COMMUNITY DEVELOPMENT COMMISSION
Village of Bensenville
VILLAGE HALL
August 7, 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

July 23, 2018 Special Community Development Commission Minutes

VI. Action Items:

1. Consideration of a Variance (Shed, size) for Kamil Matyja, located at 751 S Center St.
2. Consideration of an Amendment to Conditional Use Permit for Thorntons, Inc., located at 601 N IL Route 83.
3. Consideration of a Conditional Use Permit (Service Station) for Lincolnwood Gas & Food, Inc, located at 1301 W Irving Park Rd.

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:	SUBMITTED BY:	DEPARTMENT:	DATE:
Minutes	Corey Williamsen	Village Clerk's Office	August 7, 2018

DESCRIPTION:

July 23, 2018 Special Community Development Commission Minutes

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

REQUEST:

SUMMARY:

RECOMMENDATION:

ATTACHMENTS:

Description	Upload Date	Type
DRAFT_180723_CDC_Special	**8/1/2018**	**Cover Memo**

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

MINUTES OF THE SPECIAL COMMUNITY DEVELOPMENT COMMISSION

July 23, 2018

CALL TO ORDER: The meeting was called to order by Chairman Rowe at 6:00p.m.

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

STAFF PRESENT: S. Viger, K. Pozsgay

JOURNAL OF PROCEEDINGS: The minutes of the Community Development Commission Meeting of July 3, 2018 were presented.

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

All were in favor. Motion carried.

PUBLIC COMMENT: There was no Public Comment.

Review Zoning Ordinance Module Three: Jacob Seid, Senior Planner for Chicago Metropolitan Agency for Planning (CMAP) and his team presented a review of the Zoning Ordinance Module Three to the Commission. General discussion was held.

ADJOURNMENT: There being no further business before the Community Development Commission, Commissioner King made a motion to adjourn the meeting. Commissioner Wasowicz seconded the motion.

All were in favor. Motion carried.

The meeting was adjourned at 7:17 p.m.

Ronald Rowe, Chairman
Community Development Commission

DRAFT

TYPE:	SUBMITTED BY:	DEPARTMENT:	DATE:
Public Hearing	K. Pozsgay	CED	08.07.18

DESCRIPTION:

Consideration of a Variance (Shed, size) for Kamil Matyja, located at 751 S Center St.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

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

REQUEST:

Variance, Shed size,

Municipal Code Section 10 – 14 – 12B – 3.

SUMMARY:

1. The Petitioner had a stop work order for building a new shed with attached deck without a permit. He was replacing an old tired shed.
2. The new shed is larger than allowed by Code. The shed is 257 square feet and the attached deck with roof is 128 square feet. The maximum allowed shed size by code is 160 square feet.
3. The shed is located in an easement.
4. The shed is not built to code.
5. Two similar shed variances were approved in 2017.

RECOMMENDATION:

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Variance for Kamil Matyja with the following conditions:

1. Complete building plans shall be provided.
2. Shed must meet all current building code standards.
3. Shed must be moved outside of the easement.
4. Shed must not impede any exiting drainage or cause any drainage issues to neighboring sites.

ATTACHMENTS:

Description	Upload Date	Type
Aerial & Zoning Maps	**8/1/2018**	**Backup Material**
Legal Notice	**8/1/2018**	**Backup Material**
Application	**8/1/2018**	**Backup Material**
Staff Report	**8/1/2018**	**Executive Summary**
Plat of Survey	**8/1/2018**	**Backup Material**
Plans	**8/1/2018**	**Backup Material**

CDC#2018 – 17

751 S. Center St.
Kamil Matyja
Variance; Shed size

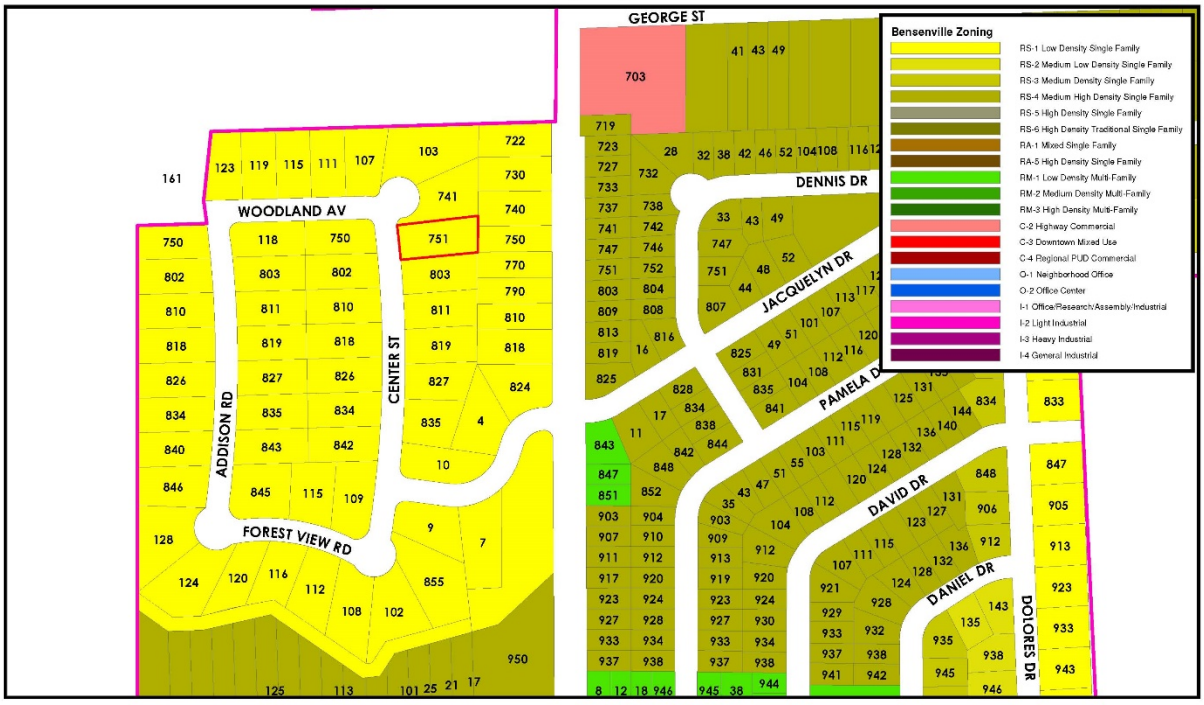
Village of Bensenville

751 S Center

Date: 7/11/2018

Village of Bensenville

Zoning Map



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, August 7, 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 – 17 to consider a request for:

Variance, Shed size,
Municipal Code Section 10 – 14 – 12B – 3.

751 South Center Street is in a RS – 1 Low 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 16, IN CRESTBROOK, A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 22, 1955 AS DOCUMENT 766038, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as 751 South Center Street, Bensenville, Illinois.

Kamil Matyja of 751 South Center 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 August 7, 2018 until 5:00 P.M.

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT
July 19, 2018

RECEIVED
JUL 11 2018
By

For Office Use Only
Date of Submission: _____ MUNIS Account #: 8370 CDC Case #: 2018-17

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: 751 S. Center st Bensenville IL 60106

Property Index Number(s) (PIN): 03-23-403-008

A. PROPERTY OWNER:

Kamil Matyja
Name | Corporation (if applicable)

751 S Center St
Street

Bensenville | IL | 60106
City | State | Zip Code

Kamil Matyja | 773 979 6021 | Kamil-Matyja@WP.PL
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: Kamil Matyja Date: 7-9-18

B. APPLICANT: ☑ Check box if same as owner

Name | Corporation (if applicable)

Street

City | State | Zip Code

Contact Person | Telephone Number & Email Address

Relationship of Applicant to subject property

Applicant Signature: _____ Date: _____

C. ACTION REQUESTED (Check applicable):
- ☐ Annexation
- ☑ Conditional Use Permit
- ☐ Master Sign Plan
- ☐ Planned Unit Development**
- ☐ Plat of Subdivision
- ☐ Rezoning (Map Amendment)
- ☐ Site Plan Review
- ☑ Variance

*Item located within this application packet.
**See staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS (1 original & 1 copy of each):
- ☐ Affidavit of Ownership* (signed/notarized)
- ☐ Application*
- ☐ Approval Criteria
- ☐ Legal Description of Property
- ☐ Plat of Survey
- ☐ Site Plan
- ☐ Building Plans & Elevations
- ☐ Engineering Plans
- ☐ Landscape Plan
- ☐ Review Fee (Application Fee + Escrow)
- ☐ Escrow agreement and deposit*
- ☐ Digital Submission of all application materials (CD)

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

Requesting a permit to update the shed. The old shed was falling apart and was a hazard.

D. PROJECT DATA:

1. General description of the site: Single family home on a half acre lot.
2. Acreage of the site: 0.538 Building Size (if applicable): 252 ft
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:			
North:			
South:			
East:			
West:			

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT
Name:
Telephone:
Email:

ENGINEER:
Name:
Telephone:
Email:

ATTORNEY
Name:
Telephone:
Email:

OTHER
Name:
Telephone:
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."

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

STAFF REPORT

HEARING DATE: August 7, 2018
CASE #: 2018 – 17
PROPERTY: 751 S Center St.
PROPERTY OWNER: Kamil Matyja
APPLICANT same
SITE SIZE: 23,522 SF
BUILDING SIZE: 2,400 SF
PIN NUMBERS: 03-23-403-008
ZONING: RS – 1 Low Density Single Family district
REQUEST: Variance, Shed size,
Municipal Code Section 10 – 14 – 12B – 3.

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday July 19, 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 July 20, 2018.
3. On Friday July 20, 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 had a stop work order for building a new shed with attached deck without a permit. He was replacing an old tired shed. The new shed is larger than allowed by code. The shed is 257 square feet and the attached deck with roof is 128 square feet. The maximum allowed shed size by code is 160 square feet.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	RS – 1	Residential	Single Family Residential	Village of Bensenville
North	RS – 1	Residential	Single Family Residential	Village of Bensenville
South	RS – 1	Residential	Single Family Residential	Village of Bensenville
West	RS – 1	Residential	Single Family Residential	Village of Bensenville
East	RS – 1	Residential	Single Family Residential	Village of Bensenville

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

Finance:
Account up to date.

Police:
No police issues.

Engineering and Public Works:
Public Works:
No comments.

Engineering:

1) It should be located outside of the PUE.
2) It should impede any exiting drainage.
3) It should not cause any drainage issues to neighboring sites.

Community & Economic Development**:**
Economic Development:
No comments.

Fire Safety:
No fire safety issues.

Building:

1) The shed is not only too large, it has been constructed in the easement.
2) It has to be moved out of the easement.
3) It also appears that the materials used for the shed floor framing, sheathing for the shed floor and the deck floor framing is not of decay resistant material (i.e. treated material) as required by code.
4) The non-permitted shed will have to be disassembled to correct all issues.
5) Permit application was received 6/26, after the stop work order.
6) Plan review comments sent 7/3. Complete plans have not yet been provided as requested in review comments.

Planning:

1) The 2015 Comprehensive Plan indicates “Single Family Residential” for this property.
2) There was a prior shed on the property.
3) The shed is 257 square feet. The maximum allowed shed size by code is 160 square feet.
4) The attached deck with roof is 128 square feet.

5) Without full building plans, the mean height of the roof is hard to discern. The peak height is 14.4 feet. Maximum allowed mean height is 12 feet. We do not have a variation request for height.
6) There is concern that applicant doesn't meet the hardship approval criteria.
7) Village approved two shed size variances in 2017:
    a. 333 Diana Court. Approved a 364 square foot shed in a RS – 2 Medium Low Density Single Family District. Max size allowed is 120 square feet.
    b. 1009 S Church Rd. Approved a 240 square foot shed in a RS – 4 Medium High Density Single Family district. Max allowed is 160 square feet.

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 to build a new shed started when my old shed completely gave out. I applied for a variance because it is approximately 100 sq. ft. bigger as determined by the village. I'm hoping to get the permits approved so that I can beautify my little piece of Bensenville.

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 I would have to reconfigure the size of my shed, it will be at great cost to my family and me. Also I would like to get it done as soon as possible because all my yard and gardening tools are covered by a tarp on my yard.

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 main reason I'm applying for the variance is because the shed exceeds approximately 100 sq. ft. more then allowed by village ordinance.

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 resume.

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: Alot of the sheds in my neighborhood that are newer have been built to exceed the village ordinance and I would like to enjoy the same right to improve and enhance my property while living in Bensenville.

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, I will not be able to enjoy the additional space I need to make my yardwork, gardening and honestly my life a little bit easier. In other words I would have to make costly and time consuming changes to the shed.

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 shed, will not in any way impair the environmental quality or welfare of the vicinity in which I live in and it will have little to no effect on the property value because an old shed was on the property when I bought it.

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 resume 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 Variance for Kamil Matyja with the following conditions:

1. Complete building plans shall be provided.
2. Shed must meet all current building code standards.
3. Shed must be moved outside of the easement.
4. Shed must not impede any exiting drainage or cause any drainage issues to neighboring sites.

Respectfully Submitted,
Department of Community
& Economic Development

ARS
Surveying Service LLC
REAL ESTATE SURVEYORS
1229 LAKEVIEW COURT
ROMEOVILLE, ILLINOIS 60446
PH:(630) 226-9200 FAX: (630) 226-9234
EMAIL: SURVEY@ARSSURVEY.COM

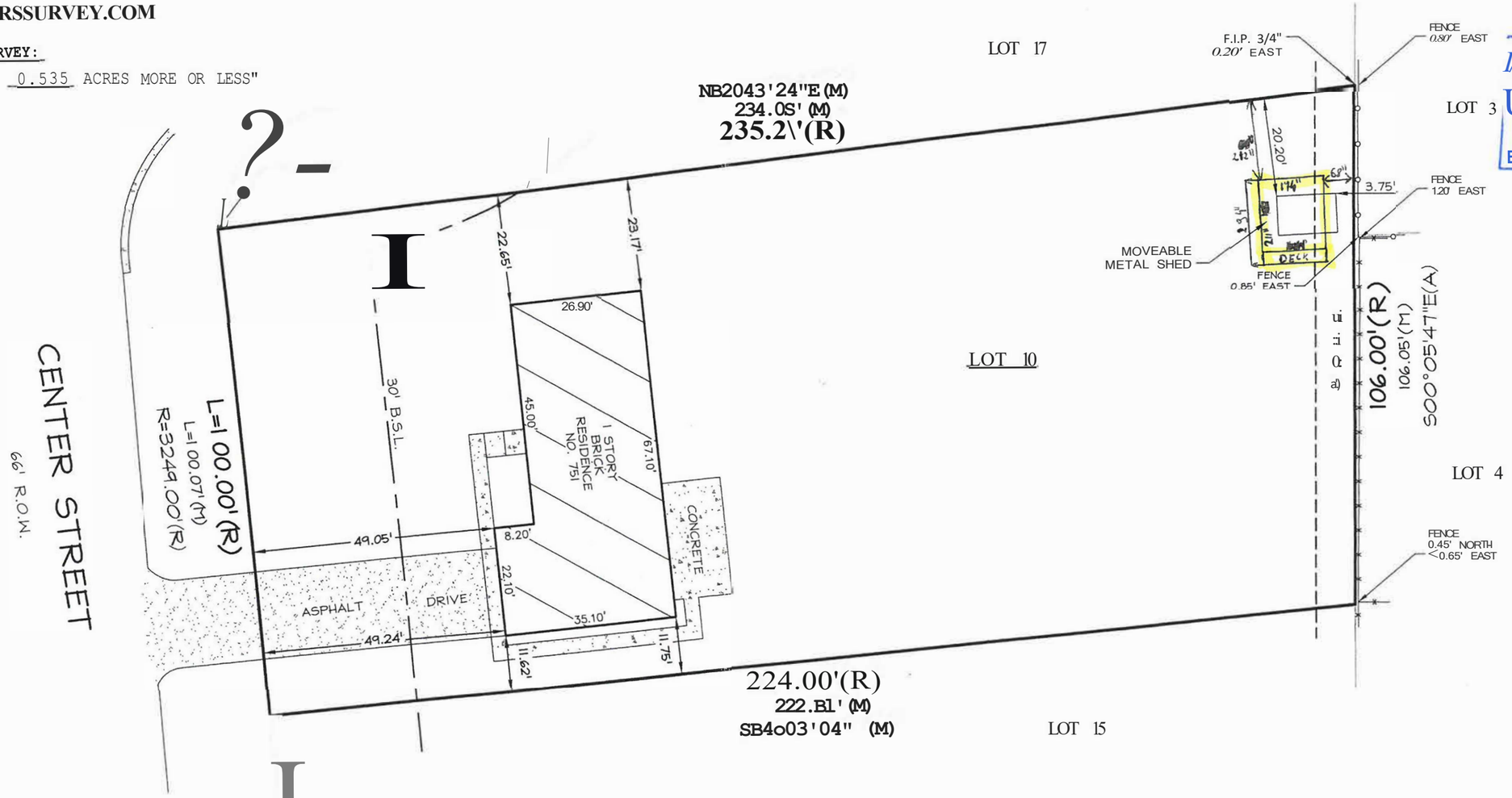
PLAT OF SURVEY

BASIS OF BEARING:
REAR LINE OF LOTS 1-7 & 13-18 AS MONUMENTED AND OCCUPIED PER RECORDED SUBDIVISION PLAT S 00°05'47"E(A).

N
W E
S
SCALE:1"=25'

LOT 16, IN CRESTBROOK, A SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 22, 1955 AS DOCUMENT 766038, IN DUPAGE COUNTY, ILLINOIS.

AREA OF SURVEY:
CONTAINING 23,435 SQ. FT. 0.535 ACRES MORE OR LESS"



I/DJE@1EU\YJfnl
U11 JUN 26 2018
By

STATE OF ILLINOIS
}SS
COUNTY OF WILL

I, THE UNDERSIGNED, AN ILLINO!S PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT "THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY," ANO THAT THE PLAT HEREON DRAWN 1S A CORRECT REPRESENTATION OF SAID SURVEY.

DATED, THIS 28TH DAY OF APRIL, A.O.' 2016, AT ROMEOVILLE' ILLINOIS.

Ct :-x.... ——— .-'-

CLIENT KRAAK

ILLINOIS PROFESSIONAL LANO SURVEYOR NO. 035- 3482

JOB NO. 2:34 398-16-'-----

ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-2961

FIELDWORK DATE. 04-25-16

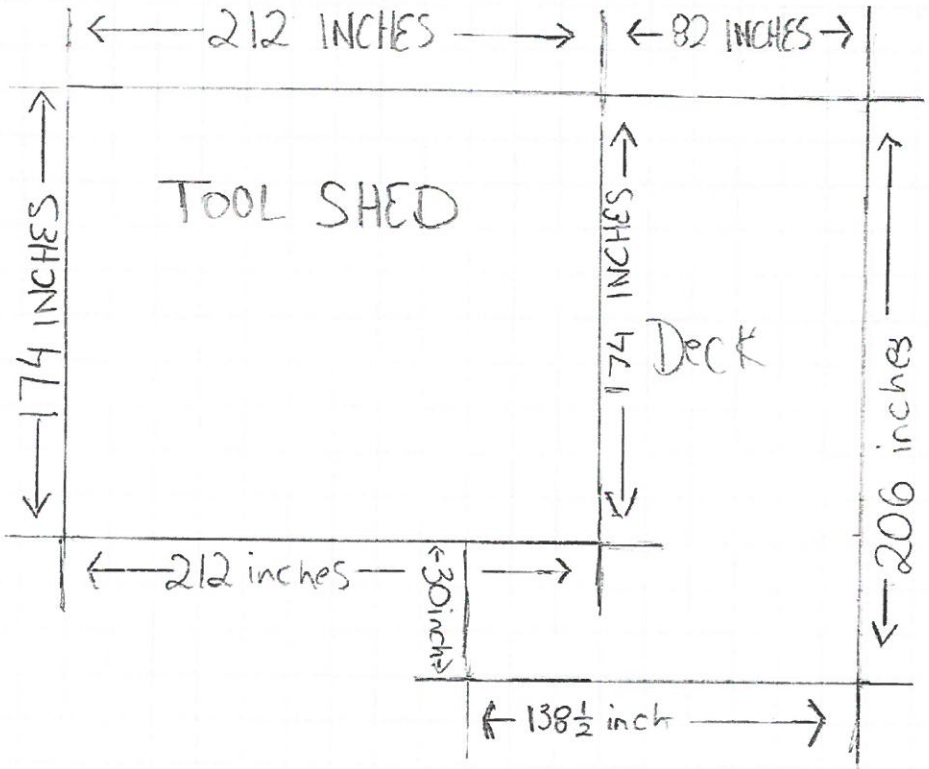
LEGEND

(R) = RECORD	(NW) = NORTHWESTERLY	---11--1f---1E----1Of---1E--	= CHAIN LINK FENCE
(M) = MEASURED	(NE) = NORTHEASTERLY	⌐8(⌐8(⌐8(⌐8(⌐8(⌐	= WIRE FENCE
(D) = DEED	(SW) = SOUTHWESTERLY		= SPLIT RAIL FENCE
(C) = CALCULATED	(SE) = SOUTHEASTERLY	--<>-----o----<	= WOOD FENCE
(L) = ARC LENGTH	(RAD) = RADIUS	-0---0--0--0---	= METAL FENCE
(CH) = CHORD	(A) = ASSUMED	P.U. & D.E.	= PUBLIC UTILITY & DRAINAGE EASEMENT
(R.O.W.) = RIGHT OF WAY	(F.I.P.) = FOUND IRON PIPE		
	(F.I.R.) = FOUND IRON ROD	B.S.L.	= BUILDING SETBACK LINE

LIN Do
PROFESSIONAL
LAND SURVEYOR
NO. 35-3482
ROMEOVILLE,
ILLINOIS
OF IL

LICENSE EXPIRES ON NOVEMBER 30, 2016

751 S. CENTER ST



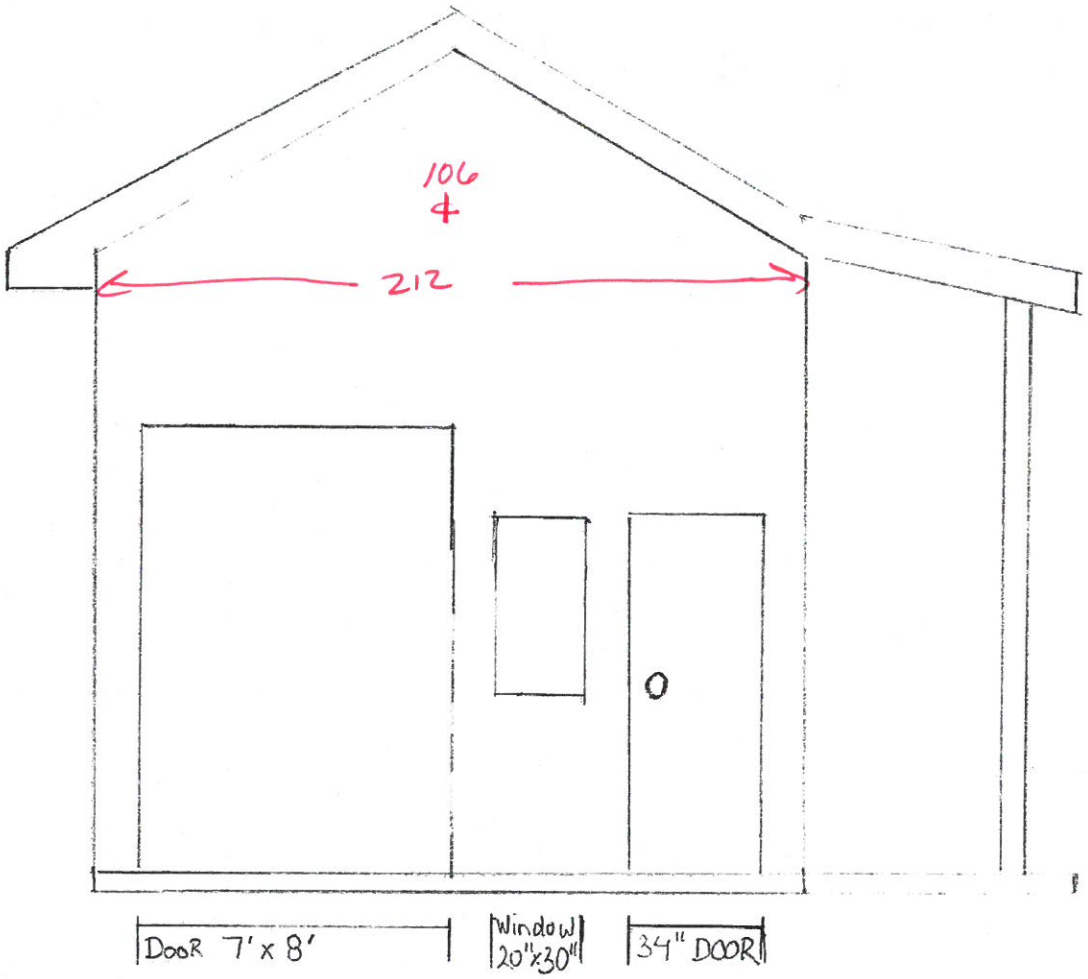
Birds Eye View

HOME OWNER: KAMIL MATYJA
PHONE Number: 773 977 6021

RECEIVED
JUN 26 2018
By

14.4

12' Height of Shed



751 S. CENTER ST BENSENVILLE
HOME OWNER: KAMIL MATYJA
PHONE NUMBER: 7739776021

RECEIVED
JUN 26 2018
By

TYPE:	SUBMITTED BY:	DEPARTMENT:	DATE:
Public Hearing	K. Pozsgay	CED	08.07.18

DESCRIPTION:

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

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

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

REQUEST:

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

SUMMARY:

1. The Petitioner is seeking an Amendment to Conditional Use Permit, to add an additional two truck fueling stations.
2. 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.
3. 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.
4. The Petitioner revised their plans based on the community meeting, eliminating the stacking variance request, adding the new fueling stations to the north of the existing stations, and eliminating two parking spaces.

RECOMMENDATION:

Staff recommends the Approval of the above Findings of Fact and therefore the Approval of the Conditional Use Permit Amendment for Thorntons with the following conditions:

1. The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18 and revised 06.21.18;
2. New fueling lanes to be developed on north side of property as proposed in revised plans, away from homes to the south;
3. Applicant works with homes to the south to address light from signage;
4. Applicant fixes fence along Foster Avenue;
5. Applicant works with engineering on final changes to site plan regarding truck movements onto Foster Avenue.

ATTACHMENTS:

Description	Upload Date	Type
Aerial & Zoning Maps	**5/31/2018**	**Backup Material**
Legal Notice	**5/31/2018**	**Backup Material**
Application	**5/31/2018**	**Backup Material**
Staff Report	**8/1/2018**	**Executive Summary**
Survey	**5/31/2018**	**Backup Material**

As Builts	**5/31/2018**	**Backup Material**
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**
Revised Plans	**6/28/2018**	**Backup Material**
Stacking Exhibit	**6/28/2018**	**Backup Material**

CDC#2018 – 08

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

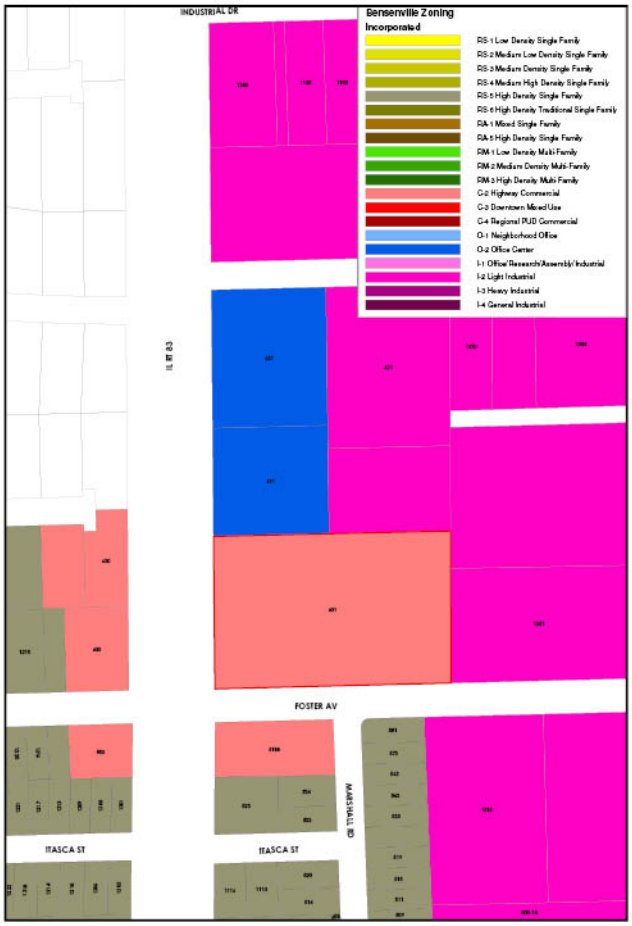
Village of Bensenville

601 N Rt 83

Date: 3/14/2018

Village of Bensenville

Zoning Map



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 Office Use Only		
Date of Submission:	MUNIS Account #:	CDC Case #:

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: 601 IL-83, Bensenville, IL 60106

Property Index Number(s) (PIN): 03-11-104-015-0000

A. PROPERTY OWNER:

Thorntons, Inc.	Thorntons, Inc.	
Name	Corporation (if applicable)	
2600 James Thornton Way		
Street		
Louisville	Kentucky	40245
City	State	Zip Code
Todd Smutz	502-572-1294	todd.smutz@thorntonsinc.com
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: _____ Date: 3/27/18

B. APPLICANT: ☐ Check box if same as owner

Eric Tracy, P.E.	Kimley-Horn and Associates, Inc.	
Name	Corporation (if applicable)	
1001 Warrenville Road		
Street		
Lisle	Illinois	60532
City	State	Zip Code
Eric Tracy	630-487-5560	Eric.Tracy@kimley-horn.com
Contact Person	Telephone Number & Email Address	
Civil Engineering Consultant		
Relationship of Applicant to subject property		

Applicant Signature: _____ Date: 03/29/2018

C. ACTION REQUESTED (Check applicable):

- ☐ Annexation
- ☒ Conditional Use Permit
- ☐ Master Sign Plan
- ☐ Planned Unit Development**
- ☐ Plat of Subdivision
- ☐ Rezoning (Map Amendment)
- ☐ Site Plan Review
- ☒ Variance

*Item located within this application packet.
**See staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS (1 original & 1 copy of each):

- ☒ Affidavit of Ownership* (signed/notarized)
- ☒ Application*
- ☒ Approval Criteria
- ☒ Legal Description of Property
- ☒ Plat of Survey
- ☒ Site Plan
- ☐ Building Plans & Elevations
- ☒ Engineering Plans
- ☐ Landscape Plan
- ☒ Review Fee (Application Fee + Escrow)
- ☒ Escrow agreement and deposit*
- ☒ Digital Submission of all application materials (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

2. Acreage of the site: 5.40 Building Size (if applicable): _____

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

5. Character of the site and surrounding area:

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

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT
Name:
Telephone:
Email:

ENGINEER:
Name: Eric Tracy, P.E.
Telephone: 630-487-5560
Email: eric.tracy@kimley-horn.com

ATTORNEY
Name:
Telephone:
Email:

OTHER
Name:
Telephone:
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."

