendations for your consideration. The Exhibits and Appendices referenced throughout this report are located at the end of this document. Briefly summarizing, we believe that the proposed truck and auto fuel center can be accommodated on Green Street with implementation of the recommended traffic operations plan. Reasons include:

- > According to the Chicago Metropolitan Agency for Planning (CMAP), implementation of the many planned roadway improvements in the area will result in a significant reduction of traffic volume on Green Street in the site vicinity due to trips utilizing combinations of the IL 390 toll road, interchanges and direct connection between I-294 and Irving Park Road via Taft Road.
- > This reduction of through traffic will free up capacity on Green Street and greatly reduce travel demand on the roadway separate from the proposed use (background traffic). In fact, the completed portion of the IL 390 Tollway from IL 83 west has already led to a reduction in trips along Green Street by over 20% during the weekday morning peak hour and over 15% during the evening.
- > The existing lane geometry on Green Street and at its signalized intersection with County Line Road can adequately accommodate the proposed development without the need for roadway improvements.
- > The three access drives and on-site circulation have been designed to minimize the traffic impacts at any one location and separate automobile and truck turning movements as much as possible.

# Part II. Background Information

# Site Location Map and Aerial

*Exhibits 1* and 2 respectively provide a location map and aerial photography of the site vicinity. The following summarizes current land use and traffic operations.

# Site and Area Land Uses

- The approximate 9-acre site is located on the south side of Green Street approximately 1/3-mile west of County Line Road. Though not currently generating any traffic, the site has two access drive/curb cuts on Green Street.
- The site is surrounded by industrial uses and is located immediately east of Victory Auto Wreckers.

## Green Street

- Green Street is under the jurisdiction of the Village of Bensenville and has two travel lanes in each direction with no turn lanes provided near the site. Green Street becomes Franklin Street east of County Line Road. Parking is prohibited on both sides of the road.
- At its signalized intersection with County Line Road, Green Street has two eastbound travel lanes, a through westbound lane, and a separate westbound left turn lane.
- It is identified by IDOT's 5-year functional classifications as a "Minor Arterial" and has a posted speed limit of 35-mph in front of the site.
- An attached or "carriage" sidewalk is provided along the south side of Green Street. No pedestrian facilities are provided on the north side of Green Street.

# County Line Road

- County Line Road is under the jurisdiction of Cook County and has a 3-lane pavement section. Parking is prohibited on both sides of the road.
- At its signalized intersection with Green Street there are three northbound lanes, but only two are striped for separate left and right turn lanes.
- It is identified by IDOT's 5-year functional classifications as a Major Collector and has a posted speed limit of 45-mph in front of the site.
- There is not a sidewalk on either side of County Line Road at Green Street.

# Public Transportation

• Pace Bus Route 319 serves Green Street during weekday rush hour periods only. Bus stops are located just west of the site and at County Line Road.

# Future Roadway Plans

Of great importance to this traffic study is the Elgin-O'Hare Western Access (EOWA) project which includes construction of a new toll road around the western border of O'Hare International Airport linking I-90 on the north and I-294 (Tri-State Tollway) on the south. The project will be completed in several phases over the next 10 or so years but will significantly change the transportation landscape in the site area ultimately.
Appendix A shows the key construction projects (numbered) impacting the study area. A short description of the most recent roadway plans and timeline according to the Illinois Tollway follows:

### Year 2018

• IL 390, the extension of the Elgin O'Hare Tollway is open from I-290 on the west to IL 83 on the east along the Thorndale Road corridor.

## Year 2018-2025

- 1. Extension of the existing Elgin-O'Hare Tollway (IL 390) from IL 83 to O'Hare Airport and construction of a western access into airport via York Road.
- 2. New toll road on west side of O'Hare Airport (EOWA) between I-90 and I-294.
- 3. New EOWA interchange at County Line Road providing direct access to/from Green Street and County Line Road.
- 4. New I-294 interchange and Irving Park Road / Taft Avenue connector that will provide direct access between (a) Franklin Street / Green Street and I-294 AND (b) between Franklin Street / Green Street and Irving Park Road.

## **Existing Traffic**

*Exhibit 3* summarizes the existing weekday morning and weekday evening peak hour traffic volumes. Peak period traffic turning movement counts were conducted by GHA at the Green Street / County Line Road intersection on Thursday April 19, 2018 from 6:00 - 9:00 AM and 3:00 - 6:00 PM. The 24-hour or Average Daily Traffic (ADT) counts referenced in this report are as published by IDOT. The traffic count summary sheets are provided in *Appendix B*. Pertinent comments on the traffic count data include:

• The peak hours of traffic occurred 7:00 – 8:00 AM and 4:15 – 5:15 PM.