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

STAFF REPORT

HEARING DATE: August 7, 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.

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.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	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

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 attract more trucks. Without knowing, 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:

1) 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.
2) Do not support the use of any type of bollard or delineator on Foster Avenue.

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).
    i. Note: Thorntons had discussed a cross access agreement with their landlord but the costs were unfeasible.
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 had concerns about the truck stacking variance request in the previous proposal. Applicant amended the proposal based on the neighborhood meeting and staff comments. New proposal elements some parking to accommodate new fueling stations to the north.
7) Staff has concerns that trucks may park in "non parking" spaces anyway, causing truck movement issues on site.
8) 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 Ave.
9) A neighborhood meeting was held on May 16. Meeting notes are included with this report. In summary:
    a. Neighbors are firmly against the proposal first proposed.
    b. If the applicant is to expand, they should explore moving north, away from the homes, and not south, closer to the homes.

    *NOTE: Thorntons revised their plans, addressing concerns about more truck fueling stations closer to the residents.

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.

	Meets Criteria	
Conditional Use Approval Criteria	Yes	No
1. Traffic	X	
2. Environmental Nuisance	X	
3. Neighborhood Character	X	
4. Public Services and Facilities	X	
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: 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.

	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 Amendment for Thorntons with the following conditions:

1) The property be developed in substantial compliance with the plans submitted Kimley-Horn, Inc. dated 03.01.18 and revised 06.21.18;
2) New fueling lanes to be developed on north side of property as proposed in revised plans, away from homes to the south;
3) Applicant works with homes to the south to address light from signage;
4) Applicant fixes fence along Foster Avenue;
5) Applicant works with engineering on final changes to site plan regarding truck movements onto Foster Avenue.

Respectfully Submitted,
Department of Community
& Economic Development

TOPOGRAPHIC & BOUNDARY SURVEY

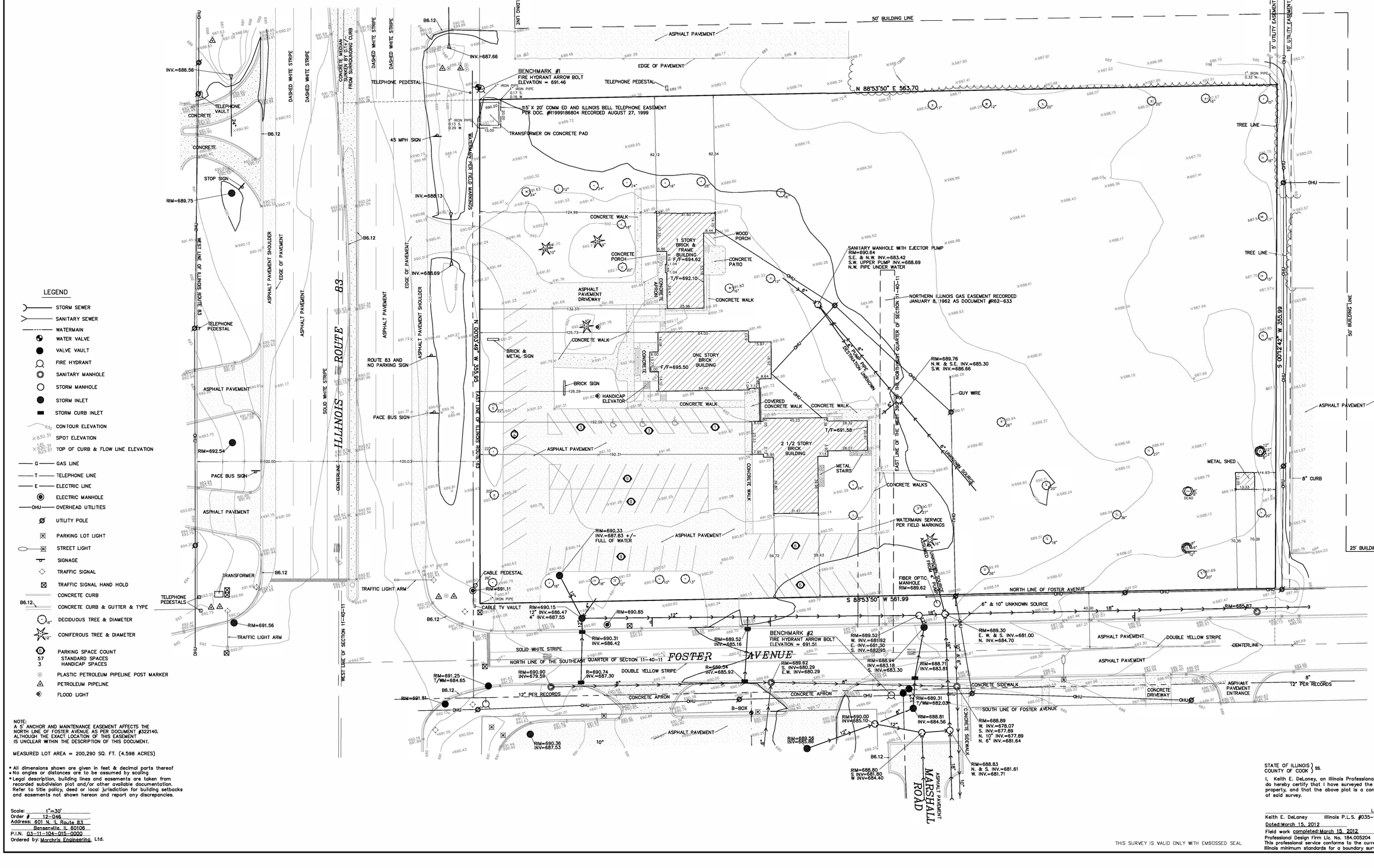
OF

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 PRUPOSES) IN DUPAGE COUNTY, ILLINOIS.

T.K.D Land Surveyors, Inc.
P.O. BOX 1463, Arlington Heights, IL 60006
Phone: (847) 702-1845 Fax: (847)428-1608
tkdlandsurveyors@att.net

30 0 30 60 90

Scale 1" = 30'



LEGEND

- STORM SEWER
- SANITARY SEWER
- WATERMAIN
- WATER VALVE
- VALVE VAULT
- FIRE HYDRANT
- SANITARY MANHOLE
- STORM MANHOLE
- STORM INLET
- STORM CURB INLET
- CONTOUR ELEVATION
- SPOT ELEVATION
- TOP OF CURB & FLOW LINE ELEVATION
- G — GAS LINE
- T — TELEPHONE LINE
- E — ELECTRIC LINE
- ELECTRIC MANHOLE
- OHU — OVERHEAD UTILITIES
- UTILITY POLE
- PARKING LOT LIGHT
- STREET LIGHT
- SIGNAGE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL HAND HOLD
- CONCRETE CURB
- CONCRETE CURB & GUTTER & TYPE
- DECIDUOUS TREE & DIAMETER
- CONIFEROUS TREE & DIAMETER
- PARKING SPACE COUNT
  - 57 STANDARD SPACES
  - 3 HANDICAP SPACES
- PLASTIC PETROLEUM PIPELINE POST MARKER
- PETROLEUM PIPELINE
- FLOOD LIGHT

NOTE:
A 5' ANCHOR AND MAINTENANCE EASEMENT AFFECTS THE NORTH LINE OF FOSTER AVENUE AS PER DOCUMENT #322140. ALTHOUGH THE EXACT LOCATION OF THIS EASEMENT IS UNCLEAR WITHIN THE DESCRIPTION OF THIS DOCUMENT.

MEASURED LOT AREA = 200,290 SQ. FT. (4.598 ACRES)

* All dimensions shown are given in feet & decimal parts thereof
* No angles or distances are to be assumed by scaling
* Legal description, building lines and easements are taken from recorded subdivision plat and/or other available documentation. Refer to title policy, deed or local jurisdiction for building setbacks and easements not shown hereon and report any discrepancies.

Scale: 1"=30'
Order # 12-046
Address: 601 N. IL Route 83
Bensenville, IL 60106
P.I.N. 03-11-104-015-0000
Ordered by: Marchris Engineering, Ltd.

STATE OF ILLINOIS) ss.
COUNTY OF COOK)

I, Keith E. DeLoney, an Illinois Professional Land Surveyor do hereby certify that I have surveyed the above described property, and that the above plat is a correct representation of said survey.

Lic. Exp. 11-30-12

Keith E. DeLoney Illinois P.L.S. #035-003385
Dated: March 15, 2012
Field work completed: March 15, 2012
Professional Design Firm Lic. No. 184.005204
This professional service conforms to the current Illinois minimum standards for a boundary survey.

THIS SURVEY IS VALID ONLY WITH EMBOSSED SEAL

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.

SITE IMPROVEMENTS

FOR

THORNTONS

NORTHEAST CORNER OF IL ROUTE 83 AND FOSTER AVENUE
BENSENVILLE, ILLINOIS

INDEX

CE-1. TITLE SHEET
CE-2. DEMOLITION PLAN
CE-3. GEOMETRIC PLAN
CE-4. GRADING AND UTILITY PLAN
CE-5. STORMWATER POLLUTION PREVENTION PLAN
CE-6. STORMWATER POLLUTION PREVENTION NOTES
CE-7. DETAILS AND PROJECT SPECIFICATIONS
CE-8. DETAILS
CE-9. DETAILS
CE-10. IL ROUTE 83 IMPROVEMENT PLAN
CE-11. FOSTER AVENUE IMPROVEMENT PLAN
CE-12. TYPICAL CROSS SECTIONS
CE-13. THORNTONS DETAILS
CE-14. CROSS SECTIONS
S-1. TOPOGRAPHIC SURVEY
LS-1. LANDSCAPE PLAN

LOCATION MAP

SECTION 11, TOWNSHIP 40 N, RANGE 11 E
DuPAGE COUNTY

N

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	SANITARY SEWER	
	STORM SEWER	
W	WATER MAIN	W
	MANHOLE	
	CATCH BASIN	
	VALVE VAULT	
	PAVEMENT	
	CURB & GUTTER	
	FIRE HYDRANT	
FL800.00	GUTTER FLOWLINE ELEV.	FL800.00
TC800.50	TOP OF CURB ELEV.	TC800.50
	FLARED END SECTION	
	CURB INLET	
800	CONTOURS	800
	STORM CULVERT W/HEADWALL	

BENCHMARKS

SITE BENCHMARK No.1
FIRE HYDRANT ARROW BOLT LOCATED ON THE NORTHEAST CORNER OF THE PROPERTY. ELEVATION = 691.46

SITE BENCHMARK No.2
FIRE HYDRANT ARROW BOLT LOCATED ON THE SOUTH SIDE OF FOSTER AVENUE, 325 FEET WEST OF IL ROUTE 83. ELEVATION = 691.51

ELEVATIONS SHOWN HEREON ARE BASED ON VILLAGE OF BENSENVILLE DATUM. ADD 0.83 FEET TO ALL ELEVATIONS TO CONVERT TO VERTICAL DATUM: NAVD 88

REFERENCE BENCHMARKS:
DuPage County Benchmark: 0146, Station Elevation: 698.34
DuPage County Benchmark: 0016, Station Elevation: 708.86

CALL JULIE TOLL FREE 1-800-892-0123

PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL J.U.L.I.E. FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND PRIVATE UTILITIES (GAS, ELECTRIC, TELEPHONE) AT 1-800-892-0123 48 HOURS PRIOR TO DIGGING.

BENSENVILLE STORMWATER CERTIFICATE No. 13-05-0007

NOTE
This record drawing is a compiled representation of a copy of the sealed engineering plans or surveying drawing for this project, possibly modified by addenda, change orders, or information furnished by others. The information shown on the record drawing is believed to be correct based on observations performed during construction and other information provided by others.

JOSEPH E. ZGONINA
62-28601
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
EXP. 11-30-15

RECORD DRAWING
09-22-2014

REVISIONS	DESCRIPTION	DATE
ADD SIDEWALK		09-11-13
CHANGE PAVT DETAIL		09-05-13
PER THORNTONS & T.P.I.		09-06-13
PER CBBEL		08-20-13
PER CLIENT		07-11-13
PER CLIENT/MARCHRIS		06-11-13
PER CLIENT		05-24-13

PER BP 08-28-14
PER PIPELINES Co. 08-05-14
PER R. CARLSON 03-05-14
PER IDOT AND VILLAGE 12-09-13
PER IDOT AND VILLAGE 12-06-13
PER IDOT 11-25-13
PER THORNTONS 11-04-13
PER THORNTONS 10-29-13
PER VILLAGE 10-17-13
CANOPY PAD CHANGE 09-12-13

THORNTONS
NORTHEAST CORNER OF IL ROUTE 83 AND FOSTER AVENUE
BENSENVILLE, ILLINOIS

MARCHRIS ENGINEERING, LTD.
CONSULTING ENGINEERS AND PLANNERS
100 East State Parkway · Schaumburg, IL 60173 · Tel: 847-885-8357 Fax: 847-885-2252
www.marchris.net

DESIGN: KML
DRAFTING: VDR
SCALE: 1"=30'
DATE: APRIL 18, 2013

TITLE SHEET

JOB NO. 12-010

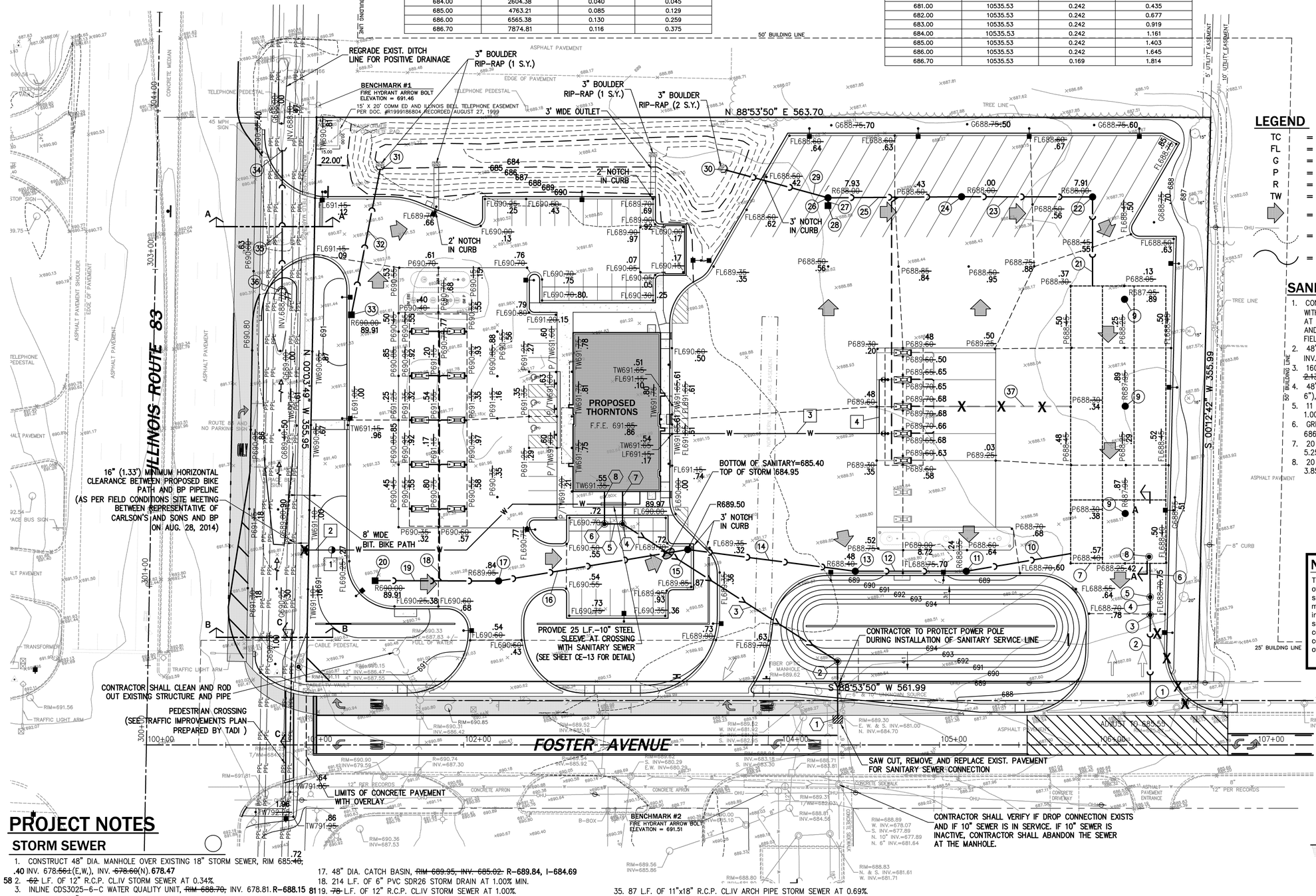
CE-1

POND

ELEVATION (FT.)	AREA (S.F)	STAGE VOLUME (AC-FT)	ACCUM. VOLUME (AC-FT)
682.32	0.00	0.000	0.000
683.00	897.56	0.005	0.005
684.00	2604.38	0.040	0.045
685.00	4763.21	0.085	0.129
686.00	6565.38	0.130	0.259
686.70	7874.81	0.116	0.375

VAULT

ELEVATION (FT.)	AREA (S.F)	STAGE VOLUME (AC-FT)	ACCUM. VOLUME (AC-FT)
679.20	10535.53	0.000	0.000
680.00	10535.53	0.193	0.193
681.00	10535.53	0.242	0.435
682.00	10535.53	0.242	0.677
683.00	10535.53	0.242	0.919
684.00	10535.53	0.242	1.161
685.00	10535.53	0.242	1.403
686.00	10535.53	0.242	1.645
686.70	10535.53	0.169	1.814



LEGEND

TC	=	PROPOSED TOP OF CURB ELEVATION
FL	=	PROPOSED FLOW LINE ELEVATION
G	=	PROPOSED GROUND ELEVATION
P	=	PROPOSED PAVEMENT ELEVATION
R	=	PROPOSED RIM ELEVATION
TW	=	PROPOSED TOP OF WALK ELEVATION
	=	100 YEAR FLOW ROUTE
	=	EXISTING CONTOURS
	=	PROPOSED CONTOURS

SANITARY SEWER

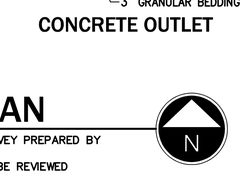
1. CONNECT TO EXISTING 6" STUB AT INV. 682.20± WITH 34 L.F. OF 6" PVC SDR26 SANITARY SEWER AT 1.00% CONTRACTOR TO VERIFY EXACT LOCATION AND ELEVATION OF EXISTING SANITARY SERVICE IN FIELD. 693.79 683.74
2. 48" DIA. MANHOLE, RIM ~~691.00~~, INV. ~~682.54~~(S), INV. ~~682.80~~(NW 6"). 683.95
3. 160 L.F. OF 6" PVC SDR26 SANITARY SEWER AT ~~2.13%~~ 1.62 .23 .33
4. 48" DIA. MANHOLE, RIM 690.~~30~~, INV. 686.~~30~~(N,W 6"), INV. 686.20 (SE 6").
5. 11 L.F. OF 6" PVC SDR26 SANITARY SEWER AT 1.00% .36
6. GREASE TRAP, RIM 690.~~40~~, INV. 686.41(E), INV. 686.58(N).
7. 20 L.F. OF 6" PVC SDR26 SANITARY SEWER AT 5.25%. INV. AT BUILDING 687.35.
8. 20 L.F. OF 6" PVC SDR26 SANITARY SEWER AT 3.85%. INV. AT BUILDING 687.35.

NOTE

This record drawing is a compiled representation of a copy of the sealed engineering plans or surveying drawing for this project, possibly modified by addenda, change orders, or information furnished by others. The information shown on the record drawing is believed to be correct based on observations performed during construction and other information provided by others.

JOSEPH E. ZGONINA
62-28601
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXP. 11–30–15

RECORD DRAWING
09-22-2014



CONCRETE OUTLET

PROJECT NOTES

STORM SEWER

1. CONSTRUCT 48" DIA. MANHOLE OVER EXISTING 18" STORM SEWER, RIM 685.~~40~~, .40 INV. 678.~~56~~(E,W,), INV. ~~678.60~~(N). 678.47
2. ~~62~~ L.F. OF 12" R.C.P. CL.IV STORM SEWER AT 0.34%. R-688.15 I-678.79
3. INLINE CDS3025–6–C WATER QUALITY UNIT, ~~RIM 688.70,~~ INV. 678.81. R-688.15 I-678.79
4. 11 L.F. OF 12" DIA. R.C.P. CL.IV STORM SEWER AT 0.50%.
5. OUTLET CONTROL STRUCTURE, ~~RIM 688.55, INV. 678.85~~ R-688.53, I-678.78
6. 21 L.F. OF 18" DIA. R.C.P. CL.IV STORM SEWER AT 0.48%. INV. AT VAULT ~~678.95~~. 679.00
7. CONCRETE VAULT, 60'x175', SEE PLANS PREPARED BY BARRY LEVIN & ASSOC.
8. 36" DIA. RISER WITH CLOSED LID, ~~RIM 688.20~~. R-688.17
9. 36" DIA. RISER WITH OPEN GRATE, ~~RIM 687.95~~ (3 EA.). R-687.89
10. 62 L.F. OF 18" R.C.P. CL.IV STORM SEWER AT 0.50%. CONNECT TO VAULT AT ~~INV. 682.00~~. I-681.95
11. 48" DIA. CATCH BASIN, ~~RIM 688.35, INV. 682.31~~(E,W 18"). R-688.24, I-682.34
12. 70 L.F. OF 18" R.C.P. CL.IV STORM SEWER AT 0.50%.
13. 48" DIA. CATCH BASIN, ~~RIM 688.40, INV. 682.91 W(15"), INV. 682.66 E~~(18"). R-688.48, I-683.33
14. 105 L.F. OF 15" R.C.P. CL.IV STORM SEWER AT 0.52%.
15. 48" DIA. CATCH BASIN, ~~RIM 689.50, INV. 683.45 E(18"), INV. 683.60 W(12")~~. R-689.35 I-683.35
16. ~~120~~ L.F. OF 12" R.C.P. CL.IV STORM SEWER AT 1.18%.
17. 48" DIA. CATCH BASIN, ~~RIM 689.95, INV. 685.02~~. R-689.84, I-684.69
18. 214 L.F. OF 6" PVC SDR26 STORM DRAIN AT 1.00% MIN.
19. ~~78~~ L.F. OF 12" R.C.P. CL.IV STORM SEWER AT 1.00%.
20. 24" DIA. INLET, ~~RIM 689.75, INV. 685.80~~. R-689.91, I-685.71
21. 56 L.F. OF 24" R.C.P. CL.IV STORM SEWER AT 0.55%. INV. AT VAULT ~~680.30~~. 680.11
22. 48" DIA. CATCH BASIN, ~~RIM 688.00, INV. 680.61 W,S~~(18"). R-687.91, I-680.43
23. ~~83~~ L.F. OF 24" R.C.P. CL.IV STORM SEWER AT 0.50%.
24. 48" DIA. CATCH BASIN, ~~RIM 688.00, INV. 681.03 E,W~~(18"). R-688.00, I-680.93
25. ~~84~~ L.F. OF 24" R.C.P. CL.IV STORM SEWER AT 0.50%.
26. 48" DIA. CATCH BASIN, ~~RIM 688.00, INV. 681.45 E,W~~(18"). R-687.93, I-681.98
27. 4 L.F. OF 12" R.C.P. CL.IV STORM SEWER AT 2.50%.
28. 24" DIA. INLET, ~~RIM 688.00, INV. 685.00~~. R-688.03, I-684.98
29. 60 L.F. OF 24" R.C.P. CL.IV STORM SEWER AT 0.50%.
30. 24" R.C.P. FLARED END SECTION WITH SKIMMER, ~~INV. 681.75.~~ I-682.32
31. 12" R.C.P. FLARED END SECTION, ~~INV. 685.25.~~ I-685.22
32. 92 L.F. OF 12" R.C.P. CL.IV STORM SEWER AT 1.00%.
33. 24" DIA. INLET, ~~RIM 689.70, INV. 686.17~~. R-689.91, I-686.06
34. 11"x18" R.C.P. FLARED END SECTION, ~~INV. 688.10~~. I-688.47
35. 87 L.F. OF 11"x18" R.C.P. CL.IV ARCH PIPE STORM SEWER AT 0.69%.
36. 11"x18" R.C.P. FLARED END SECTION, INV. ~~688.70~~. 688.77
37. 225 L.F. OF 6" PVC SDR26 STORM DRAIN AT 1.00% MIN. INV. AT VAULT 684.00.

WATER MAIN

1. 10"x6" PRESSURE CONNECTION IN 60" DIA. VAULT, RIM 691.10, CONTRACTOR TO VERIFY EXACT SIZE AND LOCATION OF EXISTING WATERMAIN IN FIELD PRIOR TO CONSTRUCTION.
2. 230 L.F. OF 6" D.I.W.M. WITH TIFTINGS
3. 145 L.F. OF 3/4" TYPE "K" COPPER WATER SERVICE WITH B–BOX COMPLETE AND FROST PROOF HOSE BIB (SEE MECHANICAL ENGINEERING PLANS FOR HOSE BIB SPECIFICATIONS)
4. 40 L.F. OF 3/4" TYPE "K" COPPER WATER SERVICE WITH B–BOX COMPLETE AND FROST PROOF HOSE BIB (SEE MECHANICAL ENGINEERING PLANS FOR HOSE BIB SPECIFICATIONS)

GRADING AND UTILITY PLAN

NOTES:
1. THIS PLAN IS BASED ON A TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY T.K.D. LAND SURVEYORS, INC. (847–702–1845).
2. PRIOR TO CONSTRUCTION, THE FEMA/FIRM DOCUMENTS SHALL BE REVIEWED REGARDING THE POSSIBLE LOCATION AND ELEVATION OF ANY REGULATORY 100 YEAR FLOODPLAIN THAT MAY AFFECT THIS DEVELOPMENT.
3. UNLESS OTHERWISE NOTED THE TOP OF CURB IS 0.50' HIGHER THAN THE ADJACENT FLOWLINE (FL) OF THE GUTTER OR PAVEMENT (P) ELEVATIONS SHOWN.

N

REVISIONS	DESCRIPTION	DATE
PER THORNTONS		10–29–13
PER VILLAGE		10–17–13
PER THORNTONS & T.P.I.		09–06–13
PER CBBEL		08–20–13
PER CLIENT		07–11–13
PER CLIENT/MARCHRIS		06–11–13
PER CLIENT		05–24–13

THORNTONS
NORTHEAST CORNER OF IL ROUTE 83 AND FOSTER AVENUE
BENSENVILLE, ILLINOIS

MARCHRIS ENGINEERING, LTD.
CONSULTING ENGINEERS AND PLANNERS
100 East State Parkway · Schaumburg, IL 60173 · Tel: 847-885-8357 Fax: 847-885-2252
www.marchris.net

GRADING AND UTILITY PLAN

DESIGN: KML | DRAFTING: VDR
SCALE: 1"=30' | DATE: APRIL 18, 2013

JOB NO. 12-010

CE-4

NOTES:
1. PRECAST CONC. FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF A.S.T.M. DESIGNATION C-76, CLASS III, WALL "B" REINFORCED CONC. PIPE.
2. USE STANDARD REINFORCEMENT FOR CIRCULAR, CLASS III, WALL "B" REINFORCED CONC. PIPE.
3. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHAL BE BACKFILLED IN ACCORDANCE WITH ART. 502 II OF THE STANDARD SPECIFICATIONS, COST INCIDENTAL TO END SECTION.