<u>Discussion Point.</u> Comparing the 2014 traffic volumes, the completed portion of the IL 390 Tollway from IL 83 west has already led to a reduction in trips along Green Street by over 20% during the weekday morning peak hour and over 15% during the evening.

- Truck traffic in the area is an important consideration, especially considering the use. The GHA traffic counts indicate 5-6% of traffic on Green Street is truck traffic and 5-9% on County Line Road.
- Traffic along Green Street has a strong directional split, with 55-60% traveling westbound in the morning and 60-65% traveling eastbound in the evening.
- There is utility construction currently taking place at the intersection. The inside eastbound through lane on Green Street is blocked, as is the third northbound lane on County Line Road. This construction did not appear to hinder the flow of traffic through the intersection.

## Part III. Traffic Evaluation

### Site Plan and Access

*Exhibit 4* is the site plan prepared by Ambrose Design Group, LLC dated March 8, 2016. As proposed, there will be 12 auto fueling positions, 7 truck fueling positions, a truck wash, an approximate 3,300 square-foot convenience store, and up to 120 secured trailer truck parking spaces. Three access points are proposed; two drives on the east portion of the site for trucks and one on the west side for autos.

## **Project Traffic Characteristics**

*Exhibit* 5 – *Part A* tabulates the traffic generation calculations for the proposed development. Traffic generations are based on historically observed trip rate data published by the Institute of Transportation Engineers (ITE) in the most recent, 10<sup>th</sup> Edition of the manual *Trip Generation*.

<u>Discussion Point.</u> It is anticipated that most site trips, perhaps 65% or more, will not be "new", but will be "pass-by" in nature. These are trips made by vehicles, both autos and trucks, already traveling the road system that stop on their way to their destination (e.g. work in the morning, home in the evening, etc.). This discount was *not* taken help ensure that the maximum site traffic impacts are tested.

*Exhibit 5 – Part B* provides the anticipated trip distribution. This was based on existing AM/PM directional split for pass-by trips and expected vehicle patterns once the EOWA project is complete assuming many future trips, especially truck trips, will be oriented to and from the interchanges to the east.

## Site and Total Traffic Assignments

*Exhibit 6* illustrates the site traffic assignment, which is based on the traffic characteristics summarized above. The assigned trips were split by cars and large trucks based on the number of fueling stations for each vehicle type and proposed access. Auto traffic was assigned to western access only.

The site and existing traffic volumes (see *Exhibits 3* and 6) were combined to produce the Total Traffic assignment, which is illustrated in *Exhibit 7*.

<u>Discussion Point</u>: In 2014, the Village requested that GHA analyze the Year 2040 planning horizon. In order to present a "worst-case" scenario and consider conditions prior to completion of the Elgin O'Hare Western Access (EOWA) project, existing traffic was not reduced even though CMAP projections indicate a significant two-third reduction in traffic on Green Street.

<u>Discussion Point.</u> The total traffic assignment (see *Exhibit 7*) is probably overstated, because the ITE available discount for bypass trips was not taken.

#### Intersection Capacity Analyses

Capacity analyses are a standard measurement in the industry that identifies how a particular intersection operates. Intersection capacity analyses were conducted using the Highway Capacity Software (HCS) and results are shown in *Exhibit 8*. The analysis parameters are listed in Part A, as published in the Transportation Research Board's (TRB) *Highway Capacity Manual – 6<sup>th</sup> Edition*, 2016 (HCM). At signalized intersections, Level of Service (LOS) "reports" traffic operations using the letter designations "A" (best) through "F" (worst). LOS reports operations based on the average control delay per vehicle in seconds. At unsignalized intersections where the minor approaches have stop control, the HCS measurement is approach delay in seconds.

LOS C is often referred to as the intersection "design" guideline and LOS D is typically considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered "unacceptable". Capacity analyses were conducted at the Green Street / County Line Road and site access intersections. The results are summarized in *Exhibit 8*. The HCS summary printouts are provided in *Appendix C*.

<u>Discussion Point</u>: As can be seen, inbound left-turning movements to the site from Green Street are projected to operate at LOS A or B indicating traffic will not be detrimental to through traffic. Outbound left-turn movements from the site access drives will operate at LOS F as site traffic will wait for a gap in both directions of the Green Street traffic stream. It should be noted that the delays are based on existing traffic volumes on Green Street. If through traffic volumes decrease as projected, site traffic outbound delays also decrease substantially.