PRECAST REINFORCED CONCRETE FLARED END SECTION

DIMENSION CHART

PIPE DIA.	WALL	A	B	C	D	E	G	R	SLOPE
12"	2"	4"	2'0"	4'7/8"	6'7/8"	2'0"	2"	9"	3:1
15"	2 1/4"	6"	2'3"	3'10"	6'1"	2'6"	2 1/4"	11"	3:1
18"	2 1/2"	9"	2'3"	3'10"	6'1"	3'0"	2 1/2"	12"	3:1
21"	2 3/4"	9"	2'11"	3'2"	6'1"	3'6"	2 3/4"	13"	3:1
24"	3"	9 1/2"	3'7 1/2"	2'6"	6' 1 1/2"	4'0"	3"	14"	3:1
27"	3 1/4"	10 1/2"	4'0"	2' 1 1/2"	6' 1 1/2"	4'6"	3 1/4"	14 1/2"	3:1
30"	3 1/2"	1'0"	4'6"	1' 7 3/4"	6' 1 3/4"	5'0"	3 1/2"	15"	3:1
33"	3 3/4"	1' 1 1/2"	4'10 1/2"	3' 3 1/4"	8' 1 3/4"	5'6"	3 3/4"	17 1/2"	3:1
36"	4"	1'3"	5'3"	2' 10 3/4"	8' 1 3/4"	6'0"	4"	20"	3:1
42"	4 1/2"	1'9"	5'3"	2'11"	8'2"	6'6"	4 1/2"	22"	3:1
48"	5"	2'0"	6'0"	2'2"	8'2"	7'0"	5"	22"	3:1
54"	5 1/2"	2'3"	5'5"	2'11"	8'4"	7'6"	5 1/2"	24"	2.4:1

	APRON SIZE	V-BAR ø	H-BAR SIZE	NO. H BARS	BOLT DIA.	"A" DIM.
	INCHES				INCHES	
ARCH PIPE APRONS	18	1/2	5/8 Ø	3	1/2	5
	24	5/8	3/4 Ø	4	1/2	7
	30	5/8	3/4 Ø	4	1/2	7 1/2
	36	3/4	1 Ø	4	1/2	10 1/2
	42	3/4	1 Ø	4	3/4	11
	48	3/4	1.5 PIPE	4	3/4	12
	54	3/4	1.5 PIPE	4	3/4	12
	60	3/4	1.5 PIPE	5	3/4	14
	72	3/4	1.5 PIPE	5	3/4	14
	84	3/4	1.5 PIPE	6	3/4	15
ROUND PIPE APRONS	12	1/2	5/8 Ø	3	1/2	4
	15	1/2	5/8 Ø	3	1/2	4 1/2
	18	1/2	5/8 Ø	4	1/2	4 1/2
	21	1/2	5/8 Ø	4	1/2	5
	24	5/8	3/4 Ø	4	1/2	5
	27	5/8	3/4 Ø	4	1/2	5 1/2
	30	5/8	3/4 Ø	4	1/2	5 1/2
	36	3/4	1 Ø	4	3/4	8
	42	3/4	1 Ø	4	3/4	8
	48	3/4	1 Ø	5	3/4	8
	54	3/4	1.5 PIPE	5	3/4	8
	60	3/4	1.5 PIPE	5	3/4	8
	66	3/4	1.5 PIPE	6	3/4	8
	72	3/4	1.5 PIPE	6	3/4	9
	84	3/4	1.5 PIPE	7	3/4	10
	90	3/4	1.5 PIPE	7	3/4	14

NOTES:
1. BARS & PLATES ARE HOT-ROLLED STEEL.
2. BARS, PLATES & PIPE ARE FINISHED WITH 2 COATS OF ALUMINUM PAINT.
3. BOLTS ARE GALVANIZED
4. SEE STD. PLATES A-10 & A-11 FOR APRON DIMENSIONS.
5. TRASH GUARDS WITH DIFFERENT DIAMETER BARS ARE AVAILABLE, SPECIAL ORDER.

TRASH GUARDS FOR F.E.S.

GREASE TRAP

OUTLET CONTROL STRUCTURE

1.-1 1/2" CLASS 1 BITUMINOUS CONC. SURFACE COURSE
2.-2" CLASS 1 BITUMINOUS CONC. BINDER COURSE
3.-6" COMPACTED CA-6 BASE COURSE

BIKE PATH DETAIL

NOTE

This record drawing is a compiled representation of a copy of the sealed engineering plans or surveying drawing for this project, possibly modified by addenda, change orders, or information furnished by others. The information shown on the record drawing is believed to be correct based on observations performed during construction and other information provided by others.

JOSEPH E. ZGONINA
62-28601
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXP. 11-30-15

RECORD DRAWING
09-22-2014

NOTE:
1. STEEL SHEET SHALL BE 0.1345" THICK (10 GAUGE).
2. SKIMMER SHALL BE BOLTED TO THE HEADWALL AND SIDES OF FLARED END SECTION. USE HOT DIP GALVANIZED STEEL STUD TYPE EXPANSION ANCHOR WITH NUT AND WASHER, EMBEDMENT DEPTH = 2 ½" (18 MIN. ACHORS PER SKIMMER). ANCHORS TO BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
3. THE FRONT PANEL, SIDE PANELS, AND FLAT BARS ARE TO BE HOT DIP GALVANIZED AFTER FABRICATION.
4. TO MIMIMIZE HYDRAULIC LOSSES ACROSS THE SKIMMER, THE FLOW AREA UNDER THE SKIMMER SHOULD BE THREE TIMES LARGER THAN THE FLOW AREA OF THE OUTLET. THE DISTANCE BETWEEN THE GRAVEL BED AND THE SKIMMER SHALL BE NOT LESS THAN 15 INCHES.

STRUCTURE NO.	PIPE DIA. (INCHES)	PIPE CROSS SECTION (SQ.FT.)	FLOW AREA UNDER SKIMMER (SQ.FT.)	IS FLOW AREA UNDER SKIMMER AT LEAST 3 TIMES THE PIPE CROSS SECTION?
13	18	1.77	9.25	YES
34	18	1.77	9.25	YES

SKIMMER FOR FLARED END SECTION

(STRUCTURES 13 AND 34)

PLAN VIEW B-B
N.T.S.

ELEVATION A-A
N.T.S.

CDS

THIS PRODUCT MAY BE PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: 5,788,848; 5,851,720; 6,511,595; 6,581,783; RELATED FOREIGN PATENTS, OR OTHER PATENTS PENDING

C:\USERS\FISHERS\DESKTOP\LOGO EXCHANGE FOLDER\CDS-C\DWG\CDS3025-6-C-DTL.DWG 7/19/2012 4:19 PM

CDS3025-6-C DESIGN NOTES

CDS3025-6-C RATED TREATMENT CAPACITY IS 2.5 CFS [70.8 L/s], OR PER LOCAL REGULATIONS. MAXIMUM HYDRAULIC INTERNAL BYPASS CAPACITY IS 20.0 CFS [566 L/s]. IF THE SITE CONDITIONS EXCEED 20.0 CFS [566 L/s], AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

THE STANDARD CDS3025-6-C CONFIGURATION IS SHOWN. ALTERNATE CONFIGURATIONS ARE AVAILABLE AND ARE LISTED BELOW. SOME CONFIGURATIONS MAY BE COMBINED TO SUIT SITE REQUIREMENTS.

CONFIGURATION DESCRIPTION
GRATED INLET ONLY (NO INLET PIPE)
GRATED INLET WITH INLET PIPE OR PIPES
CURB INLET ONLY (NO INLET PIPE)
CURB INLET WITH INLET PIPE OR PIPES
SEPARATE OIL BAFFLE (SINGLE INLET PIPE REQUIRED FOR THIS CONFIGURATION)
SEDIMENT WEIR FOR NJDEP / NJCAT CONFORMING UNITS

FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			*
PEAK FLOW RATE (CFS OR L/s)			*
RETURN PERIOD OF PEAK FLOW (YRS)			*
SCREEN APERTURE (2400 OR 4700)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.contechES.com
4. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CASTINGS SHALL MEET HS20 (AASHTO M 306) LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
6. PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

CONTECH® ENGINEERED SOLUTIONS LLC
www.contechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CDS3025-6-C
INLINE CDS
STANDARD DETAIL

DATE	DESCRIPTION
10-17-13	PER VILLAGE

REVISIONS

THORNTONS

NORTHEAST CORNER OF IL ROUTE 83 AND FOSTER AVENUE
BENSENVILLE, ILLINOIS

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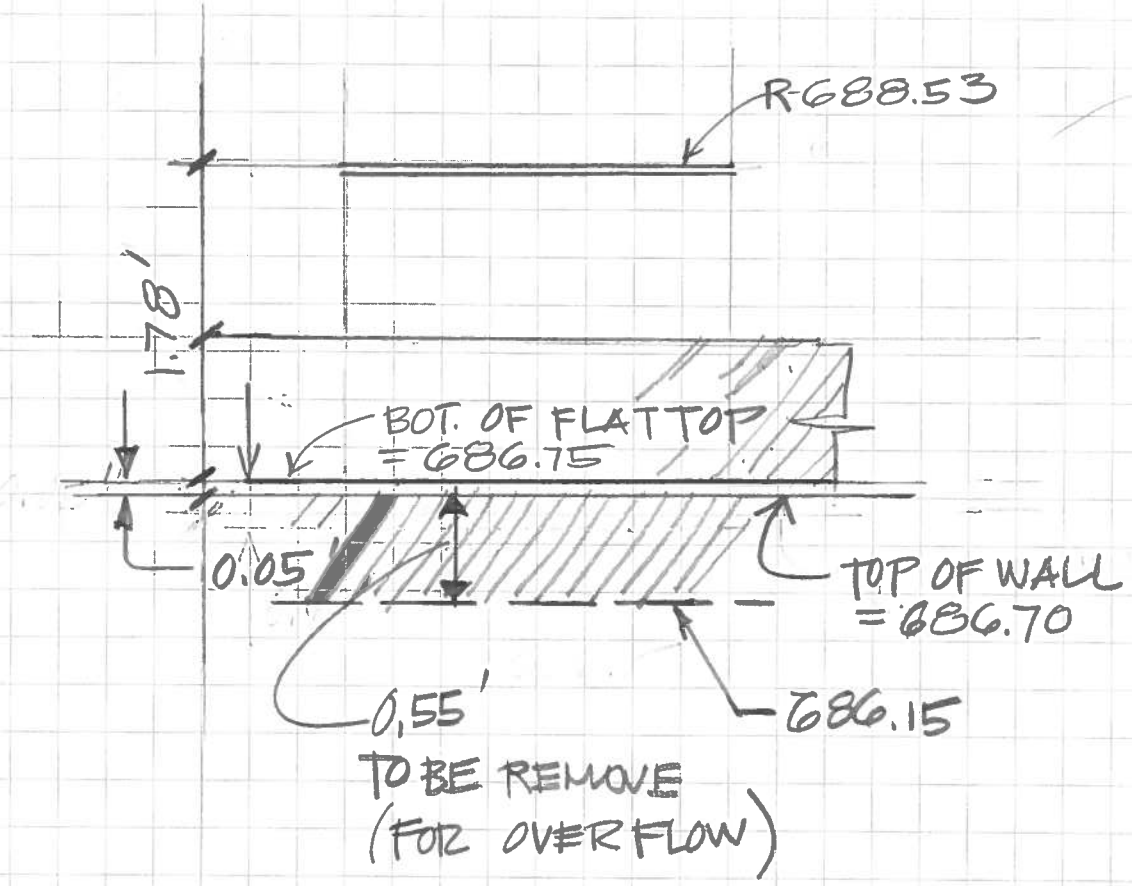
CONSULTING ENGINEERS AND PLANNERS
100 East State Parkway · Schaumburg, IL 60173 · Tel: 847-885-8357 Fax: 847-885-2252
www.marchris.net

DETAILS

DESIGN: KML | DRAFTING: VDR
SCALE: NONE | DATE: AUG. 20, 2013

JOB NO. 12-010

CE-9



marchris engineering limited
CONSULTING ENGINEERS & PLANNERS

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9245 N. Meridian St. • Suite 105 • Indianapolis, IN 46260
317-843-2520 • FAX: 317-848-2765
E-mail: marchris1@aol.com

JOB _____

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

FINAL ENGINEERING ENGINEERING PLANS

THORTONS #314

601 IL-83

BENSENVILLE, IL 60106

Call Before You Dig JULIE 1-800-892-0123

UTILITY AND GOVERNING AGENCY CONTACTS

ENGINEERING DEPARTMENT
VILLAGE OF BENSENVILLE, PUBLIC WORKS
717 EAST JEFFERSON STREET
BENSENVILLE, IL 60106
TEL: (630) 350-3435
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ROADWAY AUTHORITY
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NATURAL GAS COMPANY
NICOR GAS
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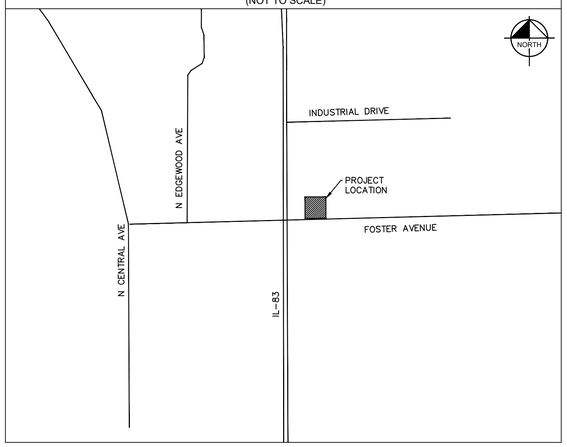
NAPERVILLE, IL 60563
TEL: (888) 642-6748

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

LOCATION MAP

(NOT TO SCALE)



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

PROJECT TEAM

DEVELOPER
THORNTONS, INC.
2600 JAMES THORNTON WAY
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CONTACT: TODD SMUTZ

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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.

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

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

No.	REVISIONS	DATE	BY

Kimley»Horn

© 2018 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-487-5500
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED | DESIGNED BY: SMH | DRAWN BY: SMH | CHECKED BY: ET

THORNTONS

TITLE SHEET

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018

KHA PROJECT NO. 168281047

SHEET NUMBER
C0.0

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C0.0 - TITLE SHEET.dwg C0.0 Mar 13, 2018 8:49am by Sean.Hickey
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Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C1.0 - DEMOLITION PLAN.dwg C1.0 Mar 13, 2018 8:49am by: Sean.Hickey
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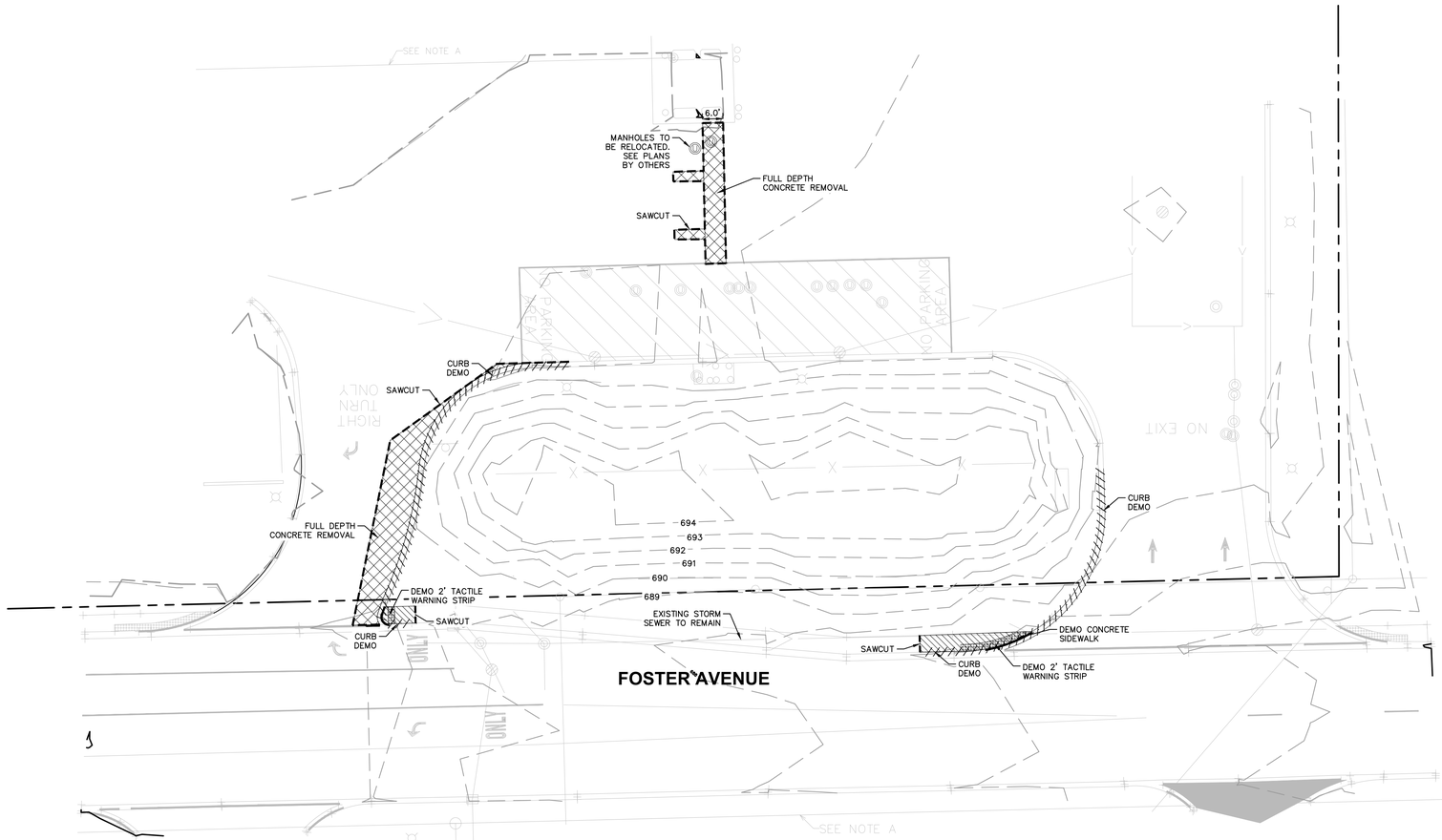
GRAPHIC SCALE IN FEET
0 10 20 40



DEMOLITION LEGEND

- ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
- CURB REMOVAL
- FULL DEPTH ASPHALT REMOVAL
- FULL DEPTH CONCRETE REMOVAL
- SAWCUT LINE

DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING 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.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE 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.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR 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.

No.	REVISIONS	DATE	BY

Kimley»Horn
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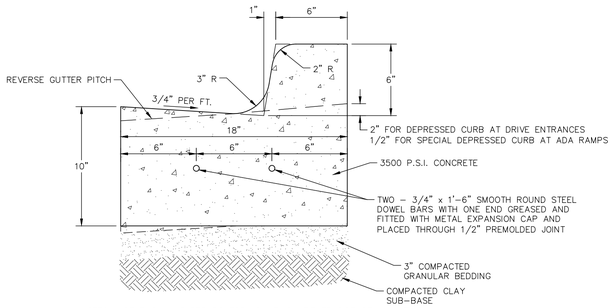
SCALE: AS NOTED
DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

THORNTONS

DEMOLITION PLAN

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

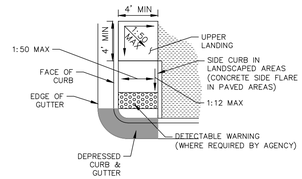
ORIGINAL ISSUE: 03/01/2018
KHA PROJECT NO. 168281047
SHEET NUMBER
C1.0



NOTES: USE TWO – #5 REBARS FOR 10 L.F. ON EITHER SIDE OF ALL UTILITY TRENCHES. INSTALL EXPANSION JOINTS EVERY 50 FT. AND SAW-CUT CONSTRUCTION JOINTS EVERY 25 FT.

B6.12 CURB & GUTTER

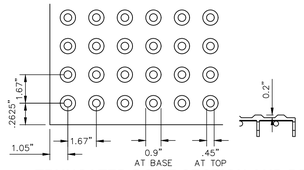
N.T.S.



RAMPS ADJACENT TO PAVEMENT

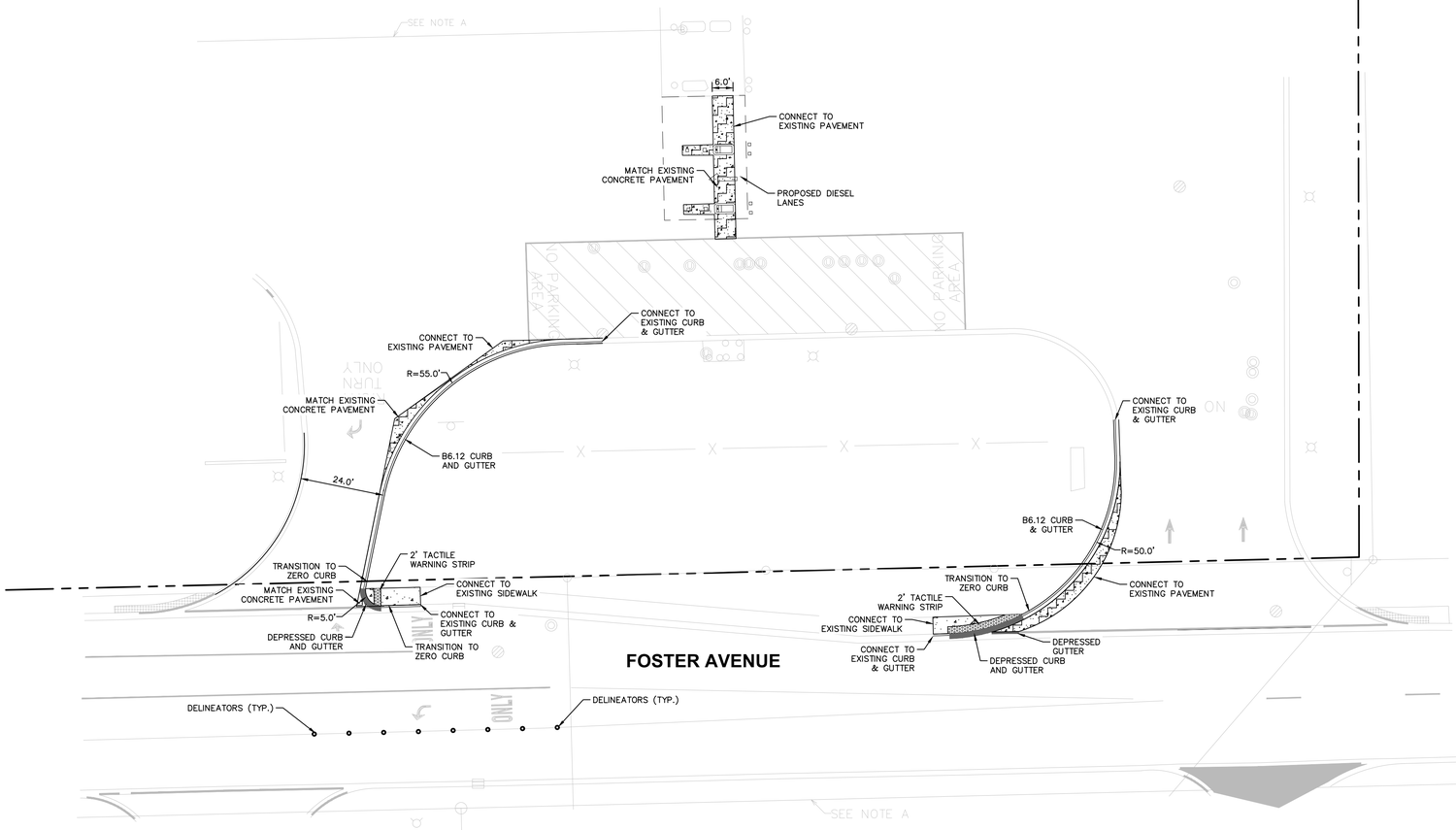
SIDEWALK AND SIDEWALK RAMPS

N.T.S.



TRUNCATED DOME SECTION AND DETAIL

N.T.S.



PAVING NOTES

*CONTRACTOR TO REMOVE AND DISPOSE OF CONCRETE PAVEMENT AS SHOWN. CONTRACTOR TO REPLACE PAVEMENT AS SHOWN PER HEAVY DUTY CONCRETE PAVEMENT SECTION DETAIL AND SEAL EDGES OF REPAIR LIMITS WITH A CONCRETE JOINT SEALANT MATERIAL PER IDOT STANDARDS.

Call Before You Dig JULIE 1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3-FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

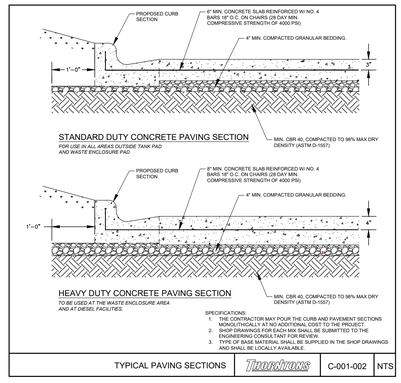
PAVING AND CURB LEGEND

CONCRETE SIDEWALK
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

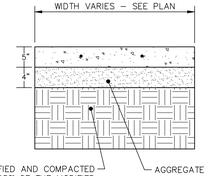
HEAVY DUTY CONCRETE PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

STANDARD PITCH CONCRETE CURB AND GUTTER

CONCRETE DEPRESSED CURB AND GUTTER



TYPICAL PAVING SECTIONS	Thorntons	C-001-002	NTS



NOTES:

1. ALL SIDEWALK SHALL BE CONSTRUCTED WITH CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 14 DAYS.
2. PROVIDE 1/2" EXPANSION JOINTS AT 20', MAXIMUM, SPACING AND FILLED WITH PREMOLDED BITUMINOUS EXPANSION JOINT FILLER MATERIAL OR REDWOOD. EXPANSION JOINTS SHALL HAVE #4 DOWELS, LUBRICATED, 18" LONG, AT 12" CENTERS, 6" FROM EDGE.
3. PROVIDE 3/8" GROOVED CONTROL JOINTS AT 5' CENTERS.
4. WELDED WIRE FABRIC (6X6-6X6) SHALL BE INSTALLED THROUGH DRIVEWAYS AT 2" ABOVE SLAB BOTTOM.
5. PROVIDE 1/2" BITUMINOUS EXPANSION JOINT FILLER MATERIAL WHERE WALK ABUTS EXISTING IMPROVEMENTS AND AT ALL CHANGES IN GRADE
6. USE 2-#4 REINFORCING BARS, 10' LONG OVER ALL UTILITY TRENCHES FOR NEW SIDEWALK AND CONNECTIONS TO EXISTING SIDEWALK.
7. AT DRIVE APPROACHES, SIDEWALK PCC AND BASE THICKNESS SHALL MATCH THAT OF THE DRIVE.

CONCRETE SIDEWALK

N.T.S.

NO.	REVISIONS	DATE	BY

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SCALE: AS NOTED
DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

Thorntons

SITE PLAN

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018

KHA PROJECT NO. 168281047

SHEET NUMBER

C2.0

Drawing name: K:\DHS_LDEV\168281047_Thorntons_BensenvilleIL\2 Design\CAD\PlanSheets\C2.0 - SITE PLAN.dwg C2.0 Mar 13, 2018 8:49am by Sean.Hickey
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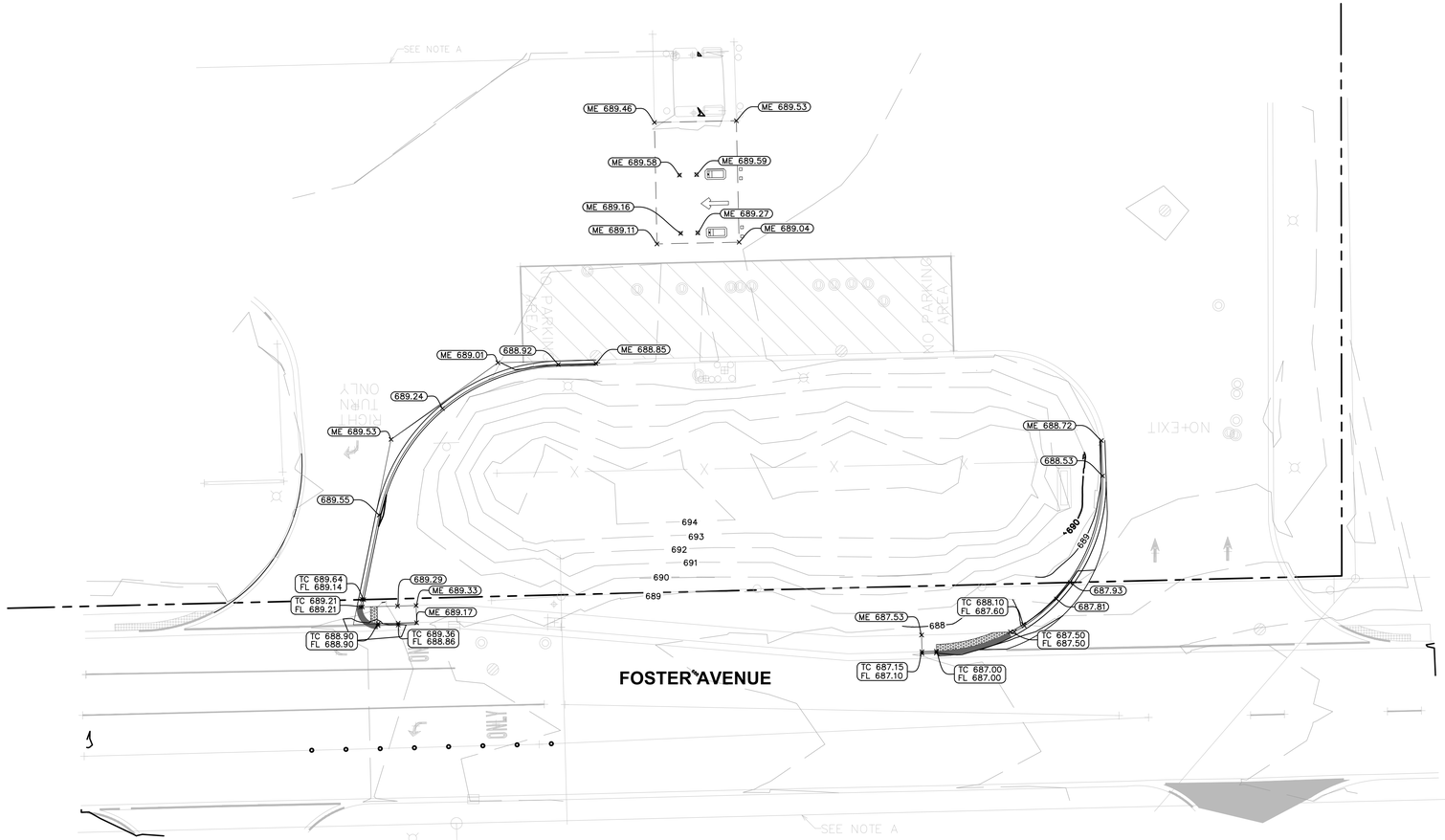

Call Before You Dig
JULIE
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES UNLESS OTHERWISE NOTED.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
689 — PROPOSED CONTOUR
689 — EXISTING CONTOUR
PITCH CURB AND GUTTER

No.	REVISIONS	DATE	BY

Kimley»Horn

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SCALE: AS NOTED
DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

THORNTONS

GRADING PLAN

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018
KHA PROJECT NO. 168281047
SHEET NUMBER
C3.0

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C3.0 - GRADING PLAN.dwg C3.0 Mar 13, 2018 8:49am by: Sean.Hickey
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LEGEND

- STORM SEWER
- SANITARY SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S) ON UTILITY POLES
- FIBER OPTIC LINE
- RAILROAD
- FENCE
- GUARDRAIL
- EDGE OF WATER
- WETLAND LIMITS
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- TELEPHONE UPRIGHT
- ELECTRIC UPRIGHT
- CABLE TV UPRIGHT
- FIRE HYDRANT
- VALVE AND VAULT
- WATER VALVE
- B BOX
- AUXILIARY VALVE
- WELL
- GAS VALVE
- HAND HOLE
- STREET LIGHT (LP)
- UTILITY POLE (UP)
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- SPRINKLER HEAD
- BOLLARD
- MAILBOX
- SIGN
- UNIDENTIFIED MANHOLE
- CONTOUR
- SPOT ELEVATION
- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD
- IRON PIPE
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- SOIL BORING
- TREE WITH SIZE
- FIR TREE WITH SIZE
- BUSH
- ASPHALT
- CONCRETE
- GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

ADDITIONAL UNDERGROUND UTILITIES MAY EXIST THAT DO NOT FALL UNDER THE JURISDICTION OF J.U.L.I.E. OR UTILITIES MAY BE PRESENT THAT WERE NOT MARKED PRIOR TO DATE OF FIELD SURVEY. CALL J.U.L.I.E. 1-800-892-0123 PRIOR TO DIGGING, OR FOR ADDITIONAL INFORMATION.

LAST DATE OF FIELD WORK: FEBRUARY 19, 2018.

NOTE A: APPROXIMATE LOCATION OF UNDERGROUND UTILITIES PER MARCHRIS ENGINEERING, LTD. GRADING AND UTILITY PLAN UNDER JOB NO. 12-010, DATED: 04/18/2013.

SITE BENCHMARK #2 BY OTHERS:
ARROW BOLT ON FIRE HYDRANT ON SIDE OF FOSTER AVENUE.
ELEVATION = 691.51

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

PREPARED FOR:
Kimley»Horn

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LISLE, IL 60532
1001 WARRENVILLE ROAD, SUITE 350,

NO.	DATE	REMARKS

EXISTING CONDITIONS

THORNTONS
BENSENVILLE, ILLINOIS

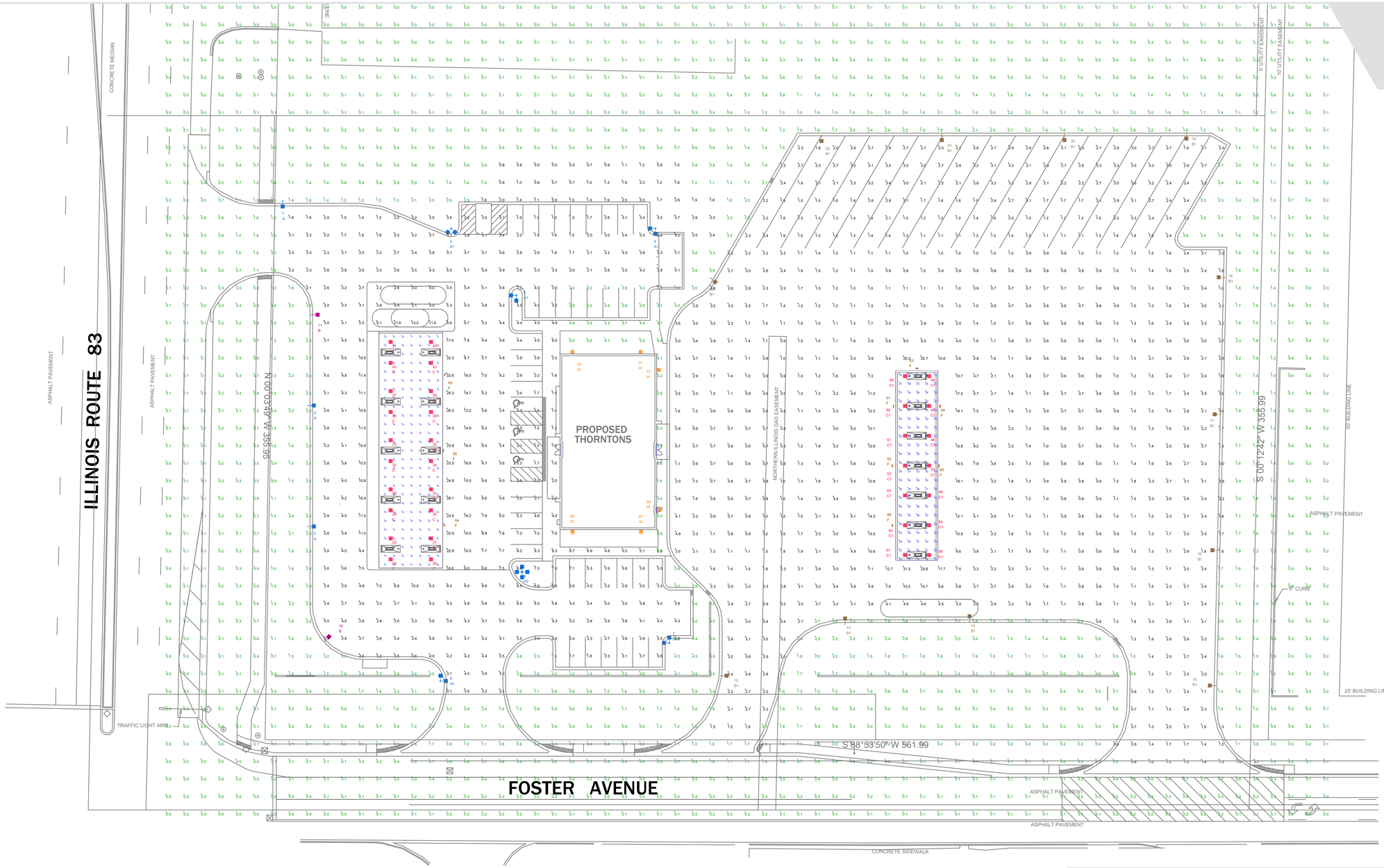
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 8770.43TOPO-01

DATE: 02/27/2018

JOB NO. 8770.43

SHEET **E1**
1 OF 1



red leonard associates

1340 Kemper Meadow Dr. | Cincinnati, OH 45240 | 513-574-9500

www.redleonard.com

NOTES:
-FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES
-FIXTURE TYPES "A" AND "B" ARE MOUNTED ON A 20' POLE ATOP A 3' HIGH CONCRETE FOUNTATION.
-FIXTURE TYPES "B1", AND "B2" ARE MOUNTED ON A 27' POLE ATOP A 3' HIGH CONCRETE FOUNTATION.

Luminaire Location Summary

LumNo	Label	MTG HEIGHT	Tilt
1	A	23	0
2	A	23	0
3	A	23	0
4	A1	23	0
5	A1	23	0
6	A1	23	0
7	A1	23	0
8	A1	23	0
9	A3	23	0
10	B	23	0
11	B	23	0
12	B1	30	0
13	B1	30	0
14	B1	30	0
15	B1	30	0
16	B1	30	0
17	B1	30	0
18	B1	30	0
19	B1	30	0
20	B1	30	0
21	B1	30	0
22	B1	30	0
23	B1	30	0
24	C	15	0
25	C	15	0
26	C	15	0
27	C	15	0
28	C	15	0
29	C	15	0
30	C	15	0
31	C	15	0
32	C	15	0
33	C	15	0
34	C	15	0
35	C	15	0
36	C	15	0
37	C	15	0
38	C	15	0
39	C	15	0
40	C	15	0
41	C	15	0
42	C	15	0
43	C	15	0
44	C1	16	0
45	C1	16	0
46	C1	16	0
47	C1	16	0
48	C1	16	0
49	C1	16	0
50	C1	16	0
51	C1	16	0
52	C1	16	0
53	C1	16	0
54	C1	16	0
55	C1	16	0
56	C1	16	0
57	C1	16	0
58	F	17	75.843
59	F	17	71.4
60	F	17	76.45
61	F	17	78.765
62	F	17	75.972
63	F	17	72.31
64	F	17	77.803
65	F	17	78.154
66	F	17	75.972
67	W	12	0
68	W	12	0
69	W	12	0
70	W	12	0
71	W	12	0
72	W	12	0

Calculation Summary

Label	Avg	Max	Min	Avg/Min	Max/Min
RETAIL CAONOPY	28.14	37	17	1.66	2.18
RETAIL LOT PAVED AREA	4.87	28.1	0.5	9.74	56.20
TRUCK CANOPY	28.19	38	1	28.19	38.00
TRUCK LOT PAVED AREA	2.47	23.6	0.6	4.12	39.33
UNDEFINED AREA	0.77	6.8	0.0	N.A.	N.A.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lumens	LLF	Total Watts	Manufacturer	Description
	3	A	SINGLE	10026	0.910	399	BETALED, A DIVISION OF RUUD LIGHTING	ARE-EDG-3M-AA-08-E-UL-BK-525
	5	A1	2 @ 90 DEGREES	10026	0.910	1330	BETALED, A DIVISION OF RUUD LIGHTING	ARE-EDG-3M-AA-08-E-UL-BK-525
	1	A3	4 @ 90 DEGREES	10026	0.910	532	BETALED, A DIVISION OF RUUD LIGHTING	ARE-EDG-3M-AA-08-E-UL-BK-525
	2	B	SINGLE	10575	1.000	266	BETALED, A DIVISION OF RUUD LIGHTING	ARE-EDG-4M-AA-08-E-UL-BK-525
	12	B1	SINGLE	15823	1.000	2424	BETALED, A DIVISION OF RUUD LIGHTING	ARE-EDG-4M-AA-12-E-UL-BK-525
	20	C	SINGLE	12020	1.000	2606	BETALED, A DIVISION OF RUUD LIGHTING	CAN-304-SL-RS-06-E-UL-WH-700
	14	C1	SINGLE	12020	1.000	1824.2	BETALED, A DIVISION OF RUUD LIGHTING	CAN-304-SL-RS-06-E-UL-BK-700
	9	F	SINGLE	12636	1.000	1197	BETALED, A DIVISION OF RUUD LIGHTING	FLD-EDG-N6--AA-08-E-UL-WH-525
	6	W	SINGLE	5079	0.910	396	BETALED, A DIVISION OF RUUD LIGHTING	SEC-EDG-3M-WM-04-D-UL-BK-525

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
R5	TAS	3/8/18	ADDED ADDTION ON TRUCK CANOPY

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SCALE: 1" = 30'

LAYOUT BY: TAS

DWG SIZE: D

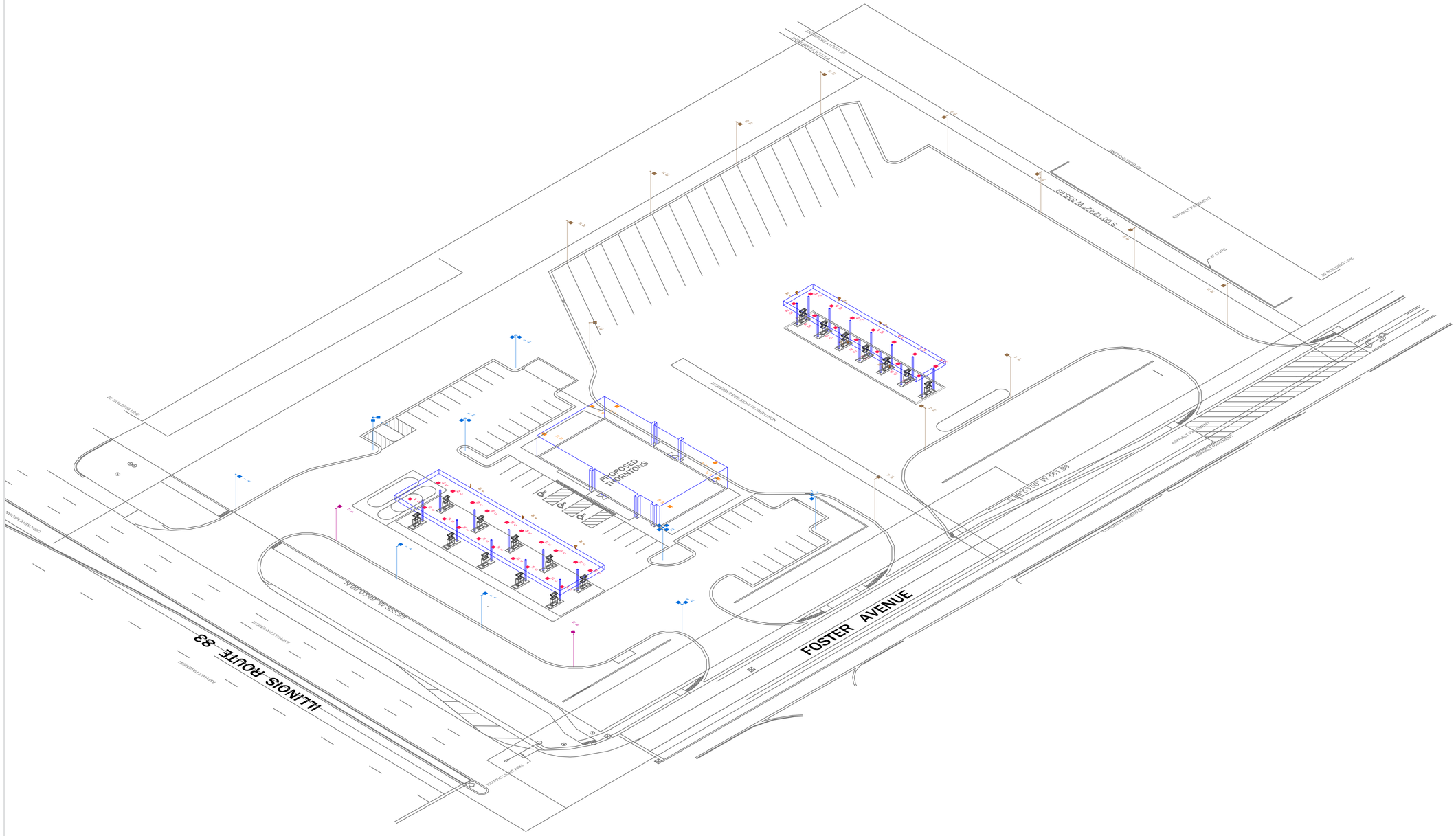
DATE: 8/23/13

PROJECT NAME:
THORNTONS
BENSENVILLE, IL

DRAWING NUMBER:
RL-1438-S1-R4

rla

red leonard associates
1340 Kemper Meadow Dr. | Cincinnati, OH 45240 | 513-574-9500
www.redleonard.com



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SCALE: NTS
LAYOUT BY: TAS
DWG SIZE: D
DATE: 8/23/13

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

rla

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 95th percentile queues similar to existing conditions. The site access driveways would operate with acceptable delay and 95th 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.

Kimley»Horn

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, one through 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.

Kimley»Horn

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 Highway Capacity Manual (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**.

Table 2.1. Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	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.

[1] 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.

Table 2.2. Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1] Highway Capacity Manual 2010

[2] 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.

Table 2.3. Existing (Year 2018) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 83 / Foster Avenue ★						
Eastbound	79	E[1]	>120	F	52	D[3]
Westbound	66	E	61	E	35-	C
Northbound	41	D[2]	38	D[2]	25	C[4]
Southbound	42	D[2]	51	D[2]	24	C[4]
Intersection	*46*	*D*	*71*	*E*	*28*	*C*
Foster Avenue / Access A (Inbound) △						
Northbound	13	B	15+	C	10+	B
Eastbound (Left)	9	A	11	B	9	A
Westbound (Left)	8	A	8	A	8	A
Foster Avenue / Access B (Outbound) △						
Northbound	14	B	13	B	10+	B
Southbound (Right)	11	B	16	C	10-	A
Westbound (Left)	8	A	8	A	8	A

★ – Signalized Intersection △ – Minor-Leg Stop-Controlled Intersection

[1] Thru movement operates at LOS F.

[2] Left-turn movement operates at LOS F.

[3] Thru movement operates at LOS E.

[4] 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 95th percentile queues estimated for the westbound right-turn and southbound left-turn movements exceed the available storage. During the evening peak hour, the 95th percentile queue estimated for the westbound left-turn 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 ITE Trip Generation 10th Edition 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.

Table 3.1. Empirical Peak Hour Trip Generation[1]

Land Use	Unit	Weekday						Saturday		
		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

[1] 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[1]

Land Use	Unit	Weekday							Saturday		
		Daily	AM Peak Hour			PM Peak Hour			Midday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Diesel Fueling Area	2 fueling positions	395[2]	15	10	25	10	10	20	5	5	10
Total New Trips		395	15	10	25	10	10	20	5	5	10

[1] Peak hour trips rounded to the nearest multiple of five.

[2] 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) Trip Generation Manual, 10th Edition 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**.

Kimley»Horn

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.

Kimley»Horn

EXHIBIT 4

BACKGROUND (2023) TRAFFIC PROJECTIONS

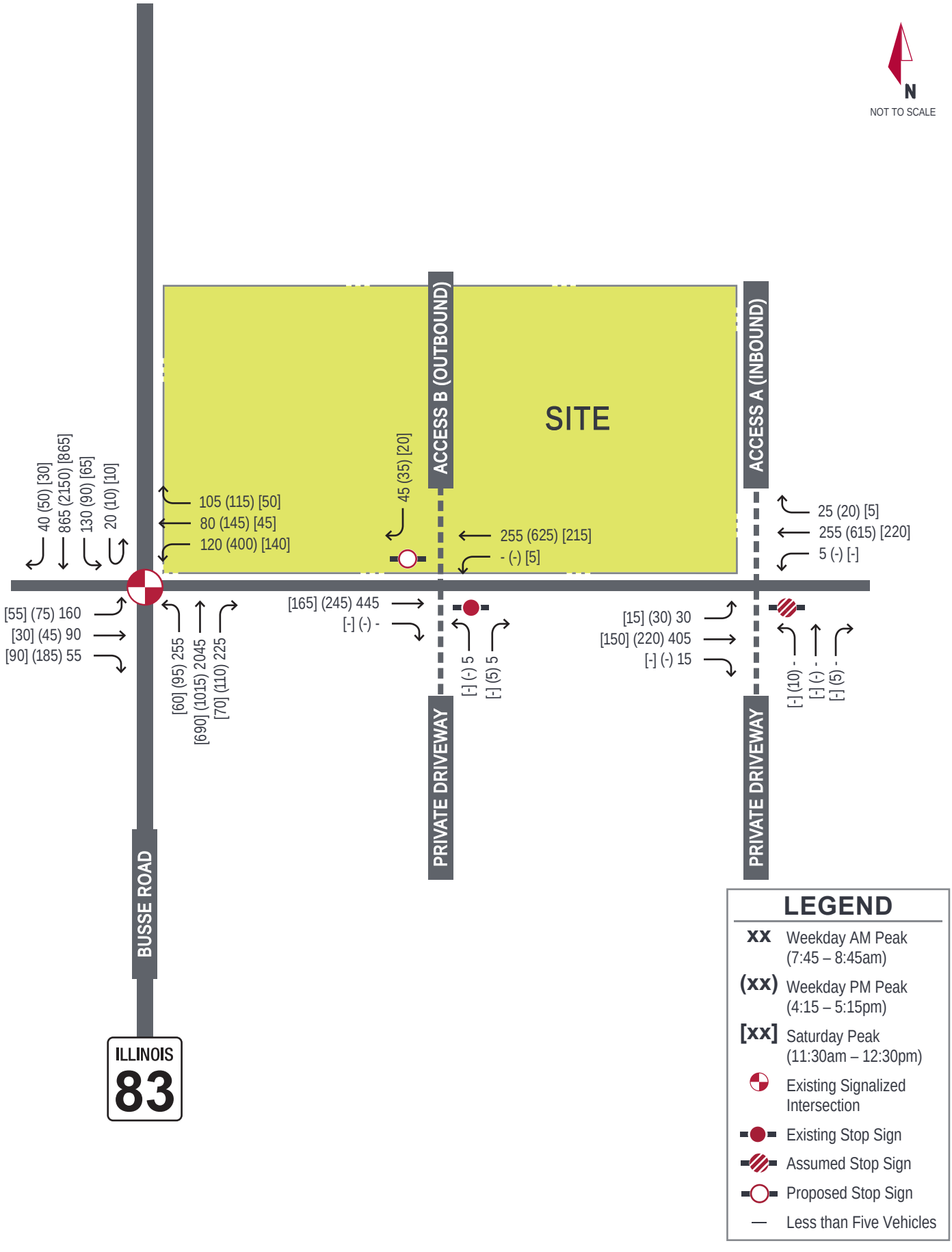

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EXHIBIT 5

FUTURE BUILD (2023) TRAFFIC PROJECTIONS

Table 3.3. Future (Year 2023) Levels of Service

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
IL 83 / Foster Avenue ★						
Eastbound	79	E[1]	>120	F	53	D[3]
Westbound	67	E	64	E	34	C
Northbound	43	D[2]	38	D[2]	25	C[4]
Southbound	48	D[2]	54	D[2]	25	C[4]
Intersection	*49*	*D*	*75*	*E*	*28*	*C*
Foster Avenue / Access A △						
Northbound	13	B	16	C	10+	B
Eastbound (Left)	9	A	11	B	9	A
Westbound (Left)	8	A	8	A	8	A
Foster Avenue / Access B △						
Northbound	15	B	12	B	11	B
Southbound (Right)	12	B	17	C	10-	A
Westbound (Left)	8	A	8	A	8	A

★ – Signalized Intersection △ – Minor-Leg Stop-Controlled Intersection

[1] Thru movement operates at LOS F.

[2] Left-turn movement operates at LOS F.

[3] Thru movement operates at LOS E.

[4] 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 95th percentile queues at the intersection of IL 83/Foster Avenue are expected to be similar to existing conditions. At Access A, the 95th 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 95th percentile queue for outbound traffic is projected to be approximately one vehicle or less during each peak hour analyzed.

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.

APPENDIX

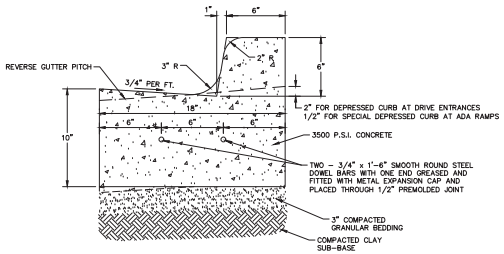
Conceptual Site Plan

Existing Synchro Capacity Reports

Future Synchro Capacity Reports

Traffic Count Data

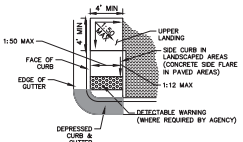
CONCEPTUAL SITE PLAN



NOTES: USE TWO – #5 REBARS FOR 10 L.F. ON EITHER SIDE OF ALL UTILITY TRENCHES. INSTALL EXPANSION JOINTS EVERY 50 FT. AND SAW–CUT CONSTRUCTION JOINTS EVERY 25 FT.

B6.12 CURB & GUTTER

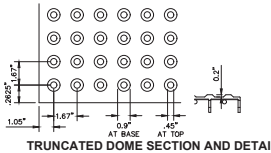
N.T.S.



RAMPS ADJACENT TO PAVEMENT

SIDEWALK AND SIDEWALK RAMPS

N.T.S.



TRUNCATED DOME SECTION AND DETAIL

N.T.S.

Call Before You Dig
JULIE
1-800-892-0123

NORTH

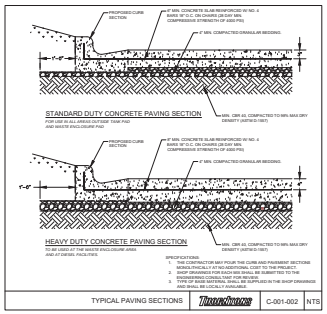
GRAPHIC SCALE IN FEET
0 10 20 40

GENERAL NOTES

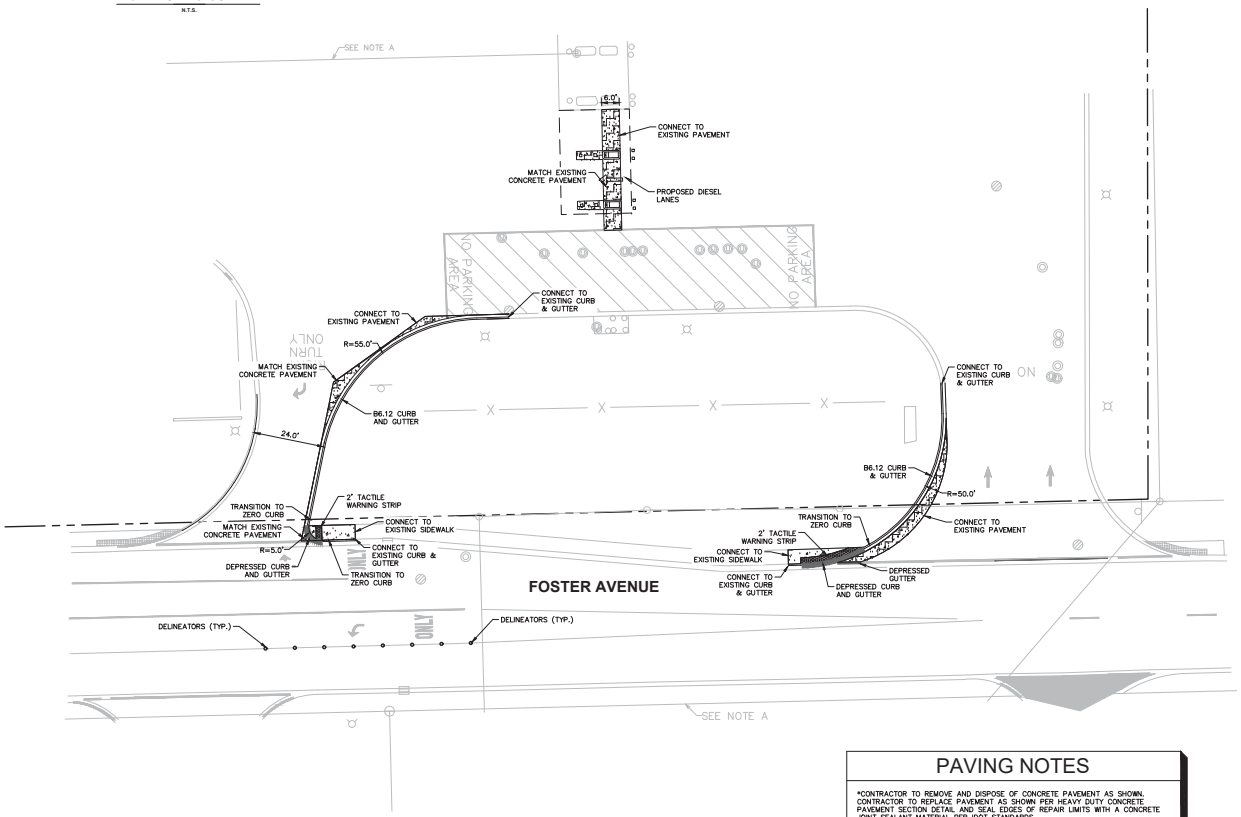
1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PAVING AND CURB LEGEND

- CONCRETE SIDEWALK — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- HEAVY DUTY CONCRETE PAVEMENT — SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
- STANDARD PITCH CONCRETE CURB AND GUTTER
- CONCRETE DEPRESSED CURB AND GUTTER

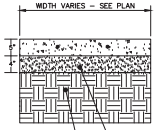


TYPICAL PAVING SECTIONS | Thornton | C-001-002 | NTS



PAVING NOTES

*CONTRACTOR TO REMOVE AND DISPOSE OF CONCRETE PAVEMENT AS SHOWN. CONTRACTOR TO REPLACE PAVEMENT AS SHOWN PER HEAVY DUTY CONCRETE PAVEMENT SECTION DETAIL AND SEAL EDGES OF REPAIR LIMITS WITH A CONCRETE JOINT SEALANT MATERIAL PER IDOT STANDARDS.



NOTES:

1. ALL SIDEWALK SHALL BE CONSTRUCTED WITH CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 14 DAYS.
2. PROVIDE 1/2" EXPANSION JOINTS AT 20', MAXIMUM, SPACING AND FILLED WITH PREMOLDED BITUMINOUS EXPANSION JOINT FILLER MATERIAL OR REDWOOD. EXPANSION JOINTS SHALL HAVE #4 DOWELS, LUBRICATED, 18" LONG, AT 12" CENTERS, 6" FROM EDGE.
3. PROVIDE 3/8" GROOVED CONTROL JOINTS AT 5' CENTERS.
4. WELDED WIRE FABRIC (6X6–6X6) SHALL BE INSTALLED THROUGH DRIVEWAYS AT 2" ABOVE SLAB BOTTOM.
5. PROVIDE 1/2" BITUMINOUS EXPANSION JOINT FILLER MATERIAL WHERE WALK ABUTS EXISTING IMPROVEMENTS AND AT ALL CHANGES IN GRADE
6. USE 2–#4 REINFORCING BARS, 10' LONG OVER ALL UTILITY TRENCHES FOR NEW SIDEWALK AND CONNECTIONS TO EXISTING SIDEWALK.
7. AT DRIVE APPROACHES, SIDEWALK PCC AND BASE THICKNESS SHALL MATCH THAT OF THE DRIVE.

CONCRETE SIDEWALK

N.T.S.