Also, the northbound left turn movement on County Line Road results in the intersection operating at LOS E during weekday evening peak hour. Consideration should be given to modifying the traffic signal timing to provide more "green time" for the County Line road approach.

#### **Recommended Traffic Operations Plan**

The preliminary site plan is designed to minimize traffic impacts. Efficient ingress and egress by vehicles and trucks will be provided via three separate access drives and excellent future regional access. The Recommended Traffic Operations Plan is as follows.

#### Green Street @ County Line Road

• Based on the capacity analyses results (*Exhibit 8*), no geometric improvements are needed to specifically accommodate site traffic. Modifying the signal timings should be considered.

#### East Access Drive – Truck

- Separate left or right turn lanes are not needed on Green Street.
- This driveway should provide full access. The traffic volumes indicate that one inbound lane and two outbound lanes striped as a separate right- and left-turn lane should be provided.
- The drive should have stop control for exiting traffic.
- The drive should be clearly signed prohibiting auto traffic.

#### Middle Access Drive – Truck

- Separate left or right turn lanes are not needed on Green Street.
- This driveway should provide full access. The traffic volumes indicate that one inbound lane and two outbound lanes striped as a separate right- and left-turn lane should be provided.
- The drive should have stop control for exiting traffic.
- The drive should be clearly signed prohibiting auto traffic.

## West Access Drive – Automobile

- Separate left or right turn lanes are not needed on Green Street.
- This driveway should provide full access. The traffic volumes indicate that one inbound lane and two outbound lanes striped as a separate right- and left-turn lane should be provided.
- The drive should have stop control for exiting traffic.
- The access drive should be clearly signed as an automobile entrance.

## Part IV. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

## <u>Exhibits</u>

- 1. Location Map
- 2. Aerial Photography
- 3. Existing Traffic
- 4. Site Plan
- 5. Project Traffic Characteristics
- 6. Site Traffic
- 7. Total Traffic
- 8. Intersection Capacity Analyses

## Appendices

- A. Elgin O'Hare Western Access Projects
- B. Traffic Count Summaries
- C. Capacity Analysis Worksheets

# **EXHIBITS**



## **APPENDIX A** Elgin O'Hare Western Access Projects



## APPENDIX B Traffic Count Summary Sheets



## **APPENDIX C** Capacity Analyses Worksheets





Proposed Truck Stop Station – 720 E. Green Street; Bensenville, IL



Exhibit 1 Site Location Map



Proposed Truck Stop Station – 720 E. Green Street; Bensenville, IL



Exhibit 2 Aerial Photo





## Exhibit 5 Project Traffic Characteristics

Car & Truck Fueling Center; 720 E. Green Street - Bensenville, Illinois

## Part A. Traffic Generation Calculations

ITE				Morning Peak Hour				vening l	Daily			
Land Use	Code	Units	In	Out	Sum	New	In	Out	Sum	New	Sum	New
Auto Fueling w/C-store	945	12 fueling positions	122	122	244	86	135	135	270	94	2,410	840
Truck Fueling	950	3,300 sf	60	60	120	40	40	35	75	30	6,380	2,230
		Totals =	182	182	364	126	175	170	345	124	8,790	3,070

Notes:

1) Source: ITE Trip Generation Manual; 10th Edition

2) Per ITE, there may be 65% or more pass-by trips. This discount was not taken, to ensure that the maximum site traffic impacts were tested.

## Part B. Trip Distribution

	Percent Use							
Route & Direction	Арр	proach From	Depart To					
Green Street								
- East of County Line Road		30%	45%					
- West of Site		45%	30%					
County Line Road								
- South of Green Street		25%	25%					
	Totals =	100%	100%					







## Exhibit 8 **Intersection Capacity Analyses**

720 E. Green Street, Bensenville, Illinois

## Part A. Parameters - Type of Traffic Control (Source: 2016 Highway Capacity Manual)

	T	£6: ~	0:0	mala
ь.	110	IIIC	Sig	llais

I. Traffic Signals				II. Stop Sign				
<u>LOS</u>	<u>Delay (sec / veh)</u>	LOS	<u>Delay (sec / veh)</u>					
Α	≤ <b>10</b>	All signal phases clear waiting vehicles without delay	Α	≤ <b>10</b>				
В	>10 and $\leq$ 20	Minimal delay experienced on select signal phases	В	>10 and ≤ 15				
С	>20 and $\leq$ 35	Some delay experienced on several phases; often used as design criteria	С	>15 and $\leq$ 25				
D	>35 and $\leq$ 55	Usually considered as the acceptable delay standard	D	>25 and $\leq$ 35				
Е	>55 and ≤ 80	Very long delays experienced during the peak hours	E	>35 and ≤ 50				
F	>80	Unacceptable delays experienced throughout the peak hours	F	>50				