Drawing name: K:\CHS_LIB\KA\168281047 _Thorntons_Bensenville_IL\2 Design\CAD\PrintSheets\C2.0 – SITE PLAN.dwg C2.0 Mar 13, 2018, 8:49am by: Sean.Hickey
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No.	REVISIONS	DATE	BY

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SCALE: AS NOTED | DESIGNED BY: SMH | DRAWN BY: SMH | CHECKED BY: ET

Thorntons

SITE PLAN

THORNTONS #314
601 IL–83
BENSENVILLE, ILLINOIS 60106

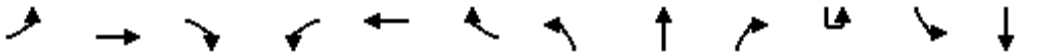
ORIGINAL ISSUE: 03/01/2018
KHA PROJECT NO. 168281047
SHEET NUMBER
C2.0

EXISTING SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

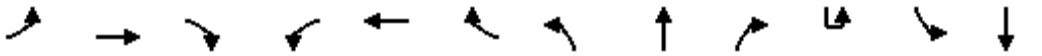
Weekday Evening Peak Hour

Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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%
Adj. 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			12			22				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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
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%
Adj. Flow (vph)	42
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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	C
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	Max	Max		Max	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	Max	Max		Max	Max	Max	Max	Coord		Max	Max	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	Max	Max		Max	Max	Max	Gap	Coord		Max	Max	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	Max		Max	Hold	Max	Gap	Coord		Max	Max	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	Max	Gap	Coord		Max	Max	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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 128 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

Splits and Phases: 100: IL 83 & Foster Avenue

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	-	-	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	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			Minor2		
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	-	0	319	357	611	0	0	600
Stage 1	0	-	-	-	-	0	548	573	-	0	0	-
Stage 2	0	-	-	-	-	0	692	689	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1112	-	-	299	357	611	-	-	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	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			B	B

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	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.2

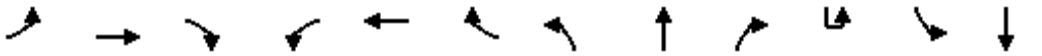
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
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	-	-	None	-	-	None	-	-	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	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	-

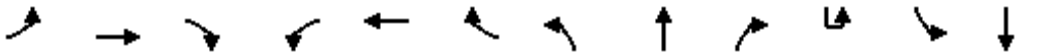
Approach	EB	WB	NB
HCM Control Delay, s	0.3	0.1	12.8
HCM LOS			B

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	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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%
Adj. 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			12			22				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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	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)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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 Delay	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	C			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	Max	Max		Max	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		Max	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		Max	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		Max	Hold	Max	Max	Coord		Max	Max	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	Max		Gap	Hold	Gap	Max	Coord		Gap	Gap	Coord
Queue 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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 33 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: 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 Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

Splits and Phases: 100: IL 83 & Foster Avenue

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	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			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	243	0	0	892	892	243	-	-	647
Stage 1	-	-	-	-	-	-	243	243	-	-	-	-
Stage 2	-	-	-	-	-	-	649	649	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	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	-	-	-	2.218	-	-	4.4	4.018	3.525	-	-	4.029
Pot Cap-1 Maneuver	0	-	-	1323	-	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	-	-	-	1323	-	-	167	281	743	-	-	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	281	-	-	-	-
Stage 1	-	-	-	-	-	-	586	705	-	-	-	-
Stage 2	-	-	-	-	-	-	305	466	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.7	15.9
HCM LOS			B	C

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	B	-	-	A	A	C
HCM 95th %tile Q(veh)	0	-	-	0	-	0.2

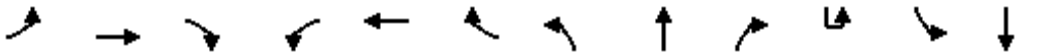
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
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	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	-	-	-	-	-	-	-	-	-	-	-	-
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, %	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

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	-

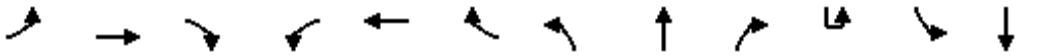
Approach	EB	WB	NB
HCM Control Delay, s	0.9	0	15.2
HCM LOS			C

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	C	B	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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			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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane 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%
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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	C	E		C	D	C	E	C			E	C
Approach Delay		52.4			34.7			24.8				24.3
Approach LOS		D			C			C				C
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	Max		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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 114 (95%), Referenced to phase 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 groups.	

Splits and Phases: 100: IL 83 & Foster Avenue

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	-	-	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	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			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	169	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	-	-	-	2.218	-	-	3.518	4.018	3.318	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	1409	-	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	-	-	-	1409	-	-	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			B	A

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	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕				
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	-	-	None	-	-	None	-	-	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	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			B

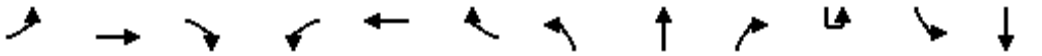
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	709	950	-	-	1420	-	-
HCM Lane V/C Ratio	0.004	0.011	-	-	0.001	-	-
HCM Control Delay (s)	10.1	8.8	0	-	7.5	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

FUTURE SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

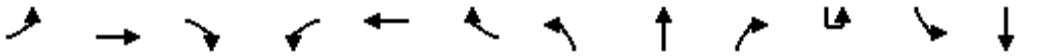
Weekday Evening Peak Hour

Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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%
Adj. 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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	40
Future Volume (vph)	40
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%
Adj. Flow (vph)	42
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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		E	E	D	F	D			F	C
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	Max	Max		Max	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	Max	Max		Max	Max	Max	Max	Coord		Max	Max	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	Max	Max		Max	Max	Max	Gap	Coord		Max	Max	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	Max		Max	Hold	Max	Gap	Coord		Max	Max	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	Max	Gap	Coord		Max	Max	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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 128 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 48.5		Intersection LOS: D	
Intersection Capacity Utilization 86.3%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

Splits and Phases: 100: IL 83 & Foster Avenue

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	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			Minor2		
Conflicting Flow All	-	0	0	469	0	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	-	0	305	345	594	0	0	593
Stage 1	0	-	-	-	-	0	533	561	-	0	0	-
Stage 2	0	-	-	-	-	0	687	685	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1093	-	-	280	345	594	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	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			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	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	B	-	-	A	A	B
HCM 95th %tile Q(veh)	0.1	-	-	0	-	0.3

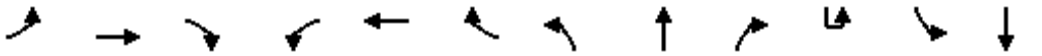
Intersection	
Int Delay, s/veh	0.5

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
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	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	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	-

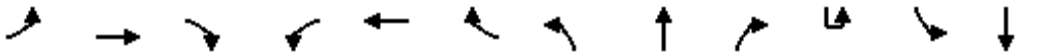
Approach	EB	WB	NB
HCM Control Delay, s	0.6	0.1	13.2
HCM LOS			B

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	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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			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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	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)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	53
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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	C			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		Max	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		Max	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		Max	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		Max	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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 33 (22%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.05			
Intersection Signal Delay: 75.3		Intersection LOS: E	
Intersection Capacity Utilization 101.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

! Phase conflict between lane groups.

Splits and Phases: 100: IL 83 & Foster Avenue

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	-	-	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	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			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	259	0	0	918	918	258	-	-	658
Stage 1	-	-	-	-	-	-	258	258	-	-	-	-
Stage 2	-	-	-	-	-	-	660	660	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	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	-	-	-	2.218	-	-	3.518	4.018	3.525	-	-	4.074
Pot Cap-1 Maneuver	0	-	-	1306	-	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	-	-	-	1306	-	-	225	272	728	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	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			B	C

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	B	-	-	A	A	C
HCM 95th %tile Q(veh)	0	-	-	0	-	0.4

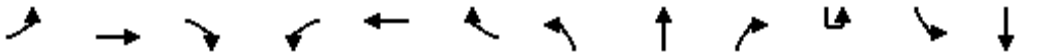
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	30	220	1	1	615	20	10	1	5	0	0	0
Future Vol, veh/h	30	220	1	1	615	20	10	1	5	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	-	-	None	-	-	None	-	-	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	23	2	2	7	85	2	2	2	2	2	2
Mvmt Flow	32	232	1	1	647	21	11	1	5	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	668	0	0	233	0	0	955	966	232
Stage 1	-	-	-	-	-	-	295	295	-
Stage 2	-	-	-	-	-	-	660	671	-
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	615	-	-	1335	-	-	287	255	807
Stage 1	-	-	-	-	-	-	755	669	-
Stage 2	-	-	-	-	-	-	514	455	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	615	-	-	1335	-	-	270	0	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	270	0	-
Stage 1	-	-	-	-	-	-	710	0	-
Stage 2	-	-	-	-	-	-	513	0	-

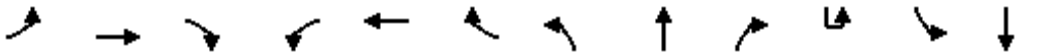
Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	15.9
HCM LOS			C

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	C	B	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
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			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	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+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		Cl+Ex			Cl+Ex			Cl+Ex				Cl+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

Lane Group	SBR
Lane 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%
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
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 (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 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	



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	C	E		D	D	C	E	C			E	C
Approach Delay		52.5			34.4			25.3				24.8
Approach LOS		D			C			C				C
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		Max	Max	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

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 Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 114 (95%), Referenced to phase 2:NBT 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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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			Minor2		
Conflicting Flow All	-	0	0	175	0	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	-	0	551	531	869	0	0	755
Stage 1	0	-	-	-	-	0	828	755	-	0	0	-
Stage 2	0	-	-	-	-	0	766	709	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1401	-	-	534	529	869	-	-	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	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			B	A

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	B	-	-	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
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
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	-	-	-	-	-	-	-	-	-	-	-	-
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	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

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	237	0	0	159	0	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			B

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	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-

TRAFFIC COUNT DATA

Study Name 01 IL 83 & Foster
Start Date Thursday, February 22, 2018

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	odestria	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	E	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**	N	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	E	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**	N	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	E	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**	N	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 Name 03 Foster & Inbound Diesel Driveway
Start Date Thursday, February 22, 2018

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk		
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	odestria	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	E	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**	N	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	E	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**	N	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 Name 02 Foster & Outbound Diesel Driveway
Start Date Thursday, February 22, 2018

Report Summary

		Eastbound						Westbound						Northbound						Southbound								Crosswalk	
Time Period	Class.	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	U	L	T	R	I	O	Total		s on Cr	odestria 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	E	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**	N	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	E	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**	N	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
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	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%	
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1001 Warrenville Road | Suite 350 | Lisle, IL | 60532
630-487-5550

FINAL ENGINEERING ENGINEERING PLANS

THORTONS #314

601 IL-83

BENSENVILLE, IL 60106

Call Before You Dig JULIE 1-800-892-0123

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

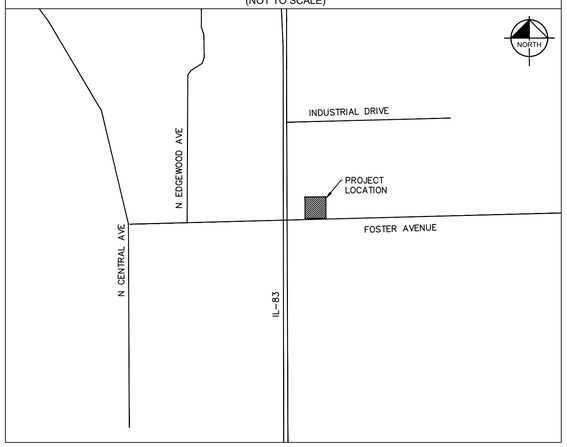
POWER COMPANY
COMMONWEALTH EDISON
3500 NORTH CALIFORNIA AVENUE
CHICAGO, IL 60618
TEL: (866) 639-3532

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

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

LOCATION MAP

(NOT TO SCALE)



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

PROJECT TEAM

DEVELOPER
THORNTONS, INC.
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TEL: (502) 572-1294
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CONTACT: TODD SMUTZ

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

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

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

No.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE	06/21/18	SMH

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DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

THORNTONS

TITLE SHEET

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018
KHA PROJECT NO. 168281047
SHEET NUMBER
C0.0

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C0.0 - TITLE SHEET.dwg C0.0 Jun 21, 2018 2:37pm by sean.hickey
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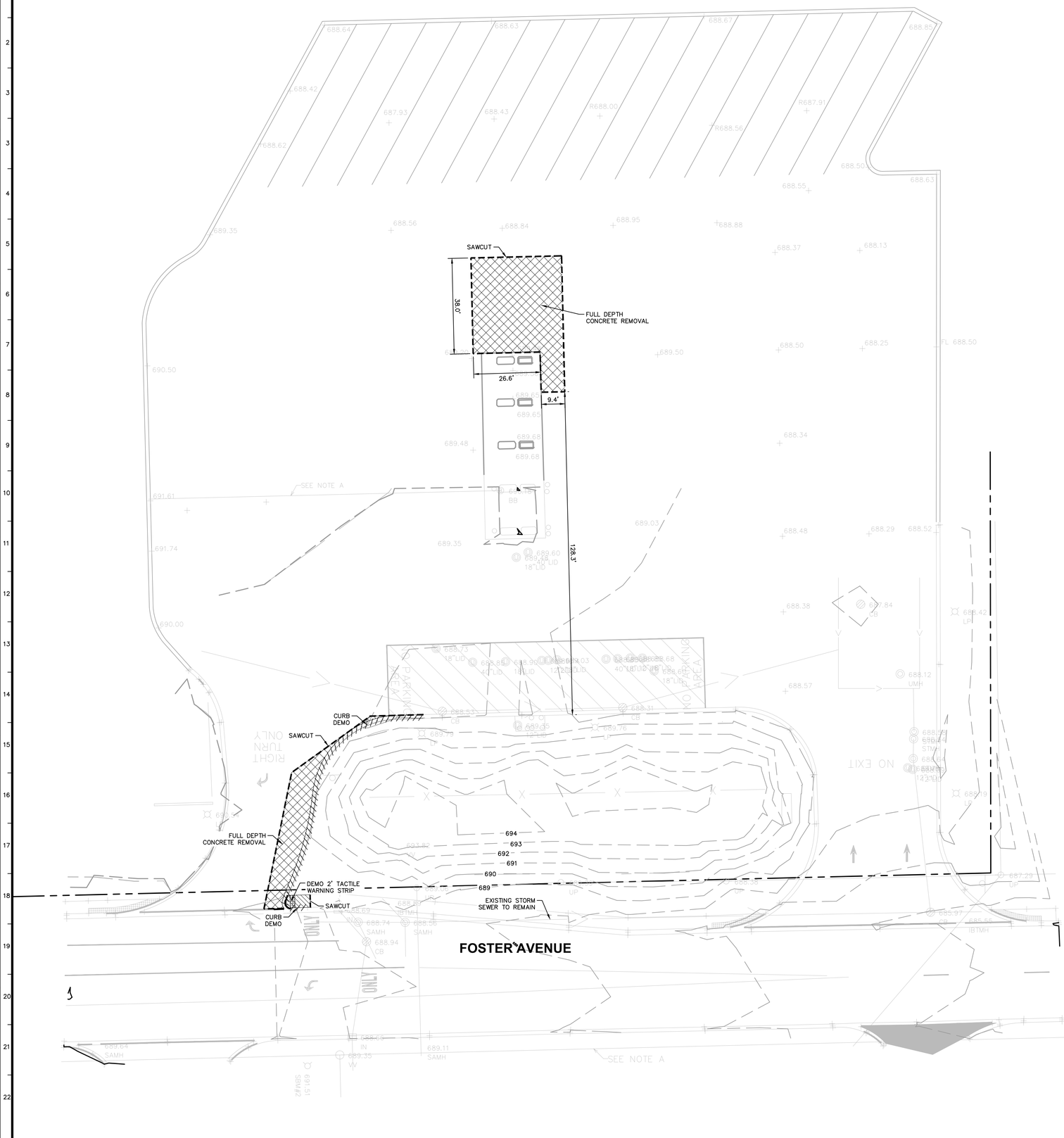

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NORTH

GRAPHIC SCALE IN FEET
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DEMOLITION LEGEND

- ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
- CURB REMOVAL
- FULL DEPTH ASPHALT REMOVAL
- FULL DEPTH CONCRETE REMOVAL
- SAWCUT LINE

DEMOLITION NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING 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.
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE 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.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
8. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR 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.

NO.	REVISIONS	DATE	BY
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SCALE: AS NOTED
DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

THORNTONS

DEMOLITION PLAN

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018
KHA PROJECT NO. 168281047
SHEET NUMBER
C1.0

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C1.0 - DEMOLITION PLAN.dwg C1.0 Jun 21, 2018 2:37pm by: sean.hickey
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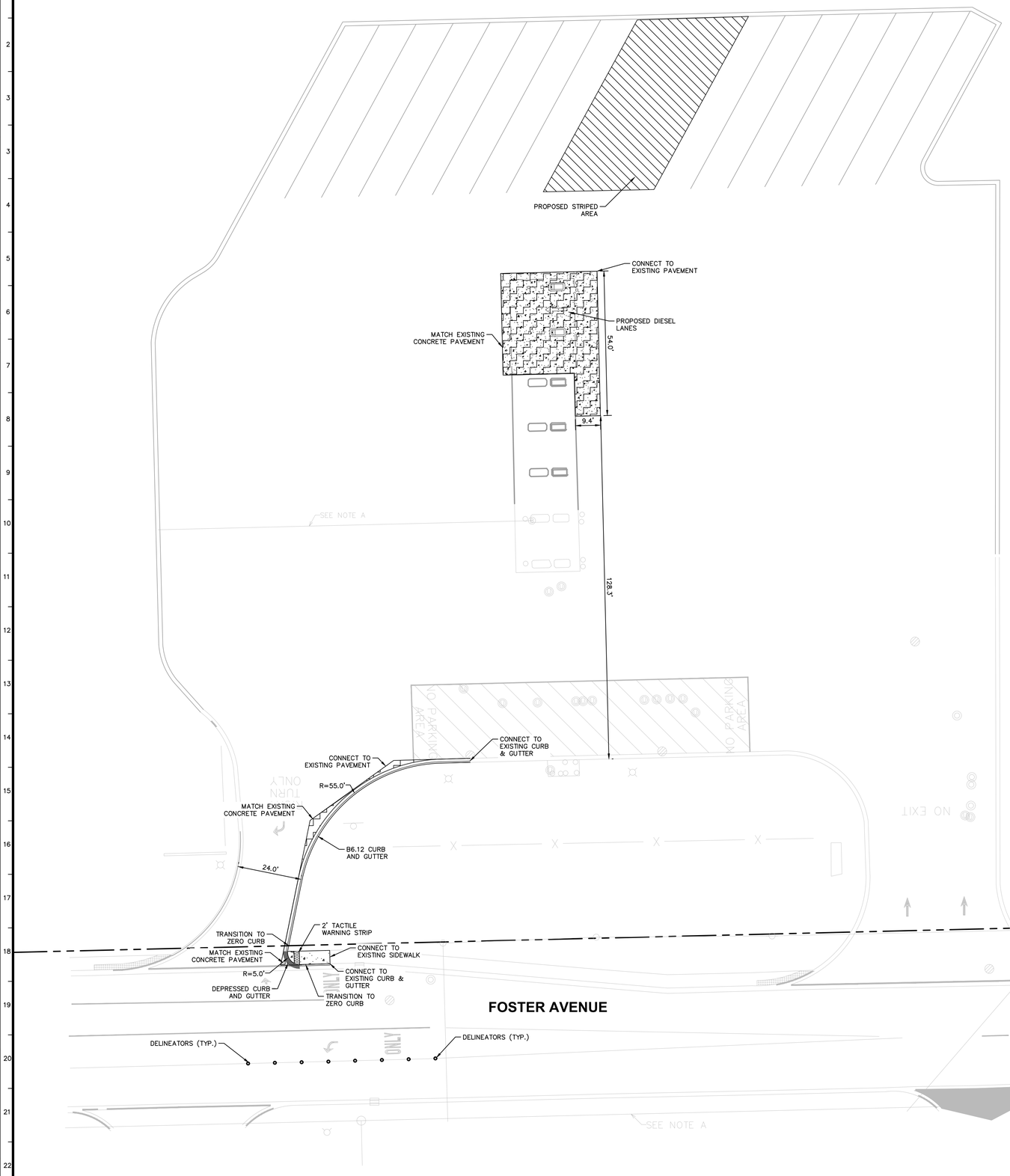

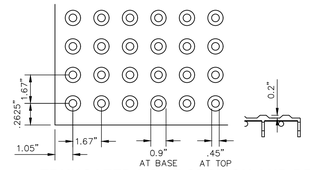

TRUNCATED DOME SECTION AND DETAIL

N.T.S.

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NORTH

GRAPHIC SCALE IN FEET
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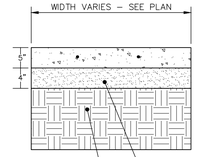


NOTES:

1. ALL SIDEWALK SHALL BE CONSTRUCTED WITH CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,500 PSI AT 14 DAYS.
2. PROVIDE 1/2" EXPANSION JOINTS AT 20', MAXIMUM, SPACING AND FILLED WITH PREMOLDED BITUMINOUS EXPANSION JOINT FILLER MATERIAL OR REDWOOD. EXPANSION JOINTS SHALL HAVE #4 DOWELS, LUBRICATED, 18" LONG, AT 12" CENTERS, 6" FROM EDGE.
3. PROVIDE 3/8" GROOVED CONTROL JOINTS AT 5' CENTERS.
4. WELDED WIRE FABRIC (6X6–6X6) SHALL BE INSTALLED THROUGH DRIVEWAYS AT 2" ABOVE SLAB BOTTOM.
5. PROVIDE 1/2" BITUMINOUS EXPANSION JOINT FILLER MATERIAL WHERE WALK ABUTS EXISTING IMPROVEMENTS AND AT ALL CHANGES IN GRADE
6. USE 2–#4 REINFORCING BARS, 10' LONG OVER ALL UTILITY TRENCHES FOR NEW SIDEWALK AND CONNECTIONS TO EXISTING SIDEWALK.
7. AT DRIVE APPROACHES, SIDEWALK PCC AND BASE THICKNESS SHALL MATCH THAT OF THE DRIVE.

CONCRETE SIDEWALK

N.T.S.

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS TO VERIFY ALL BUILDING DIMENSIONS.
4. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3–FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON–SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

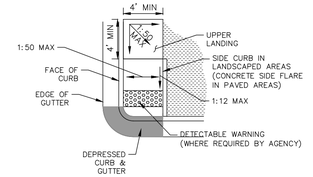
PAVING AND CURB LEGEND

CONCRETE SIDEWALK
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

HEAVY DUTY CONCRETE PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

STANDARD PITCH CONCRETE CURB AND GUTTER

CONCRETE DEPRESSED CURB AND GUTTER



RAMPS ADJACENT TO PAVEMENT

SIDEWALK AND SIDEWALK RAMPS

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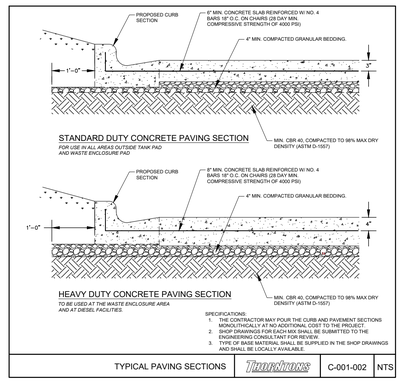
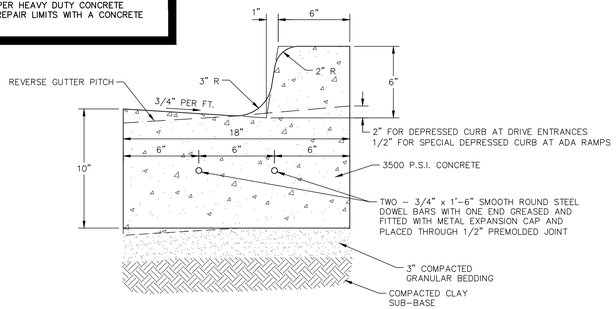


SPECIFICATIONS:
1. THE CONTRACTOR MAY POUR THE CURB AND PAVEMENT SECTIONS MONOLITHICALLY AT NO ADDITIONAL COST TO THE PROJECT
2. SHOP DRAWINGS FOR EACH MIX SHALL BE SUBMITTED TO THE ENGINEERING CONSULTANT FOR REVIEW.
3. TYPE OF BASE MATERIAL SHALL BE SUPPLIED IN THE SHOP DRAWINGS AND SHALL BE LOCALLY AVAILABLE

TYPICAL PAVING SECTIONS	Thorntons	C-001-002	NTS

PAVING NOTES

*CONTRACTOR TO REMOVE AND DISPOSE OF CONCRETE PAVEMENT AS SHOWN. CONTRACTOR TO REPLACE PAVEMENT AS SHOWN PER HEAVY DUTY CONCRETE PAVEMENT SECTION DETAIL AND SEAL EDGES OF REPAIR LIMITS WITH A CONCRETE JOINT SEALANT MATERIAL PER IDOT STANDARDS.



NOTES: USE TWO – #5 REBARS FOR 10 L.F. ON EITHER SIDE OF ALL UTILITY TRENCHES. INSTALL EXPANSION JOINTS EVERY 50 FT. AND SAW–CUT CONSTRUCTION JOINTS EVERY 25 FT.

B6.12 CURB & GUTTER

N.T.S.

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SCALE: AS NOTED
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Thorntons

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE:
03/01/2018

KHA PROJECT NO.
168281047

SHEET NUMBER
C2.0

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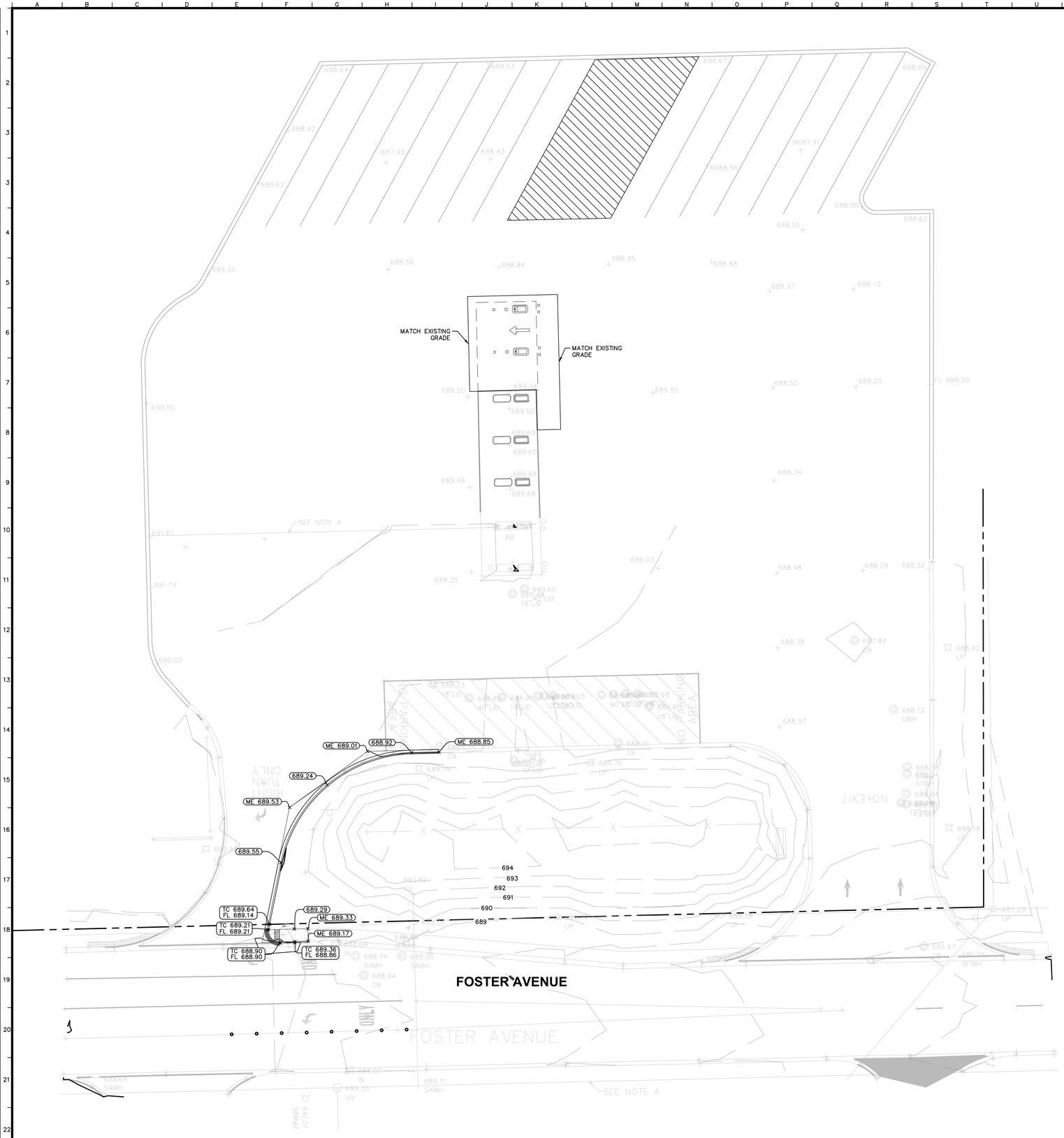

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GRAPHIC SCALE IN FEET
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GRADING NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES UNLESS OTHERWISE NOTED.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

GRADING LEGEND

FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION
689 — PROPOSED CONTOUR
689 — EXISTING CONTOUR
PITCH CURB AND GUTTER

No.	REVISIONS	DATE	BY
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THORNTONS

GRADING PLAN

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE: 03/01/2018
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C3.0

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\2 Design\CAD\PlanSheets\C3.0 - GRADING PLAN.dwg C3.0 Jun 21, 2018 2:37pm by: sean.hickey
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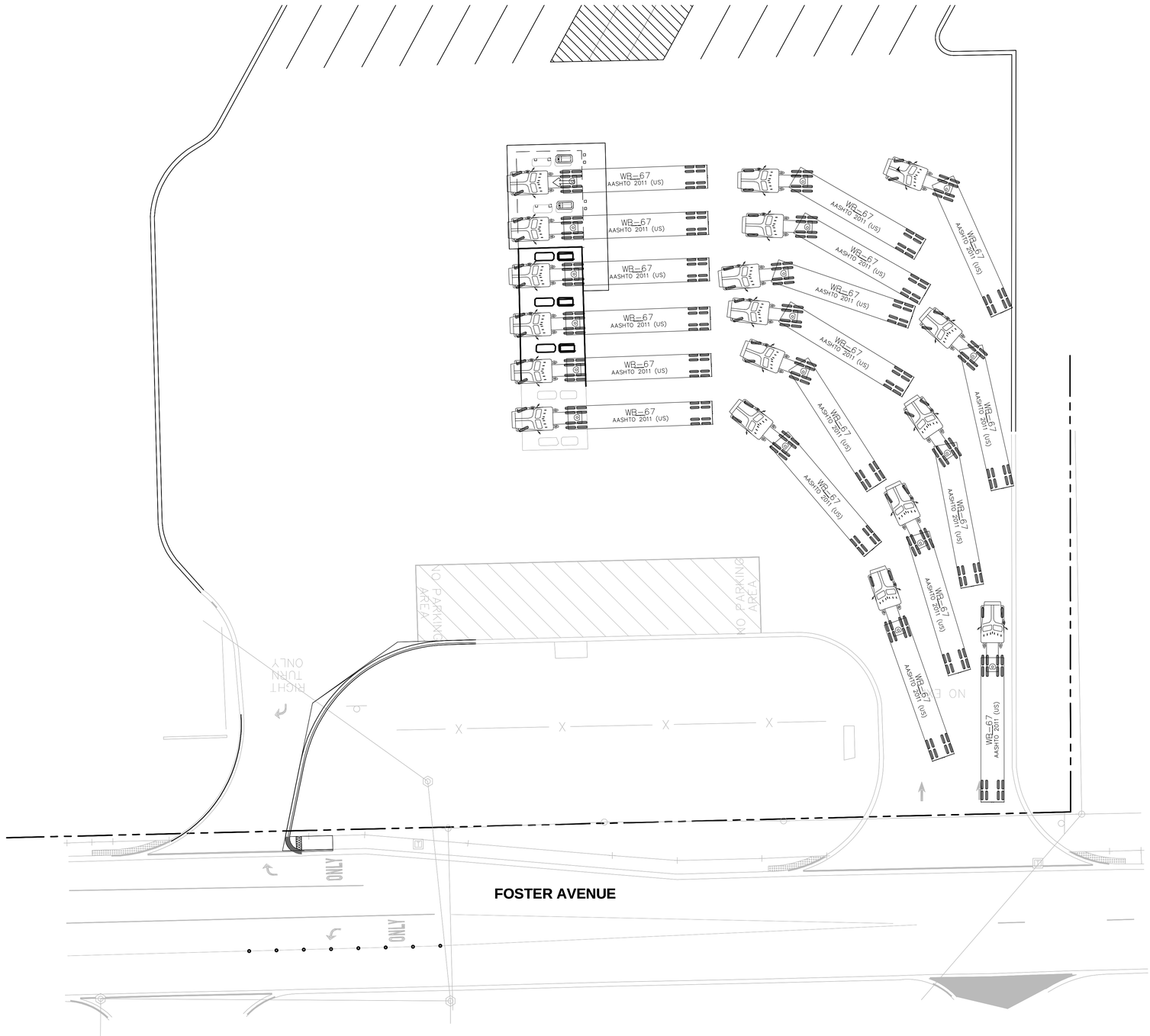

Call Before You Dig
JULIE
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

No.	REVISIONS	DATE	BY
1	REVISED PER VILLAGE	06/21/18	SMH

Kimley»Horn

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1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: SMH
DRAWN BY: SMH
CHECKED BY: ET

THORNTONS

STACKING EXHIBIT

THORNTONS #314
601 IL-83
BENSENVILLE, ILLINOIS 60106

ORIGINAL ISSUE:
03/01/2018

KHA PROJECT NO.
168281047

SHEET NUMBER

EX.