Part B. Results	Roadway	LOS Per Movement By Approach > = Shared Lane - = Non Critical or not Allowed Movement									Intersectio Approac	Intersection / Approach			
	Conditions	Ea	astbo	und	W	estbo	und	No	rthbo	ound	So	uthbo	ound	Delay	
	-	LT	TH	RT	LT	TH	RT	LT	ΤH	RT	LT	TH	RT	(sec / veh)	LOS
1. Green St @ County Line Road	Traffic Signal													Intersection [	Delay
A. Weekday Morning Peak Hour															
Exisitng Traffic (See Exhibit 3)	Current	-	Α	<	Α	Α	-	D	-	D	-	-	-	14.8	В
	95th Queue Length (ft.)	-	92	-	32	156	-	147	-	240	-	-	-		
Total Traffic (See Exhibit 7)	Current	-	Α	<	Α	Α	-	D	-	D	-	-	-	15.4	В
	95th Queue Length (ft.)	-	128	-	32	183	-	214	-	239	-	-	-		
B. Weekday Evening Peak Hour															
Exisitng Traffic (See Exhibit 3)	Current	-	В	<	Α	Α	-	D	-	D	-	- 7	-	16.7	В
	95th Queue Length (ft.)	-	235	-	57	137	-	168	-	297	-	-	-		
Total Traffic (See Exhibit 7)	Current	-	В	<	В	Α	-	D	-	D	-	-	-	17.4	В
	95th Queue Length (ft.)	-	273	-	58	162	-	223	-	297	-	-	-		
2. Green St @ East Site Access	NB Stop													NB Approach	Delay
A. Weekday Morning Peak Hour															
Total Traffic (See Exhibit 7)	<ul> <li>As Planned</li> </ul>	-		-	Α	-	-	D	-	В	-	-	-	19.0	С
	95th Queue Length (ft.)	-	-	-	3	-	-	5	-	3	-	-	-		
B. Weekday Evening Peak Hour															
Total Traffic (See Exhibit 7)	<ul> <li>As Planned</li> </ul>	-	- 7	-	В	-	-	F	-	С	-	- 7	-	31.1	D
	95th Queue Length (ft.)	-	-	-	3	-	-	8	-	3	-	-	-		
3. Green St @ Middle Site Access	NB Stop													NB Approach	Delay
A. Weekday Morning Peak Hour															
Total Traffic (See Exhibit 7)	<ul> <li>As Planned</li> </ul>	-	-	-	Α	-	-	D	-	В	-	-	-	18.7	С
	95th Queue Length (ft.)	-	-	-	3	-	-	5	-	3	-	-	-		
B. Weekday Evening Peak Hour															
Total Traffic (See Exhibit 7)	<ul> <li>As Planned</li> </ul>	-	-	-	В	-	-	F	-	С	-	-	-	35.3	Е
	95th Queue Length (ft.)	-	-	-	3	-	-	8	-	3	-	-	-		
4. Green St @ West Site Access	NB Stop													NB Approach	Delay
A. Weekday Morning Peak Hour															
Total Traffic (See Exhibit 7)	<ul> <li>As Planned</li> </ul>	-	- 7	- 7	Α	- 7	- 7	С	-	В	-	- 7	- 7	15.1	С
	95th Queue Length (ft.)	-	-	-	5	-	-	15	-	10	-	-	-		
B. Weekday Evening Peak Hour															
Total Traffic (See Exhibit 7)	As Planned	-	- 7	- 7	В	- 7	-	F	-	В	-	- 7	- 7	26.8	D
	95th Queue Length (ft.)	-	-	-	10	-	-	40	-	20	-	-	-		





					DSGN.	DJG	TITL
					DWN.	DJG	
k Ston Facility					CHKD.		1
					SCALE:	1" = 20'	1
					PLOT DATE:		1
C, IL					CAD USER:		1
	NO.	DATE	NATURE OF REVISION	CHKD.	MODEL:		1
	FIL	E NAME					