Drawing name: K:\CHS_LDEV\168281047_Thorntons_Bensenville_IL\3 Design\CAD\Exhibits\Auto Turn Exhibit.dwg Layout! Jun 21, 2018, 3:52pm by: Eric.Tracy
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TYPE:	SUBMITTED BY:	DEPARTMENT:	DATE:
Public Hearing	K. Pozsgay	CED	08.07.18

DESCRIPTION:

Consideration of a Conditional Use Permit (Service Station) for Lincolnwood Gas & Food, Inc, located at 1301 W Irving Park Rd.

SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:

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

REQUEST:

Conditional Use Permit, Service Station,
Municipal Code Section 10 – 7B – 3.

SUMMARY:

1. The Petitioner is applying for a Conditional Use Permit to operate a fueling station at the long vacant property at the northwest corner of Irving Park Road and Spruce Avenue.
2. The station will be rebranded as an Exxon with Quick Mart.
3. Although not part of the original request, it appears they will need a stacking variance, as they don't meet the required two vehicle stacking positions per fueling pump.
4. They were also required to submit building plans, as much of that work had been done with a proper approval. The plans you see are mostly already completed.
5. Also of note, the State fire marshal required the property owner to remove existing underground tanks. There are currently no tanks, but the owner says he has new tanks ready to install should the project move forward.
6. Staff also has concerns about lack of full traffic study and lack of convincing market analysis/need.

RECOMMENDATION:

Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use for Lincolnwood Gas & Food, Inc. If the CDC recommends approval staff suggests as a minimum the following conditions with the following conditions:

1. The Conditional Use Permit be granted solely to the Lincolnwood Gas & Food 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;
2. New building permits are required to deal with 5 outstanding permits and all future permits;
3. All work will have to meet current Code requirements;
4. The sidewalk must be completed on the Spruce Avenue frontage;
5. Monument sign must include 3 feet of landscaping around the base;
6. No liquor license;
7. No video gaming;
8. Site must be redesigned to eliminate the need for the stacking variation;
9. Building and column/canopy upgrades required.

ATTACHMENTS:

Description	Upload Date	Type

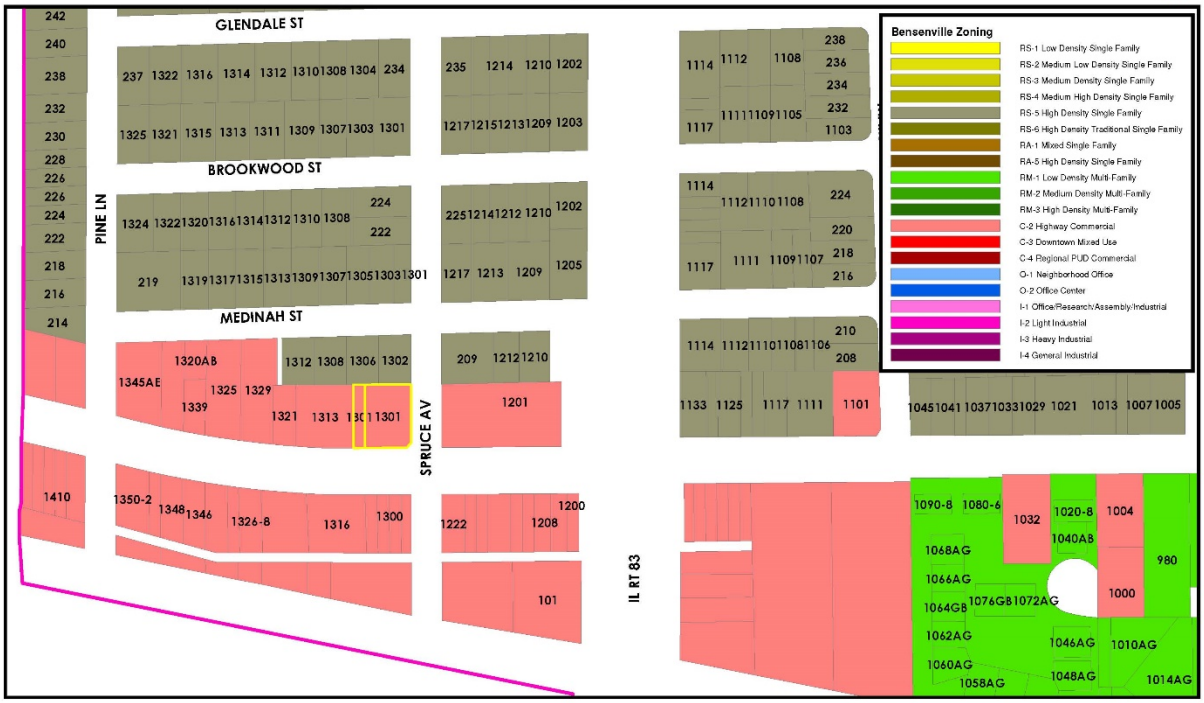
Aerial & Zoning Maps	**8/1/2018**	**Backup Material**
Legal Notice	**8/1/2018**	**Backup Material**
Application	**8/1/2018**	**Backup Material**
Project Narrative	**8/1/2018**	**Backup Material**
Staff Report	**8/1/2018**	**Executive Summary**
Building Plans	**8/1/2018**	**Backup Material**
Signage	**8/1/2018**	**Backup Material**
Stacking Exhibit	**8/1/2018**	**Backup Material**
Plat of Survey	**8/1/2018**	**Backup Material**

Village of Bensenville

1301 W Irving Park Rd

Village of Bensenville

Zoning Map



LEGAL NOTICE/PUBLIC NOTICE
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on Tuesday, August 7, 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 – 18 to consider a request for:

Conditional Use Permit, Service Station,
Municipal Code Section 10 – 7B – 3.

1301 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:

LOTS 3, 4, 5, 6, AND 7 IN BLOCK 40 IN THE FIRST ADDITION TO PERCY WILSON'S IRVING PARK MANOR, BEING A SUBDIVISION IN SECTIONS 10, 11, 14, AND 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 7, 1926, AS DOCUMENT 213044, EXCEPT THAT PART OF LOT 3 TAKEN FOR ROADWAY PURPOSES BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION AS SHOWN AS PARCEL 0026 ON PLAT RECORDED MARCH 19, 1985, AS DOCUMENT R85-18882, AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 3: THENCE NORTH 86 DEGREES 23 MINUTES 55 SECONDS WEST ALONG THE SOUTH LINE OF LOT 3, A DISTANCE OF 10.00 FEET; THENCE NORTH 46 DEGREES 43 MINUTES 13 SECONDS EAST, 14.17 FEET TO THE EAST LINE OF LOT 3; THENCE SOUTH 01 DEGREE 50 MINUTES 22 SECONDS WEST ALONG THE EAST LINE OF LOT 3, A DISTANCE OF 10.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

ADDRESS: 1301 W IRVING PARK ROAD, BENSENVILLE, ILLINOIS.

Leonidas Bairaktaris of 6N068 Acacia Ln., Medinah 60157 and Kyriakos Giannoudakos of 420 Sunnyside Ave, Itasca, IL 60143 are the owners and Lincolnwood Gas & Food, Inc of 6559 N. Lincoln Ave, Lincolnwood, IL 60712 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 August 7, 2018 until 5:00 P.M.

Office of the Village Clerk
Village of Bensenville

TO BE PUBLISHED IN THE BENSENVILLE INDEPENDENT

July 19, 2018

RECEIVED
FEB 1 4 2018
By:

For Office Ute !?
Date of Submission: _____ MUNIS◆#: 7:r 7o CDCCw:#:2.0/8-'- j;)

COMMUNITY DEVELOPMENT COMMISSION APPLICATION

Address: .I ;>:;;;) l.-IN · r=:(2-V"-(=t—IP_=----'.....='-t-''B'"'-=...;:'"'"'-=...:'-'.Ji 'I'...

Property Index Number(s) (PIN): Oo ·\6 · 2:2."2 · 6 tB 0..3 ·15, Z.'2-2. · Ol

A. PROPERTY OWNER:

CD£0N1D,t;, BA1 A rAe16 f{i}t::Y121.At;.qS 4tA-NNot./L2A-;:;a$
Name — Corporation (if applicable)

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Street

City — State — Zip Code

)(· ---------- ---------- x
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: X [signature] Date: X

B. APPLICANT: ☐Check box if same as owner

LwPQkJw-?oaJ 'r'2 f. G,s=:4, I A
Name — Corporation (if applicable}

t.o551 Ai. L1'H -..:.-' ----------
Street

Lt&cd t-Jwa,4 :re . 007/-Z
City — State — Zip Code

,/4$E /J1.i06f;uJ 773·754·7230
Contact Person — Telephone Number & Email Address

TENANT
Relationship of Applicant to subject property

Applicant Signature: X [signature] Date: X 08-01-17

C. ACTION REQUESTED (Check applicable):
- ☐Annexation
-)(Conditional Use Permit
- ☐ Master Sign Plan
- ☐ Planned Unit Development**
- ☐ Plat of Subdivision
- ☐ Rezoning (Map Amendment)
- ☐Site Plan Review
- ☐ Variance

*Item located within this application packet.
**See staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS (1 original & 1 copy of each):
- ☐Affidavit of Ownership* (signed/notarized)
- ☐Application•
- ☐Approval Criteria
- ☐Legal Description of Property
- ☐Plat of Survey
- ☐Site Plan
- ☐Building Plans & Elevations
- ☐Engineering Plans
- ☐Landscape Plan
- ☐Review Fee (Application Fee + Escrow)
- ☐Escrow agreement and deposit*
- ☐Digital Submission of all application materials (CD)

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

Conditional Use Permit, to continue using the existing Gas Station located at 1301 W. Irving Pk. Rd. as a Gas Station (#03-15-222-013 & 03-15-222-019)

D. PROJECT DATA:

1. General description of the site: Existing corner gas station located in C-2 district

2. Acreage of the site: .39Acres Building Size (if applicable): 1421 SF Gross

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.)
   None

5. Character of the site and surrounding area:

	Zoning	Existing Land Use	Jurisdiction
Site:	C-2	Gas Station C-Store	Village of Bensenville
North:	RS-5	SFH	Village of Bensenville
South:	C-2	Auto Body/ Repair Shop	Village of Bensenville
East:	C-2	Car Wash	Village of Bensenville
West:	C-2	Retail	Village of Bensenville

E. DEVELOPER'S STAFF (if applicable):

ARCHITECT
Name: N/A
Telephone:
Email:

ENGINEER:
Name: N/A
Telephone:
Email:

ATTORNEY
Name: N/A
Telephone:
Email:

OTHER Woods Design Group, Construction Manager
Name: Art Woods
Telephone: 630-886-5163
Email: artwoods@woodsdg.com

F. APPROVAL CRITERIA:

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

WOODS DRESIGN GROUP, as Construction Managers for

Client: (Tenant/Lessee) Lincolnwood Gas & Food, Inc

Municipal Code section 10-3-4:C Approval Criteria for Conditional Use Permit

Project Address: 1301 W. Irving Pk. Rd., Bensenville Illinois

1) Traffic Impact: the area shall not see or have any significant increase in traffic as the existing site function and use as a gas station is not changing.
2) Environmental Nuisance: The Conditional Use sought is for a Gas Station, the existing site is a Gas Station. The site shall not generate any greater noise than does exist, the building shall not add or reduce any light beyond what exists, the site shall not create any adverse environmental greater than is allowed.
3) Neighborhood Character: The proposed use of the property shall fit harmoniously with the existing character, and should have no adverse impact on environmental quality, property values, or neighborhood character as this site sites bordered by similar commercial uses and has been in existence since 1956.
4) Use of Public seNices and facilities: The conditional Use Permit sought will not have a need for any greater, or a disproportionate demand on any village services or facilities than that of the surrounding area.
S) Public Necessity: The prosed use at this location (gas Station) has existed and provided a service to the community and has been a public convenience for over 60 years, we are just requesting to continue the existing use, for many more years. I would also like to say that this location has been not only a good neighbor, it has also been an income producer in the way of sales tax for those same years, and will continue to generate revenue for the village for years to come.
6) Other Factors: In closing let that conditional use permit we seek is to continue a use that has existed since 1956, that a track record of some 60 years. This site is surrounded by a Car Wash, Auto Parts, Auto Repair, Storage lots, Tavern, Hot Dog stand, and a retail Strip Center, I would contend that it fits in well with its neighbors.
7) History/Comment: If it had not been for a couple unfortunate circumstances and miscommunications my client the Tenant/Lessee and initiator of the application for conditional use would not be before you today, this station has existed for over 60 years, so we ask you now to grant the petitioners the conditional use they request so they may complete the remodel of the station, continue its use, and once again be a productive Business in the Village of Bensenville.

STATE OF Il.LINOIS)
)SS.
COUNTY OF DUPAGE AND COOK)

AFFIDAVIT OF OWNERSHIP

I *l£:06J1PJl't-$ •'B>AtZAKTAi:!'..\S* the undersigned Affiant, being first duly sworn, on oath states:

I. That Affiant has personal knowledge of the representations and statements made herein, and has examined all necessary documents, records of ownership and such other information as is rq uired to confirm the statements and representations herein;
2. That the owner(s) and contract purchaser(s), if any, as set forth on the Petition attached hereto is (are) the owner(s) of record and contract purchasers of said property;
3. That all consents to the attached Petition required of lenders or of others holding an interest in the property have been obtained;
4. This Affidavit of Ownership is given to induce the Village of Bensenville, without further inquiry as to ownership or purchase interest, to rely on said statements and representations and to process and set for Public Hearing the Petition as attached hereto; and,
5. Affiant is aware of and has been advised that any false statement set forth in this Affidavit of Ownership may subject Affiant to criminal sanctions for perjury, punishable as provided by the statutes of the State of Illinois in relation to the crime of perjury.

IN WIT SS WHEREO the undersigned has executed this Affidavit of Ownership this .... day of, "f;J'd: '2-ul I .

cw, oU cl_+i,JU/2
ignature

SUBSCRIBED and **SWORN** to
before me this 3 day of, August , 2017

Notary Public

OFFICIAL SEAL
KATHY GLINKOWSKI
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES 08119/17

Village of Bensenville Conditional Use Permit

EXHIBIT "A"

1301 W. Irving Pk. Rd., Bensenville Illinois

Legal Description

Lots 3, 4, 5, 6 and 7 in Block 40 in the first addition to Percy Wilson's Irving Park Manor, being a subdivision in Sections I 0, 11, 14, al ld 15, Township 40 North, Range 11, East of the Third Principal Meridian, according to tl le plat thereof recorded May 7, 1926 as Documel lt 213044, except that part of Lot 3 takel l for Roadway purposes by Document R85- l 8882, in DuPage County, Illil lois

PIN : 03 ·15-222-0 13 & 03-15-222-0 19

Address: 1301 W. Irving Park Rd. Bensenville, IL

60106

install EXXON corputor ID sign on canopy as shown
there would be two sets of letter
one on the west side one on the east end
22" x 8ft long EXXON letters two set 15 sq ft each 30 sq ft total
EXXON
Synergy
Synergy
Synergy
Synergy

Project Narrative
1301 W. Irving Park Road

INTRODUCTION

Lincolnwood Gas & Foods, Inc. ("LG&F") is requesting to reestablish their gas station at the corner of Irving Pk. Rd. and Spruce Ave.in Bensenville, including completion of the remodeling of the existing building, and includes rebranding the station to an Exxon station with Quick Mart.

Remodel of an approximately 1,500 square foot convenience store, eight car (8) parking stalls, six (6) multi-product fueling dispensers (this provides for twelve (10) automobile fueling positions)
This remodel will transform the underutilized repair station into a first class, updated fueling center. The Exxon Quick Mart, with both food and fueling components will serve the residents as well as a very active transient day time population.

The Quick Mart will give significant benefits to the immediate neighborhood as well as serving the west bound traffic on Irving park Rd. and that traffic exiting route 83 to Spruce Ave. In addition, this facility will create 2-4 new jobs in the community these will typically be people living within 5-7 blocks of the station.

The reestablishment and rejuvenation of the property will provide much needed amenities to the growing residential area and to more than 5,800 vehicles exiting Rout 83 on Spruce Ave. along with 18,800 daily vehicles on Irving Park Road.

The Quick Mart store will offer a variety of both replenishable & consumables from food to toiletry options, hot and cold beverages, and other convenience goods consisting of more than 900 items or SKU's.

MARKET OVERVIEW

LG&F targeted customers are (a) the residents with in one-mile radius, this group will visit the station on a regular basis 1-3 times a week as it will be the most convenient place to buy consumables. (b) residents within 1-2 mile radius this group in general will visit one time per month, and finally (c) the transient group is the day time traffic of 5,800 coming from Rout 83 off of Spruce Ave. past our store, and the west bound traffic on Irving Pk. Rd. 18,800 of this we will get a percentage of the traffic as our daytime customer.

According to the leading industrial real estate brokers in the O'Hare industrial office/warehouse submarket (bounded by I-294 on the east, I-290 on the south, I-355/Route 53 on the west, and Touhy Avenue on the north) has nearly 100,000,000 square feet of industrial flex space and represents the largest contiguous industrial park in the United States.
Despite the development of new fueling stations in the Bensenville area, the expansion of the industrial park and the extension of the Elgin-O'Hare expressway continues to drive consumer demand for a quick convenient "Quick Mart" Fueling Station for daily commuters as well as the increasing local population needed to keep it all working.

PROJECT OVERVIEW

Since the site is located along two of the busiest travel routes in the Bensenville, Elk Grove Village and Wood dale area, the Quick Mart will provide eight fast flow standard fueling lanes and two fast flow diesel lanes for cars and small trucks.

LG&F is also looking into setting up quick charge refueling for electric cars, we believe that this is the wave of the future for the daily local commuter and we would like to lead the way. Looking at the expanding market of electric cars and light truck we believe that it just a matter of time before they become main stream.

MARKET ANALYSIS

The reestablishment of this station along with the new and improved Quick Mart will serve the greater Bensenville O'Hare area for the next fifty years as it has for the past 60 years.

This location has long served as a combination auto repair/fueling station and most recently changed from auto repair to quick Mart fueling station given the many changes in both car technology and traffic demands this change was long overdue. It is because of our long history and willingness to expand and improve we humbly request that you approve our request for a special use permit to reestablish our business and continue our long history of serving the greater Bensenville area.

LG&F has projected sales of both Gas and convenient store sale see chart below. This at 1% sales tax would net +/- $7,500.00 a year to the Village along with increased EAV with improved site. This is a win for everyone.

	Month												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
Gallons sold	75,000	73,000	76,000	78,000	75,000	80,000	85,000	88,000	84,000	83,000	82,000	81,000	960,000
STORE SALES	50,000	50,000	55,000	60,000	60,000	63,000	70,000	72,000	70,000	68,000	66,000	60,000	744,000

BENSENVILLE
COMMUNITY DEVELOPMENT COMMISION

STAFF REPORT

HEARING DATE:	August 7, 2018
CASE #:	2018 – 12
PROPERTY:	1301 W Irving Park Rd
PROPERTY OWNER:	Leonidas Bairaktaris and Kyriakos Giannoudakos
APPLICANT	Lincolnwood Gas & Food, Inc
SITE SIZE:	16,918 SF
BUILDING SIZE:	1,435 SF
PIN NUMBERS:	03-15-222-013; -019
ZONING:	C – 2 Highway Commercial District
REQUEST:	Conditional Use Permit, Service Station, Municipal Code Section 10 – 7B – 3.

PUBLIC NOTICE:

1. A Legal Notice was published in the Bensenville Independent on Thursday July 19, 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 July 20, 2018.
3. On Friday July 20, 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 applying for a Conditional Use Permit to operate a fueling station at the long vacant property at the northwest corner of Irving Park Road and Spruce Avenue. The station will be rebranded as an Exxon with Quick Mart. Although not part of the original request, it appears they will need a stacking variance, as they don't meet the required two vehicle stacking positions per fueling pump. They were also required to submit building plans, as much of that work had been done with a proper approval. The plans you see are mostly already completed. Also of note, the State fire marshal required the property owner to remove existing underground tanks. There are currently no tanks, but the owner says he has new tanks ready to install should the project move forward.

SURROUNDING LAND USES:

	Zoning	Land Use	Comprehensive Plan	Jurisdiction
Site	C – 2	Vacant Commercial	Local Commercial	Village of Bensenville
North	RS – 5	Residential	Single Family Residential	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 is paid up to date.

Police:
No police issues.

Engineering and Public Works:
No comments.

Community & Economic Development**:**
Economic Development:

1) Supportive of this conditional use permit for a fueling station use.
2) The site is already built out as a gas station, and as such will require minimal construction or rehabilitation.
3) The fueling station will create a number of jobs for community residents, as well as generate sales tax for the Village.

Fire Safety:
No comments at this time.

Building:

1) The site has five issued permits, dating back to 2014, that have not been completed.
    a. #4009 Interior demolition applied for 1/2014
    b. #4313 Building alteration applied for 6/2014
    c. #4842 Exterior improvements applied for 1/2015
    d. #4928 Signage applied for 3/2015
    e. #7884 Tank removal applied for 2/2018
2) New building permits would be required and since none of the old permitted work was finaled, all work will have to meet current code requirements.

3) An Office of the State Fire Marshal (OSFM) permit will be required for the installation of the new tanks.

Planning:

1) The 2015 Comprehensive Plan indicates "Local Commercial" for this property.
2) There was a prior gas station on the property. It closed in 2014.
3) Since this station closed, there have been 5 fueling stations approved by Village Board:
4) There are 13 fueling stations in the Village currently, with one more approved recently.

ADDRESS	BUS NAME
1285 NORTH ELLIS STREET	ROAD READY
1156 SOUTH YORK ROAD	7- ELEVEN/ EXXON
550 NORTH IL RT 83 ROAD	B P CONNECT (BP PRODUCTS NORTH AMERICA)
600 NORTH IL RT 83 ROAD	BENSENVILLE SHELL
1225 WEST DEVON AVENUE	CITGO
600 WEST IRVING PARK ROAD	BP
647 SOUTH YORK ROAD	SUNNY PETROLEUM, INC. (MARATHON)
550 ILLINOIS ROUTE 83	BP/SUBWAY
601 NORTH IL RT 83 ROAD	THORNTONS INC, #314
1120 WEST IRVING PARK ROAD	SPEEDWAY #7412
101 WEST IRVING PARK ROAD	AMOCO
801 NORTH IL RT 83 ROAD	BRYN MAWR CITGO
1050 NORTH IL RT 83 ROAD	PILOT TRAVEL CENTER LLC
720 EAST GREEN STREET	AMERIFREIGHT*

5) Applicant is proposing 10 auto-fueling positions: eight regular fuel and two diesel.
6) Applicant submitted a stacking exhibit, which doesn't show the required two stacking spots per fueling station. A variance for stacking requirements was not applied for.
7) The applicant is interested in installing electric vehicle charging stations.
8) From Village Code: The Village Board may require a traffic study to verify that the placement and spacing of curb cuts will not result in traffic conflicts with pedestrians and other motorists.
9) A full traffic study was not submitted.
10) Staff may want to close a curbcut.
11) The Spruce Avenue frontage does not have a sidewalk. Where the Site Plan has striping we should seek the removal of the pavement and have green space reintroduced to the Site.
12) The applicant submitted a project narrative with market overview.
    a. They anticipate 960,000 gallons sold a year.
    b. They anticipate the convenience store selling a total of $744,000 a year.
13) The monument sign must include landscaping around the base.
14) The building and canopy are not built to the same standards as other recent approvals, including masonry on building and canopy columns.
15) Changes to the columns to include masonry and upgrades to the building should be considered.
16) Without the tanks in ground, is it possible to relocate/redesign pump islands to mitigate stacking variation?
17) Staff does not recommend a liquor license or video gaming to be allowed.

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 area shall not see or have any significant increase in traffic as the existing site function and use as a gas station is not changing.

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: The Conditional Use sought is for a Gas Station, the existing site is a Gas Station. The site shall not generate any greater noise than does exist, the building shall not add or reduce any light beyond what exists, the site shall not create any adverse environmental greater than is allowed.

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 of the property shall fit harmoniously with the existing character, and should have no adverse impact on environmental quality, property values, or neighborhood character as this site sites bordered by similar commercial uses and has been in existence since 1956.

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 conditional Use Permit sought will not have a need for any greater, or a disproportionate demand on any village services or facilities than that of the surrounding 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 prosed use at this location (gas Station) has existed and provided a service to the community and has been a public convenience for over 60 years, we are just requesting to continue the existing use, for many more years. I would also like to say that this location has been not only a good neighbor, it has also been an income producer in the way of sales tax for those same years, and will continue to generate revenue for the village for years to come.

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 closing let that conditional use permit we seek is to continue a use that has existed since 1956, that a track record of some 60 years. This site is surrounded by a Car Wash, Auto Parts, Auto Repair, Storage lots, Tavern, Hot Dog stand, and a retail Strip Center. I would contend that it fits in well with its neighbors.

Additional History/Comment from Applicant:
If it had not been for a couple unfortunate circumstances and miscommunications my client the Tenant/Lessee and initiator of the application for conditional use would not be before you today, this station has existed for over 60 years, so we ask you now to grant the petitioners the conditional use they request so they may complete the remodel of the station, continue its use, and once again be a productive Business in the Village of Bensenville.

Staff Response to Approval Criteria:
It is stated repeadetly, and incorrectly, that the exisitng use will remian. The site is curently vacant with no use. While a past use was a fueling station, it is not correct to say that the existing site function and use as a gas station is not changing. The site is not an existing gas station.

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

RECOMMENDATIONS:
Staff recommends the Denial of the above Findings of Fact and therefore the Denial of the Conditional Use for Lincolnwood Gas & Food, Inc. If the CDC recommends approval staff suggests as a minimum the following conditions with the following conditions:

1. The Conditional Use Permit be granted solely to the Lincolnwood Gas & Food 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;
2. New building permits are required to deal with 5 outstanding permits and all future permits;
3. All work will have to meet current Code requirements;
4. The sidewalk must be completed on the Spruce Avenue frontage;

5. Monument sign must include 3 feet of landscaping around the base;
6. No liquor license;
7. No video gaming;
8. Site must be redesigned to eliminate the need for the stacking variation;
9. Building and column/canopy upgrades required.

Respectfully Submitted,
Department of Community
& Economic Development

BUILDING RENOVATION FOR:

LINCOLNWOOD GAS AND FOOD, INC

1301 W. IRVING PARK ROAD, BENSENVILLE, IL. 60106

GENERAL NOTES

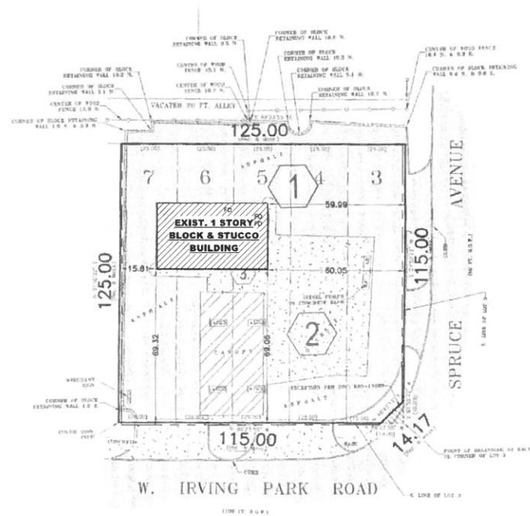
1. ALL CODES HAVING JURISDICTION SHALL BE OBSERVED STRICTLY IN CONSTRUCTION OF THE PROJECT INCLUDING ALL APPLICABLE STATE, CITY AND COUNTY BUILDING, ZONING, ELECTRICAL, MECHANICAL, PLUMBING AND FIRE CODES. CONTRACTOR SHALL VERIFY ALL CODE REQUIREMENTS AND BRING ANY DISCREPANCIES BETWEEN CODE REQUIREMENTS AND THE CONSTRUCTION DOCUMENTS TO THE ATTENTION OF THE ARCHITECT.
2. ALL CODES, TRADE STANDARDS AND MANUFACTURERS' INSTRUCTIONS REFERENCED IN THE CONTRACT DOCUMENTS SHALL BE THE LATEST EDITION.
3. DETAILS AND SELECTION OF THE DRAWINGS ARE SHOWN AT THE SPECIFIC LOCATIONS AND ARE INTENDED SHOW GENERAL REQUIREMENTS THROUGHOUT. DETAIL NOTED 'TYPICAL' IMPLY ALL CONDITIONS TREATED EARLY MODIFICATIONS TO BE MADE BY CONTRACTOR TO ACCOMMODATE MINOR VARIATIONS.
4. ALL DRAWINGS SHALL BE FULLY COORDINATED BY CONTRACTOR TO VERIFY ALL DIMENSIONS, LOCATE DRESSED SLABS, SLOPES, DRAINS, OUTLETS, RECESSES, REGLETS, BOLT SETTINGS, SLEEVES, ETC.
5. CONTRACTOR SHALL VERIFY AND PROTECT ALL SERVICE ONES AND EXISTING SITE AREA FROM TIEORATION OR DAMAGE.
6. THE ARCHITECT/ENGINEER SHALL NOT BE RESPONSIBLE FOR THE SAFETY AND CONSTRUCTION PROCEDURES, TECHNIQUES OR THE FAILURE OF THE BUILDER TO CARRY OUT THE WORK IN ACCORDANCE WITH DRAWINGS OR THE REQUIRED CODES.
7. CONTRACTOR SHALL OBTAIN ALL NECESSARY BUILDING PERMITS.
8. CONTRACTOR SHALL BRING ERRORS AND OMISSIONS WHICH MAY OCCUR IN CONTRACT DOCUMENTS TO THE ATTENTION OF THE ARCHITECT IN WRITING, AND WRITTEN INSTRUCTION SHALL BE OBTAINED BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE RESULTS OF ANY ERRORS, DISCREPANCIES OR OMISSIONS IN THE CONTRACT DOCUMENT OF WHICH THE CONTRACTOR FAILED TO NOTIFY THE ARCHITECT BEFORE CONSTRUCTION AND/OR FABRICATIONS OF THE WORK.
9. THE CONTRACTOR AND SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS AND JOB CONDITIONS AT THE JOB SITE SUFFICIENTLY IN ADVANCE OF WORK TO BE PERFORMED, TO ASSURE THE ORDERLY PROGRESS OF THE WORK.
10. CONTRACTOR SHALL MAINTAIN THE PREMISES CLEAN AND FREE OF ALL TRASH, DEBRIS AND SHALL PROTECT ALL ADJACENT WORK FROM DAMAGE, SOLING, PAINT, OVERSPRAY, ETC. ALL FIXTURES, EQUIPMENT, GLAZING FLOORS, ETC. SHALL BE LEFT CLEAN AND READY FOR OCCUPANCY UPON COMPLETION OF THE PROJECT.
11. ALL MANUFACTURERS' PRINTED WARNINGS FOR HANDLING OF PRODUCTS MUST BE STRICTLY OBSERVED. THE WORDS 'OR EQUAL' ARE TO BE ASSUMED WHENEVER A SPECIFIC MANUFACTURER IS NOTED. HOWEVER, ALL SUBSTITUTIONS MUST BE APPROVED BY THE CONSTRUCTION MANAGER.
12. THE CONTRACTOR SHALL MAKE NO STRUCTURAL CHANGES WITHOUT WRITTEN APPROVAL OF THE ARCHITECT/ ENGINEER.

SPECIAL NOTES

THE ARCHITECT IS NOT SUPERVISING CONSTRUCTION OF THIS BUILDING, THEREFORE, THE USE OF THESE DRAWINGS BY THE OWNER OR ANY CONTRACTOR, SUB-CONTRACTOR, BUILDER, TRADESMAN OR WORKMAN SHALL CONSTITUTE A HOLD HARMLESS FOR ANY RESPONSIBILITY IN REGARD TO THE CONSTRUCTION MEANS, METHODS, TECHNIQUES,
SEQUENCE OR PROCEDURES AND FOR ANY SAFETY PRECAUTION OR PROGRAMS IN CONNECTION WITH THE WORK. FURTHER, THE ARCHITECT SHALL BE HELD HARMLESS FOR ANY RESPONSIBILITY IN REGARD TO ANY COSTS OR PROBLEMS ARISING FROM THE NEGLIGENCE OF THE CONTRACTOR, SUB-CONTRACTOR, BUILDER, TRADESMAN OR WORKMAN, OR FOR THEIR FAILURE TO COMPLY WITH THESE PLANS AND SPECIFICATIONS.

SPECIAL SAFETY NOTE

ALL CONTRACTORS, SUB-CONTRACTORS AND THEIR REPRESENTATIVES WORKING ON THIS PROJECT SHALL AT ALL TIMES PRIOR AND DURING THE COURSE OF THEIR ACTIVITY BE RESPONSIBLE FOR THE SAFETY OF THEIR EMPLOYEES AS WELL AS OTHER AND IN CARE OF THEIR PROPERTY. EACH AS REPRESENTATIVES OF THEIR EMPLOYEES SHALL ASCERTAIN THAT THE CONDITIONS UNDER WHICH THEY WILL BE REQUIRED TO ACCOMPLISH THEIR WORK AS SAFE AND MEET ALL REGULATIONS OF THE OCCUPATIONAL SAFETY AND HAZARD ACT OR INDICATE SATISFACTION CONCERNING SAFETY AND PULL RESPONSIBILITY FOR ACCIDENTS AND/OR DAMAGE. IF NECESSARY TO RENDER THE JOB-SITE SAFE. IF THE WORK OF THE OTHER PARTIES IS UPON INSPECTION, FOUND AT ANY TIME TO BE UNSAFE, THE CONTRACTOR OR SUB-CONTRACTOR SHALL IMMEDIATELY STOP ALL WORK AND NOTIFY THE GENERAL CONTRACTOR, ARCHITECT AND OWNER. THE BEGINNING OF WORK SHALL INDICATE ACKNOWLEDGEMENT AND ACCEPTANCE OF THESE REQUIREMENTS.



1 / 1 C1 **SITE PLAN**
1" = 30'-0"

SCOPE OF SITE WORK

1. SCRAPE 3" OFF OF THE EXISTING ASPHALT PAVING TO RE-PAVE 1-½" TYPE "A" AND "B"
2. DEMO ALL EXISTING CONCRETE PAVING TO RE-PAVE (8" @ APPROACH AREA OF DRIVE ENTRANCES OVER 8" #7 CRUSHED STONE, AND 6" @ALL OTHER AREA OVER 4" #7 CRUSHED STONE – ALL TO BE USED WIRE-MESH)
3. INSTALL NEW 3' WIDE SIDE WALK – 4" THK. CONCRETE OVER 4" 37 CRUSHED STONE W/#6RE MESH IN THE MIDDLE – BRUSH FINISH.

(LANDSCAPING)
PLANT NEW SOD ON ALL LANDSCAPING AREA AND NEW TREES AROUND THE SITES TO REPLACE ALL INAPPROPRIATE EX TREES AT THE SITE.

CHRIS WINOGRADZKI ARCHITECTS, LTD.
ARCHITECTS & BUILDERS
115 OAKWOOD AVE., DES PLAINES, IL 60016 PH. # 847.698.4114
e-mail: christopher@cw-architects.com

BUILDING CODES:

International Residential Code (2012)

International Fire Code (2012)

International Energy Conservation Code (2012) and State of Illinois Energy Code

National Electric Code (2011)

Illinois State Plumbing Code (2004)

International Mechanical Code (2012)

Drawing List		
Sheet Number	Sheet Name	Sheet Issue Date
1 C1	TITLE SHEET & SITE PLAN	10-11-2017
2 C2	MATERIAL SPECIFICATIONS	10-11-2017
3 A1	FIRST FLOOR PLAN & ELEVATIONS	10-11-2017
4 E-M1	ELECTRICAL & MECHANICAL PLANS	10-11-2017
Grand total: 4		

BUILDING DATA

BUILDING CODE	
BUILDING CODE:	INTERNATIONAL BUILDING CODE, 2015 EDITION W/ AMENDMENTS
PLUMBING CODE:	ILLINOIS PLUMBING CODE, 2014 EDITION
HVAC CODE:	INTERNATIONAL MECHANICAL CODE, 2015 EDITION W/ AMENDMENTS
ELECTRICAL CODE:	NATIONAL ELECTRIC CODE, 2014 EDITION W/ AMENDMENTS
FUEL GAS CODE:	INTERNATIONAL FUEL GAS CODE, 2015 EDITION W/ AMENDMENTS
ENERGY CODE:	ILLINOIS ENERGY CONSERVATION CODE, 2015 EDITION
FIRE CODE:	INTERNATIONAL FIRE CODE, 2015 EDITION W/ AMENDMENTS
VILLAGE/ CITY:	VILLAGE OF BENSENVILLE CODE OF ORDINANCES

BUILDING CODE INFORMATION		
	ORDINANCE	PROPOSED
CONSTRUCTION TYPE:	TYPE II B	TYPE II B

CODE COMPLIANCE

OCCUPANCY	
OCCUPANCY CLASS:	M - MERCANTILE

CONSTRUCTION CLASSIFICATION		
CONSTRUCTION TYPE:	FIRE RESISTANCE TYPE II B	
	STRUCTURAL FRAME	- 0 HRS
	BEARING WALLS	- 0 HRS
	NON-BEARING (EXTERIOR)	- 0 HRS
	NON-BEARING (INTERIOR)	- 0 HRS
	FLOOR CONSTRUCTION	- 0 HRS
	ROOF CONSTRUCTION	- 0 HRS
	COMMON WALLS (BEARING)	- 0 HRS
	WALLS BETWEEN RESIDENCE AND GARAGE	N/A
	CEILING BETWEEN RESIDENCE AND GARAGE	N/A
	DOOR BETWEEN RESIDENCE AND GARAGE	N/A

FIRE-RESISTIVE REQUIREMENTS

A. ALL WALL, FLOOR AND CEILING FINISHES FLAME SPREAD RATINGS SHALL COMPLY WITH THE LOCAL FIRE PROTECTION CODES AND/OR LOCAL BUILDING CODES.
B. ALL MATERIALS USED FOR INTERIOR WALL AND CEILING FINISHES AND FOR INTERIOR TRIMS SHALL BE; CLASS 1 W/ A FLAME SPREAD RATING OF 0 TO 25 AND SMOKED DEVELOPED RATING OF 200 & LESS WHEN TESTED IN ACCORDANCE WITH ASTM E84.
C. ALL MATERIALS USED FOR INTERIOR FLOOR FINISHES SHALL BE; CLASS A W/ A CRITICAL RADIANT FLUX OF 0.45 WATTS PER SQUARE CENTIMETER OR HIGHER.
D. ALL ROOF COVERINGS SHALL BE CLASSIFIED IN ACCORDANCE WITH THEIR FIRE-RESISTANT PROPERTIES AS FOLLOW:
CLASS A ROOF COVERINGS EFFECTIVE AGAINST SEVER FIRE EXPOSURE;
CLASS B ROOF COVERINGS EFFECTIVE AGAINST MODERATE FIRE EXPOSURE;
CLASS C ROOF COVERINGS EFFECTIVE AGAINST LIGHT FIRE EXPOSURE.
INCLUDING (1) BUILDINGS ON ONE-FAMILY OR TWO-FAMILY RESIDENTIAL USE (2) BUILDING OF ROOF FRAME CONSTRUCTION; (3) BUILDING LOCATED OUTSIDE OF THE FIRE LIMITS WHICH ON THE BASIS OF HEIGHT AND AREA COULD BE OF WOOD FRAME CONSTRUCTION UNDER THIS CODE.
D. PROVIDE MATERIALS AS SCHEDULED OR APPROVED SUBSTITUTE. (ABBREVIATIONS WITHIN THE SCHEDULE DESIGNATE MATERIAL & COLOR. REFER TO FINISH LEGEND WITHIN & FINISH SPECIFICATIONS)

AIR LEAKAGE, COMPONENT CERTIFICATION AND VAPOR RETARDER REQUIREMENTS

CONTRACTOR TO CHECK/PROVIDE THE FOLLOWING ITEMS:
1. ALL JOINTS AND PENETRATIONS ARE CAULKED, GASKETED OR COVERED WITH A MOISTURE VAPOR PERMEABLE WRAPPING MATERIAL. MUST BE INSTALLED IN ACCORDANCE TO MANUFACTURES SPECIFICATIONS.
2. WINDOWS AND DOORS CERTIFIED AS MEETING LEAKAGE REQUIREMENTS
3. COMPONENT R-VALUES AND U-FACTORS LABELED AS CERTIFIED
4. OTHER COMPONENTS HAVE SUPPORTING DOCUMENTATION FOR PROPOSED U-FACTORS
5. INSULATION INSTALLED ACCORDING TO MANUFACTURERS INSTRUCTIONS. IN SUBSTANTIAL CONTACT WITH SURFACE BEING INSULATED, AND IN A MANNER THAT ACHIEVES THE RATED R-VALUE WITHOUT COMPROMISING THE INSULATION
6. BUILDING ENTRANCE DOORS EQUIPPED WITH CLOSING DEVICES
7. VAPOR RETARDER INSTALLED

ENERGY CONSERVATION CODE COMPLIANCE STATEMENT

I HEREBY CERTIFY TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF THAT THE WORK TO BE PERFORMED SHOWN IN THESE DRAWINGS COMPLY WITH THE REQUIREMENTS OF INTERNATIONAL ENERGY CONSERVATION CODE (IECC) 2015

LICENCE No. 001.014465

EXPIRATION DATE 11/30/2018

SIGNED

DATE: 10-11-17

CERTIFICATION STATEMENT

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE ALL LOCAL BUILDING AND ZONING ORDINANCES.

LICENCE NO: 001.014465

EXPIRATION DATE 11/30/2018

SIGNED

DATE: 10-11-17

STATE OF ILLINOIS – CHRIS W. WINOGRADZKI 014465 – LICENSED ARCHITECT

Revision Schedule		
Revision Number	Revision Date	Issued by

The above drawings and specifications, and ideas, Design and arrangements represented thereby are and shall remain the property of the Architect and no part thereof shall be copied, disclosed to others or used in the connection with any work other than the specified project for which they have been prepared and developed without the written consent of the Architect.
Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions.
Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site and this office must be notified of any variations from the dimensions and conditions shown by these drawings.
Shop details must be submitted to this office for review before proceeding.
2015 CHRIS WINOGRADZKI ARCHITECTS, LTD

BUILDING RENOVATION FOR:

LINCOLNWOOD GAS AND FOOD, INC
1301 W. IRVING PARK ROAD, BENSENVILLE, IL. 60106

TITLE SHEET & SITE PLAN

CHRIS WINOGRADZKI ARCHITECTS, LTD
115 Oakwood Ave., Des Plaines, IL 60016
e-mail: christopher@cw-architects.com
phone: 847-698-4114 fax: 847-219-3993

Date:	10-11-2017
Scale:	As indicated
Drawn:	AGNES
Check:	C.W.
Job:	217030
Sheet:	1 C1
of	4

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GENERAL NOTES:

1. THESE DRAWINGS AND SPECIFICATIONS INCLUDING DESIGNS AND IDEAS REPRESENTED
THEREON ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT; AND NO PART
THEREOF SHALL SE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY
WORK OR PROJECT EXCEPT THOSE FOR WHICH
THAY HAVE BEEN DEVELOPED AND PREPARED
WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. VISUAL CONTACT WITH THESE DRAWINGS AND SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

2. THE LATEST EDITION OF THE AMERICAN INSTITUTE OF ARCHITECTS "GENERAL COODHONS OF THE CONTRACT FOR CONSTRUCTION" ARE HERESY MADE II PART OF
THESE DRAWINGS AND SPECITFICATIONS, AS
WELL AS THE CONTRACT FOR CONSTRUCTION BY
REFERENCE AND THEY SHALL LEGALY ENFORCEABLE TO THE SAME DEGREE AND EXTEND AS IF THEY WERE REPROOUCED HEREON.

3. GENERAL CONTRACTOR/CONSTRUCTION MANAGER AND EACH SUBCONTRACTOR SHALL;

A. VISIT THE SITE, TO VERIFY ALL EXISTING COND ITIONS AND DIMENSIONS BEFORE SUBMITTING BIDS/PRICING AND REPORT TO THE ARCHITECTT ANY DISCREPANCIES OR CONDITIONS WHICH MAY INTERFERE WITH THE EXECUTION OF THE DEPICTED WORK. EXTRAS WILL NOT ALLOWED FOR UNREPORTED DISCREPANCIES OR CONDITIIONS.

B. COMPLY WITH All LOCAL, STATE, AND NATIONAL COOES AND ORDINANCES COVERING THE WORK

C. COMPLY WITH ALL RULES AN.O REGULATIONS
OF THE OWNER AND/OR BULLDING MANAGEMENT REGARDING SITE ACCESS, DISPOSAL CONTAINER LOCATION, SECURITY, ELEVATOR USE, ETC. AND PAY ASSOCIATES FEES.

D. PROVIDE All MATERIALS AND LABOR WHEATHER STATED OR IMPLIED TO COMPLETE
THE WORK AS DESCRIBED ON THESE DRAWINGS AND SPECIFICATIONS.

E. PERFORM ALL WORK IN A NEAT MID PROFESSIONAL MANNER TAKING CARE NOT
TO DAMAGE OR WEAKEN BUILDING SYSTEM OR COMPONENTS BEING MAINTAIN.

F. IMMEDIATELY REPAIR All DAMAGE TO BUILDING SYSTEMS OR COMPONETS BEING MAINTAINED AT NO COST TO THE OWNER.

G. GUARANTEE ALL WORK FOR ONE (1) YEAR
AFTER SUBSTANTIAL COMPLETION OF ALL WORK.

FINISH NOTES:

1. ALL WALL AND CEILING MATERIALS SHALL BE NO LESS RESISTANT TO FLAME SPREAD THAN CLASS 1~ FLAME SPREAD RATING OF 26 TO 75 AND SMOKE DEVELOPED 450.

2. PAINTING CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL PREPARATION OF ALL SURFACES AS REQUIRED FOR APPLICATION OF NEW FINISHES. EXCLUDING THE FLOOR.

3. FLOOR COVERING CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL PREPARATION OF ALL SURFACES AS REQUIRED FOR INSTALLATION OF NEW BASE AND FLOOR COVERING.
4. ALL WALL AND COLUMN SURFACES EXCEPT AS NOTED OTHERWISE SHALL BE PAINTED WITH A SUITABLE PRIMER AND TWO COATS FLAT LATEX PAINT. REFER TO FINISH SCHEDULE FOR EXACT COLOR(S).

5. ALL WALL AND COLUMN SURFACES SCHEDULED TO RECEIVE WALL COVERINGS SHALL FIRST BE PAINTED WITH ONE COAT OF AN APPROPRIATE PRIMER. ALL SURFACES SHALL BE DRY, CLEAN AND FREE OF BUMPS AND DEPRESSIONS PRIOR TO INSTALLATION.

6. ALL CLOSET SHELVING AND MISCELLANEOUS ITEMS AS DETERMINED SHALL BE PAINTED TO MATCH COLOR SELECTED FOR FINISH OF ADJACENT WALLS.

7. All WALLS AND COLUMNS SHALL RECEIVE BASEBOARD - SEE FINISH FLOOR PLANS FOR FURTHER SPECIFICATION. VINYL BASE SHALL BE STRAIGHT IN AREAS TO BE CARPETED AND COVED IN AREAS TO BE TILED.

8. CARPET CONTRACTOR SHALL INSTALL CARPET AS INDICATED ON THE CONSTRUCTION PLAN. DIRECT GLUE DOWN INSTALLATION SHALL BE USED UNLESS NOTED OTHERWISE. REFER TO FINISH SCHEDULE FOR EXACT SPECIFICATION.

9. VINYL COMPOSITE TILE (VCT) SHALL BE INSTALLED AS INDICATED ON THE CONSTRUCTION PLAN. CONSTRUCTION MANAGER TO CONTACT OWNER FOLLOWING INSTALLATION SO ARRANGEMENTS CAN BE MADE TO SEAL AND WAX IT. APPROPRIATE TRANSITION STRIPS SHALL BE INSTALLED AT CHANGE OF FLOOR FINISH LOCATIONS. REFER TO FINISH SCHEDULE FOR EXACT SPECIFICATIONS.

MILLWORK NOTES:

1. ALL MILLWORK SHALL COMPLY WITH THE APPROPRIATE SPECIFICATIONS OF THE "ARCHITECTURAL QUALITY STANDARDS ILLUSTRATED" OF THE ARCH ITECTURAL WOODWORK INSTITUTE (AWI) FOR "CUSTOM" GRADE MILLWORK.

2. MILLWORK CONTRACTOR SHALL VERIFY ALL DIMENSIONS AFFECTING HIS WORK IN THE FIELD PRIOR TO FABRICATION.

3. MILLWORK CONTRACTOR SHALL FURNISH AND INSTALL ALL INDICATED CABINETRY, COUNTERTOPS, HARDWARE AND REQUIRED IN WALL BLOCKING WHERE REQUIRED.

4. ALL WOOD BLOCKING AND FRAMING SHALL BE FIRE RETARDANT TREATED.

5. ALL COUNTER AND VANITY TOPS SHALL BE 3/4" THICK WITH 1-1/2" THICK FASCIA. HIGH DENSITY PARTICLE BOARD SHIMMED AND SECURED TO UNDERCOUNTER CABINETRY AND/OR CLEATED TO WALLS AND SEALED TO SAME WITH CLEAR SILICON CAULK.

6. ALL CABINETRY SHALL HAVE 3/4" THICK FLUSH OVERHANG TYPE DOORS.

7. CABINET WALLS AND ALL FACE, FILLER AND BACKUP PANELS SHALL BE 3/4" THICK.

8. CABINET HARDWARE SHALL INCLUDE ACCURIDE FULL EXTENSION DRAWER SLIDES, STANLEY SELF CLOSING CONCEALED DOOR HINGES, AND STANLEY "U" PULLS WITH FINISH TO MATCH THAT OF THE DOOR HARDWARE. FOLLOWING INSTALLATION, ALL DOORS SHALL BE PROPERLY ADJUSTED AND ALL HARDWARE CHECKED FOR PROPER OPERATION.

9. ALL CABINET SHELVES SHALL BE ADJUSTABLE ON RECESSED PILASTER STANDARDS AND CLIPS.

10. CLOSET SHELVES SHALL BE 3/4" THICK HIGH DENSITY PAINT GRADE PARTICLE BOARD WITH A 1/4" HARDWOOO EDGE HUNG ON CO~TINUOUS WALL CLEATS AND PAINTED TO HATCH ADJACENT WALL SURFACE.

REFLECTED CEILING NOTES:

1. MECHANICAL AND ELECTRICAL CONTRACTORS SHALL VERIFY CONDITIONS IN THE FIELD AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FROM WHAT IS REPRESENTED.

2. MECHANICAL CONTRACTOR SHALL LOCATE AND
SIZE ALL OUTLETS AND RETURNS, DETERMINE DUCT~RK LAYOUT, THERMOSTAT LOCATIONS AND OTHERWISE DESIGN THE HVAC SYSTEM AND PREPARE ANY REQUIRED DOCUMENTS. THE ENTIRE HVAC SYSTEM SHALL CONFORM TO ALL APPLICABLE CODES.

3. ACOUSTICAL CEILING SHALL BE BUILDING STANDARD AMSTRONG OR EQUAL 2' x 4' LAYIN CEILING TILE WITH STANDARD EXPOSED GRID SUSPENSION SYSTEM. TILES SHALL BE KERFED AT ALL INTERIOR PARTITION AS DETAIED.

4. LIGHT FIXTURES SHALL BE AS SPECIFIED ON THE LIGHT FIXTURE SCHEDULE. REFER TO REFLECTED CEILING PLAN FOR TYPE OF MOUNTING (I.E. DRYWALL CEILING, LAYIN, ETC.).

5. EXIT SIGNS SHALL BE LOCATED AS SHOWN ON EMERGENCY EXIT PLAN - SEE SCHEDULE FOR EXACT SPECIFICATIONS.

6. ALL EXIT SIGNS, DOWNLIGHTS, SPEAKERS. ETC. LOCATED IN THE CEILING SHALL BE INSTALLED IN THE CENTER OF THE CEILING TILE INDICATED UNLESS DIMENSIONED OTHERWISE.

7. ALL SUPPLY OR EXHAUST DIFFUSERS SHOWN ON THE REFLECTED CEILING PLAN ARE FOR LOCATION ONLY. MECHANICAL CONTRACTOR SHALL MAKE FINAL DETERMINATIONS.

8. ALL SWITCHES SHALL BE MOUNTED VERTICALLY AT THE BUILDING STANDARD HEIGHT.

POWER AND TELEPHONE NOTES:

1. ELECTRICAL CONTRACTOR SHALL VERIFY CONDITIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FROM WHAT IS INDICATED.

2. ALL ELECTRICAL WORK SHALL COMPLY WITH ALL APPLICABLE CODES.

3. DIMENSIONS LOCATING OUTLETS ARE TO THE
CENTERLINES OF THE DEVICES.

4. WHERE FLOOR OUTLETS ARE GRAPHICALLY SHOWN ADJACENT TO A WALL, THEY SHALL BE WITHIN SIX INCHES OF THE WALL.

5. All FLOOR OUTLETS SHALL BE PIPED THROUGH THE CEILING OF THE SPACE BELOW TO THE DETERMINED LOCATION UNLESS CHANNELING OF THE FLOOR IS DETERMINED TO BE A BETTER AND LESS EXPENSIVE OPTION. ELECTRICAL CONTRACTOR TO INCLUDE IN HIS PRICE WHATEVER CHANNELING OR SCAFFOLDING IS NECESSARY TO DO THE WORK.

6. ALL WALL OUTLETS SHALL BE MOUNTED HORIZONTALLY TWELVE INCHES ABOVE THE FINISHED FLOOR UNLESS OTHERWISE NOTED.

7. ELECTRICAL CONTRACTOR SHALL PROVIDE A
CONDUIT STUB (SIZE TO BE DETERMINED) FROM THE CEILING AT THE LOCATION OF THE TELEPHONE PANEL.

8. ALL REQUIREMENTS FOR SPECIAL POYER AND/OR DEVICES AS INDICATED IN DRAWINGS OR OTHERWISE NOTED SHALL BE VERIFIED BY THE ELECTRICAL CONTRACTOR PRIOR TO SUBMITTING PRICE.

9. ALL WALL ELECTRICAL AND TELEPHONE OUTLET COVERPLATES SHALL BE LEVITON OR EQUAL, WITH WHITE FINISH.

STATE OF ILLINOIS
CHRIS W. WINOGRADZKI
014465
LICENSED ARCHITECT

Revision Schedule

Revision Number	Revision Date	Issued by

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Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions.
Drawings noted "Not for Construction" shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site and this office must be notified of any variations from the dimensions and conditions shown by these drawings.
Submission or re-submission of electronic media shall mean acceptance of these restrictions.
Stop details must be used in lieu of dimensions if discrepancy exists before proceeding.
2015 CHRIS WINOGRADZKI ARCHITECTS, LTD

BUILDING RENOVATION FOR:

LINCOLNWOOD GAS AND FOOD, INC

1301 W. IRVING PARK ROAD, BENSENVILLE, IL 60106

MATERIAL SPECIFICATIONS

CHRIS WINOGRADZKI ARCHITECTS, LTD
115 Oakwood Ave., Des Plaines, IL 60016
e-mail: chriswinograd@wowway.com
phone: 847-698-4114 fax: 847-219-3993

Date:	10-11-2017
Scale:	
Drawn:	AGNES
Check:	C.W.
Job:	217030
Sheet:	2 C2
of	4

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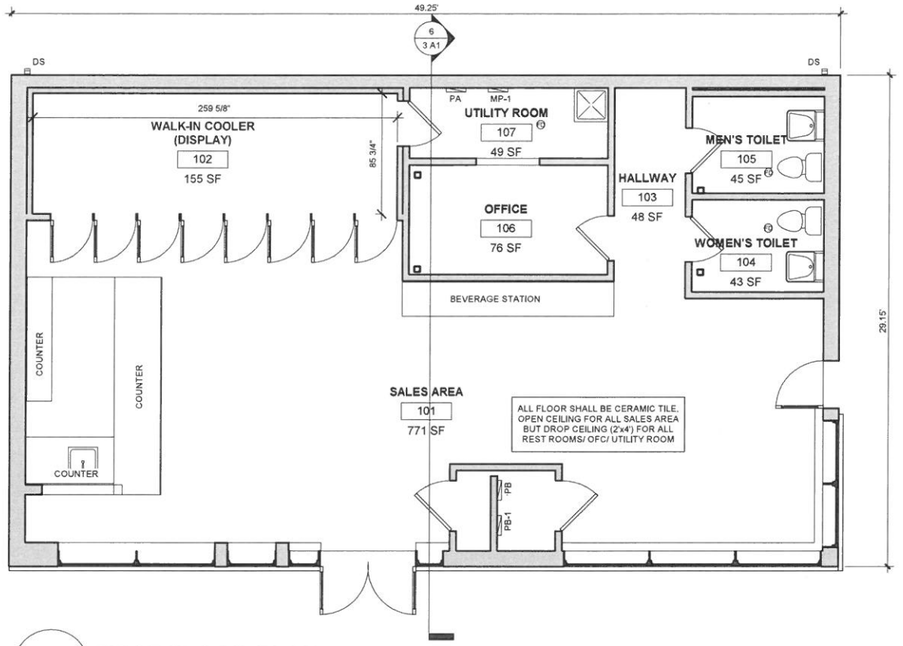
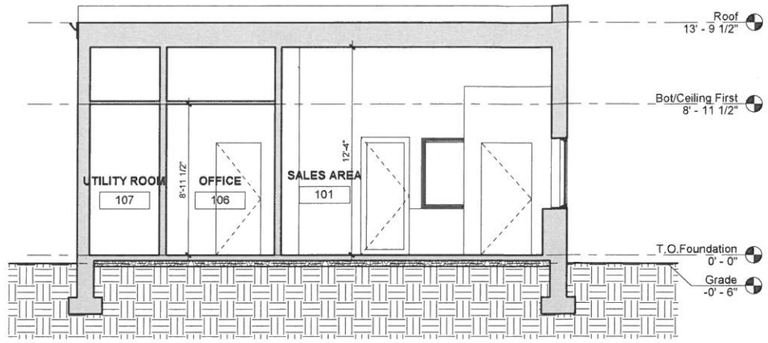
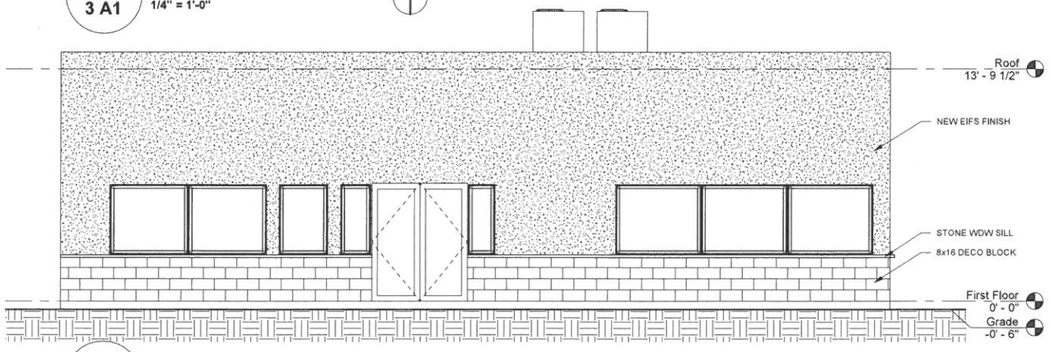


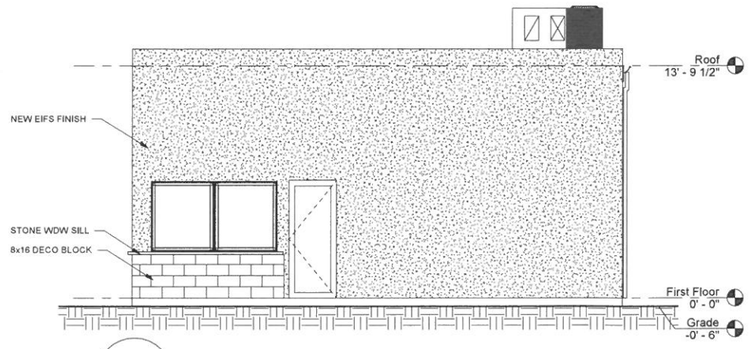
1 / 3 A1 **FIRST FLOOR PLAN**
1/4" = 1'-0"



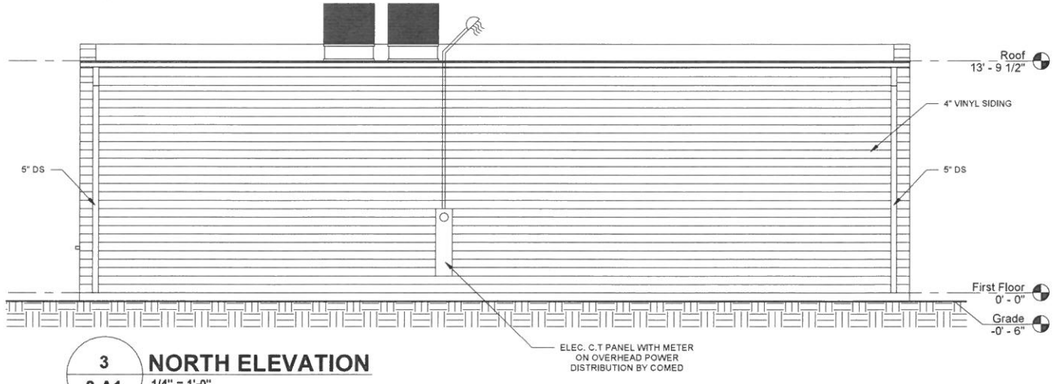
6 / 3 A1 **BUILDING SECTION 1**
1/4" = 1'-0"



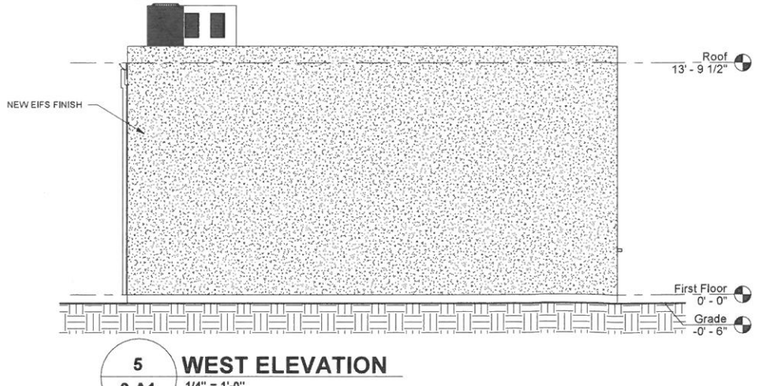
2 / 3 A1 **SOUTH ELEVATION**
1/4" = 1'-0"



4 / 3 A1 **EAST ELEVATION**
1/4" = 1'-0"



3 / 3 A1 **NORTH ELEVATION**
1/4" = 1'-0"



5 / 3 A1 **WEST ELEVATION**
1/4" = 1'-0"

STATE OF ILLINOIS
CHRIS W. WINOGRADZKI
014465
LICENSED ARCHITECT

Revision Schedule		
Revision Number	Revision Date	Issued by

The above drawings and specifications, and ideas, Design and arrangements represented thereby are and shall remain the property of the Architect and no part thereof shall be copied, disclosed to others or used in the connection with any work or project other than the specific project for which they have been prepared and developed without the written consent of the Architect. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions. Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job site and this office must be notified of any variations from the dimensions and conditions shown by these drawings. Shop details must be submitted to this office for approval before proceeding.
2015 CHRIS WINOGRADZKI ARCHITECTS, LTD

BUILDING RENOVATION FOR:

LINCOLNWOOD GAS AND FOOD, INC
1301 W. IRVING PARK ROAD, BENSENVILLE, IL. 60106

FIRST FLOOR PLAN & ELEVATIONS

CHRIS WINOGRADZKI ARCHITECTS, LTD
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phone: 847-698-4114 fax: 847-219-3993

Date:	10-11-2017
Scale:	1/4" = 1'-0"
Drawn:	AGNES
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Job:	217030
Sheet:	3 A1
of	4

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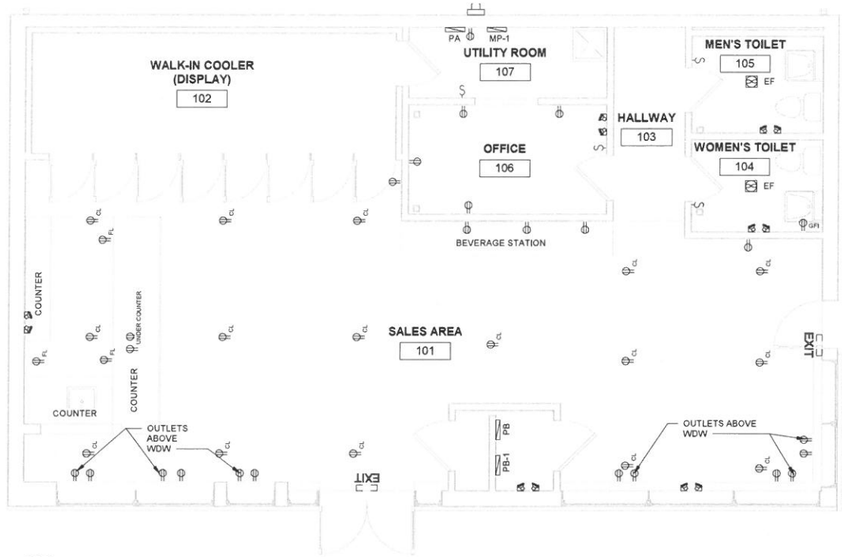
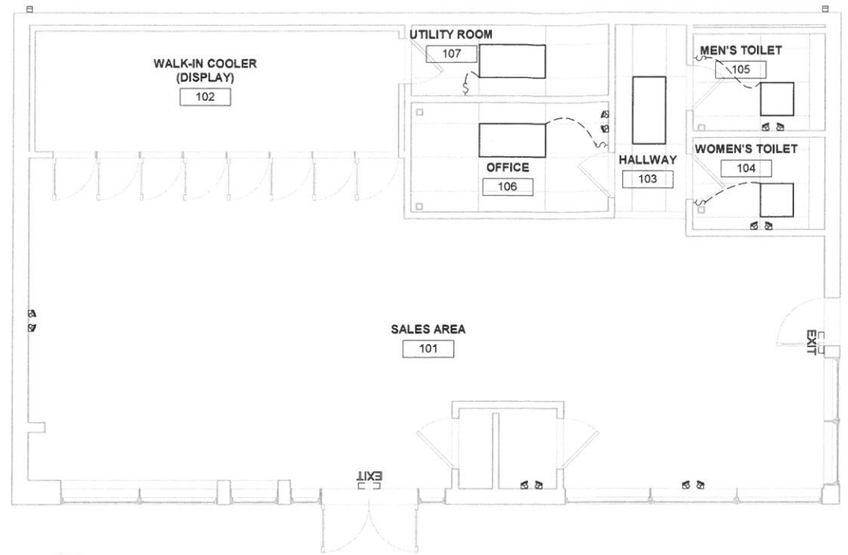


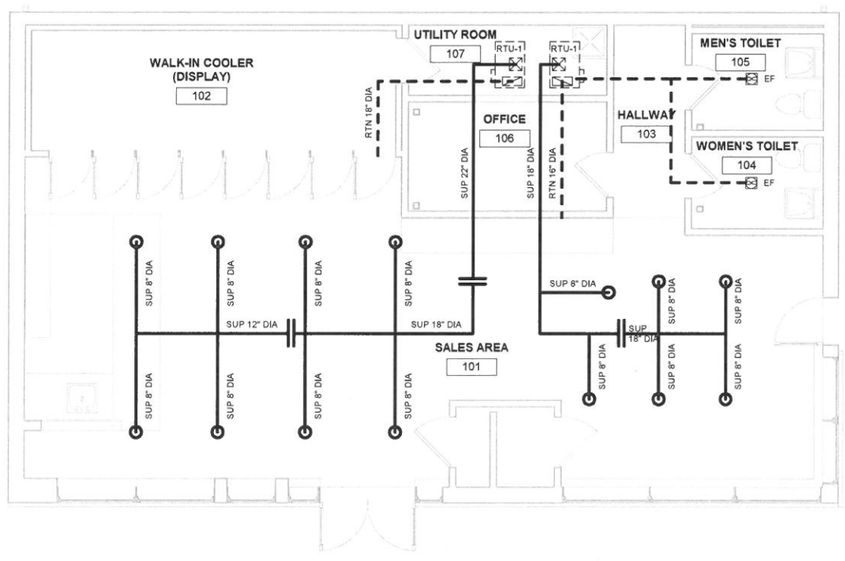
1 / 4 E-M1 ELECTRICAL PLAN

1/4" = 1'-0"



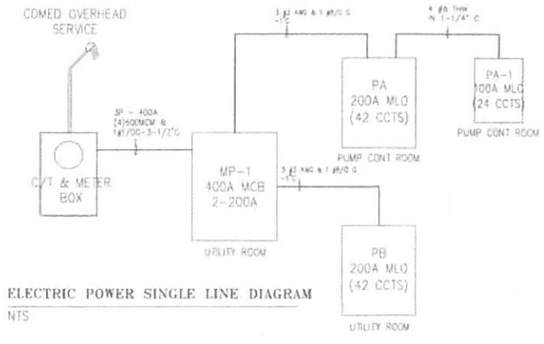
3 / 4 E-M1 LIGHTING PLAN

1/4" = 1'-0"



2 / 4 E-M1 MECHANICAL PLAN

1/4" = 1'-0"



ELECTRIC POWER SINGLE LINE DIAGRAM

NTS

ROOF TOP PACKAGED UNIT SCHEDULE

UNIT NO	LOCATION	MANUFACTURER	CAT. NO.	HTG. INPUT (MBH)	HTG. OUTPUT (MBH)	COOLING (MBH)	CFM	BLOWER MOTOR	BLOWER RPM	E.S.P. (IN W.C.)	FLUE SIZE (INCH)	W'T (LB)	ELEC. REQ'D (AMPS) MCA/MOCP	NO. OF COMP	REFRIGERANT	WT. REFRIGERANT (LB-OZ)	REMARKS
RTU-1 (EXST)	ROOF	RHEEM	RKKA-A060CK13E	135	116	60	1600	208/230-3	1075	0.59"	N/A	573	27.3 / 35	1	R-22	6-10	W/PROGRAMMABLE THERMOSTAT & ECONOMIZER PKG.
RTU-2 (EXST)	ROOF	RHEEM	RKKA-A036CK13E	109	98	36	1200	208/230-3	1075	0.59"	N/A	436	20.8 / 30	1	R-22	6-10	W/PROGRAMMABLE THERMOSTAT & ECONOMIZER PKG.

STATE OF ILLINOIS
CHRIS W. WINOGRADZKI
014465
LICENSED ARCHITECT

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Revision Number	Revision Date	Issued by

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2015 CHRIS WINOGRADZKI ARCHITECTS, LTD

BUILDING RENOVATION FOR:

LINCOLNWOOD GAS AND FOOD, INC

1301 W. IRVING PARK ROAD, BENSENVILLE, IL. 60106

ELECTRICAL & MECHANICAL PLANS

CHRIS WINOGRADZKI ARCHITECTS, LTD
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phone: 847-698-4114 fax: 847-219-3993

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Drawn:	AGNES
Check:	C.W.
Job:	217030
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of	4

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for operation in North America.

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email ahernsigns@att.net
www.ahernsigns.com

PROJECT:

1301 W. Irving Park
(gas station)

CUSTOMER APPROVAL:

DATE 12.21.2017

AUTHORIZED SIGNATURE

REPRESENTATIVE

DRAWN BY

DATE

SCALE

SHEET NO. 1 of 1

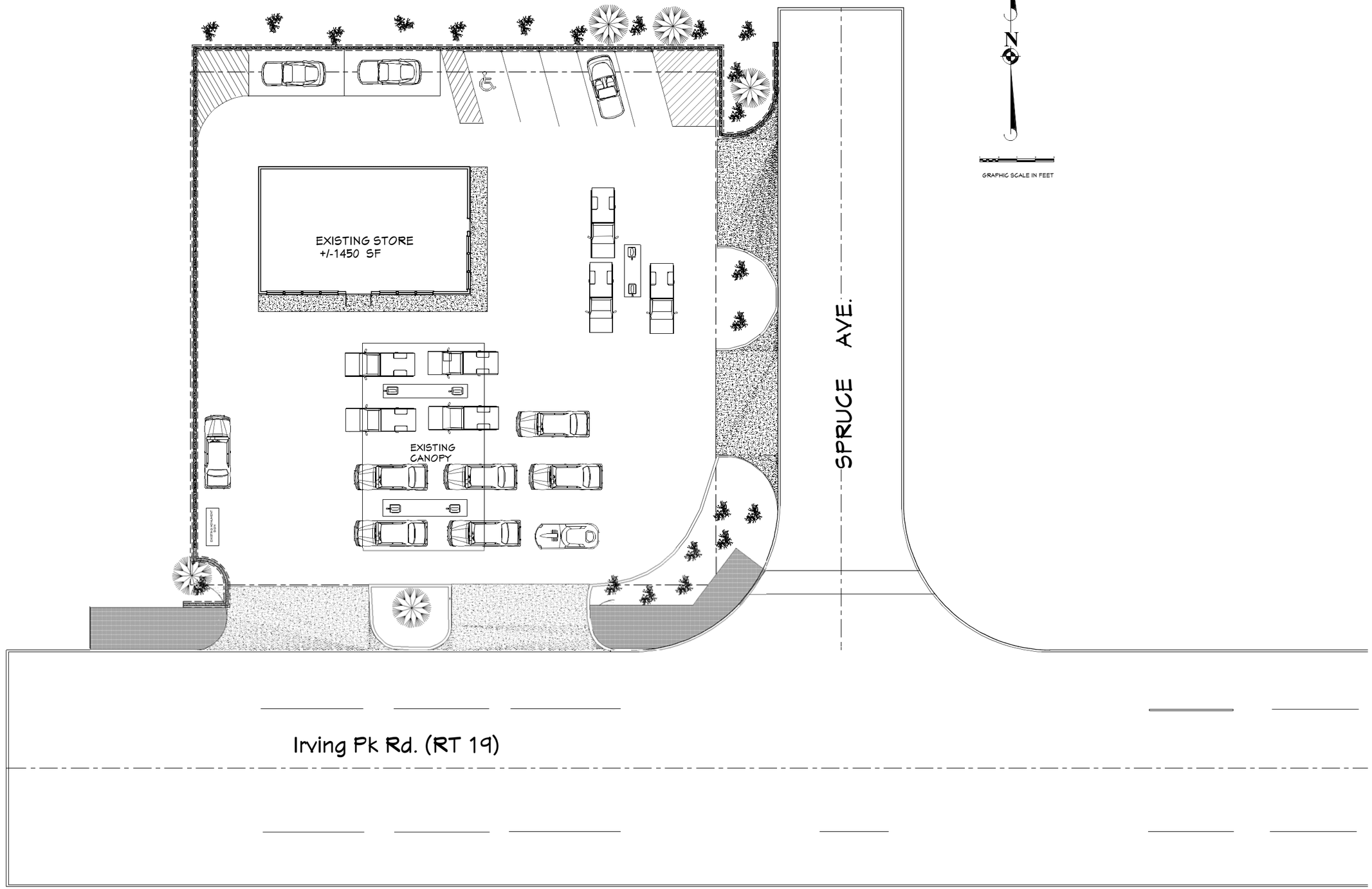
WORK ORDER

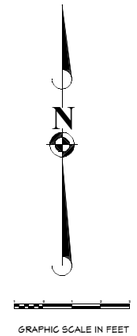
FILE NAME

REVISIONS:

1 4.08.13
2
3
4
5
6
7
8

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.





REVISION TABLE

NUMBER	DATE	REVISED BY	DESCRIPTION

STACKING EXHIBIT

LINCOLNWOOD GAS & FOOD, INC.
1301 W. Irving Pk. Rd.
Bensenville Illinois 60106

DRAWINGS PROVIDED BY:
Woods Design Group
246 Dalewood Ave.
Wood Dale, IL 60191
630-526-5163
all rights reserved

DATE:
6/13/2018

SCALE:
As Noted

SHEET:
EX-1

PLAT OF SURVEY

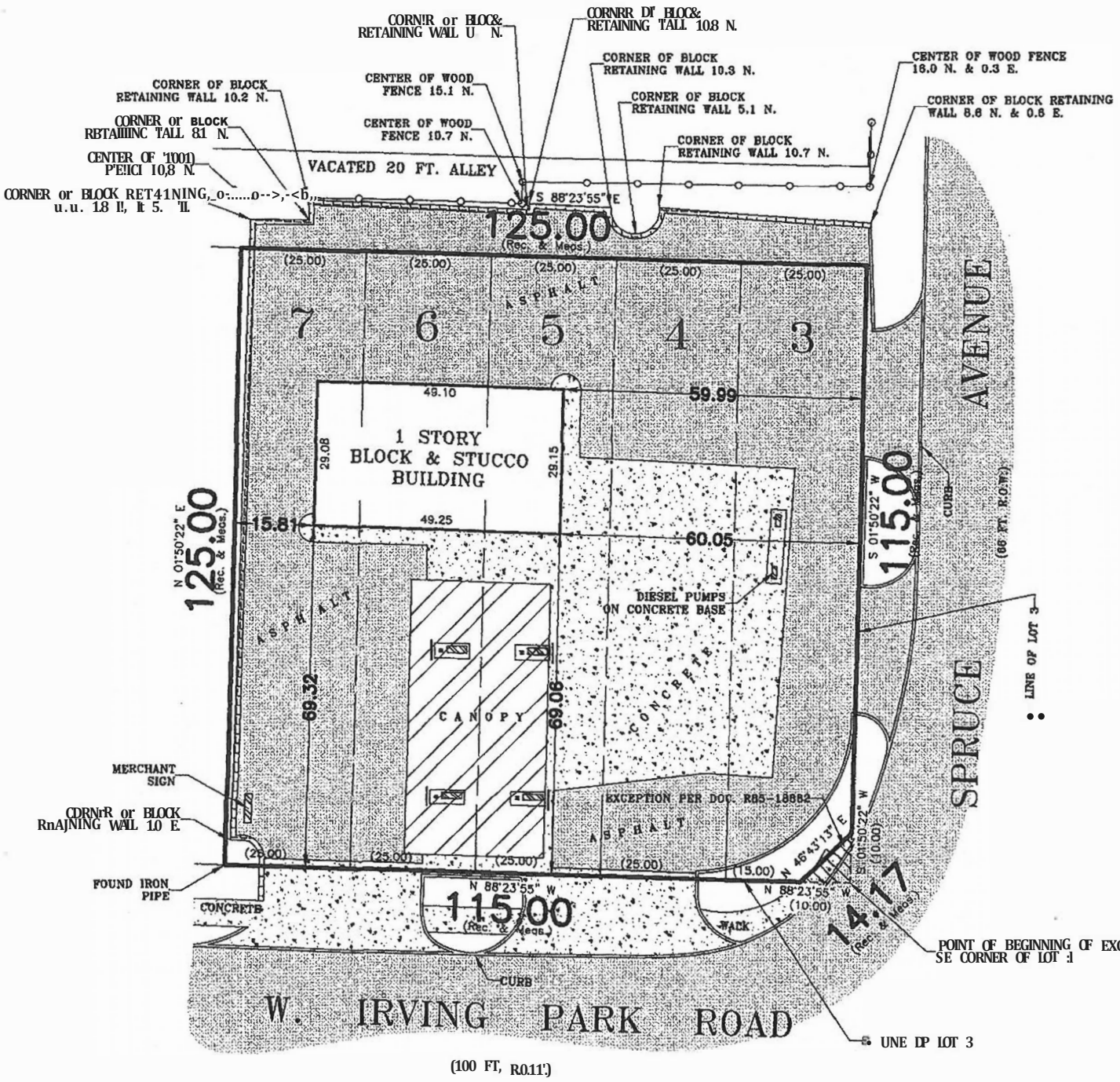
of

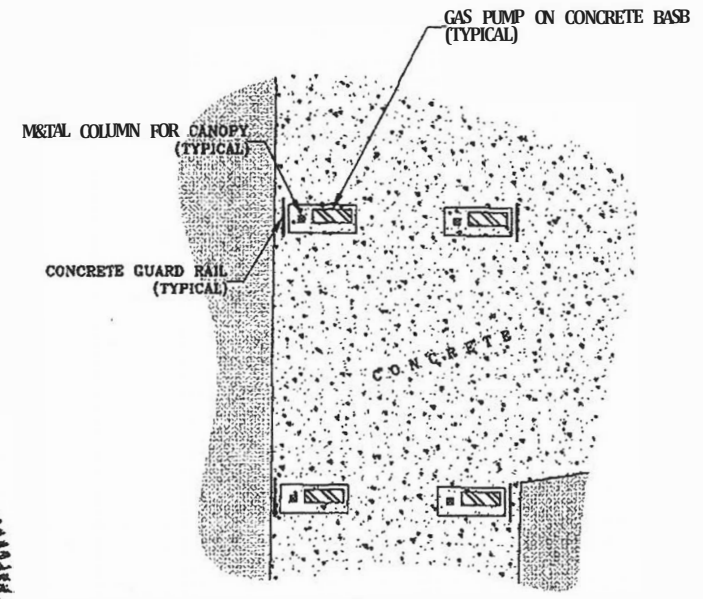
LOTS 3, 4, 5, 6, AND 7 IN BLOCK 40 IN THE FIRST ADDITION TO PERCY WILSON'S IRVING PARK MANOR, BEING A SUBDIVISION IN SECTIONS 10, 11, 14, AND 15, TOWNSHIP 40 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 7, 1926, AS DOCUMENT 213044, EXCEPT THAT PART OF LOT 3 TAKEN FOR ROADWAY PURPOSES BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION AS SHOWN AS PARCEL 0026 ON PLAT RECORDED MARCH 19, 1985, AS DOCUMENT R85-18882, AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 3: THENCE NORTH 86 DEGREES 23 MINUTES 55 SECONDS WEST ALONG THE SOUTH LINE OF LOT 3, A DISTANCE OF 10.00 FEET; THENCE NORTH 46 DEGREES 43 MINUTES 13 SECONDS EAST, 14.17 FEET TO THE EAST LINE OF LOT 3; THENCE SOUTH 01 DEGREE 50 MINUTES 22 SECONDS WEST ALONG THE EAST LINE OF LOT 3, A DISTANCE OF 10.00 FEET TO THE POINT OF BEGINNING, IN DuPAGE COUNTY, ILLINOIS.

ADDRESS: 1301 lf. IRVING PARK ROAD, BENSENVILLE, ILLINOIS

north

SCALE: 1"=30'





PUMP DETAIL
(NOT TO SCALE)

GENERAL NOTES:

1) THE LEGAL DESCRIPTION HAS BEEN PROVIDED BY THE CLIENT OR THEIR AGENT.

2) THIS SURVEY SHOll'S THE BOILDING IJNES AND EASEMENTS AS INDICATED BY THE RECORDED PLAT. THIS PLAT DOES NOT SHOW ANY RESTRICTIONS ESTABIJSHED BY LOCAL ORDINANCES UNLESS SUPPLIED BY THE CLIENT.

3) BASIS OF BEARING FOR 'rHIS SURVEY IS AS THE NORTH ARROW INDICATBS, AND IS SHOWN TO INDICATE THE ANGULAR RELATIONSHIP OF THE BOUNDARY IJNES.

4) MONUMENTS, JF SET, DURING THIS SURVEY, REPRESENT THE TRUE CORNERS OF THIS DESCRIPTION AS SURVEYED.

5) LOCATION OF SOME FEATURES MAY BB EXAGGERATED FOR CLARITY. NO INTERPOLATIONS MAY BE MADE FROM THE INFORMATION SHOWN HEREON.

6) ONLY COPIES WITH AN ORIGINAL SIGNATURE AND SEAL ARE OFFICIAL LEGAL DOCUMENTS. ALL SURVEYS ARE COPYRIGHTED MATERIALS WITH ALL RIGHTS RESERVEO.

STATE OF ILLINOIS ★ MICHAEL J. LOPEZ 35-3229 PROFESSIONAL LAND SURVEYOR

PREFERRED SURVEY, INC. PROFESSIONAL LAND SURVEYOR CORPORATION NO. 116 STATE OF ILLINOIS BRIDGEVIEW, IL.

Professional Design Registration #184-002795

PREFERRED SURVEY, INC.

?846 •. ?DTH STREBT, BRIDGmn, IL, 80456

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Land Area Surveyed	15,574.6 Sq. Ft.	CAD:	SR

STATE OF ILLINOIS)
S.S.
COUNTY OF COOK)

SURVEY ORDERED BY: EFFECTIVE DESIGN CONSULTING, L.L.C.

I, .MICHAEL J. LOPEZ, AS AN EMPLOYEE OF PREFERRED SURVEY INC., DO HEREBY STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARD FOR A BOUNDARY SURVEY. PROPERTY CORNERS HAVE BEEN SET OR NOT IN ACCORDANCE WITH CLIEN1' AGREEMENT. DIMENSIONS ARE SHOWN IN FRBT AND DBCIMAL PARTS THEREOF AND ARE CORRBCTBD TO A TEMPERATURE OF 68 DEGREES FARRENRRIT.

GIVEN UNDER MY HAND AND SEAL THIS 20TH DAY OF MARCH A.D. 2014

MY LICENSE EXPIRES ON 11/30/14

P.S.I. NO. 14103298