



VILLAGE OF LINCOLNSHIRE

AGENDA COMMITTEE OF THE WHOLE Village Hall – Board Room Monday, January 13, 2020 Following Regular Village Board

Reasonable accommodations / auxiliary aids will be provided to enable persons with disabilities to effectively participate in any public meetings of the Board. Please contact the Village Administrative Office (847-883-8600) 48 hours in advance if you need special accommodations to attend. The Committee of the Whole will not proceed past 10:30 p.m. unless there is a consensus of the majority of the Trustees to do so. Citizens wishing to address the Board on agenda items may speak when the agenda item is open, prior to Board discussion.

CALL TO ORDER

1.0 ROLL CALL

2.0 ITEMS OF GENERAL BUSINESS

2.1 Planning, Zoning and Land Use

- 2.11 **Public Hearing** regarding a Major Amendment to a Special Use for the Tri-State Planned Unit Development (Ordinance No. 03-1829-06) to Revise a Comprehensive Sign Package for Tri-State International (200 Tri-State International – Bradford Allen Realty Services)
- 2.12 Preliminary Evaluation of a Major Amendment to a Special Use (Ordinance No. 92-1226-04) for Construction of a 106,300-Square-Foot Building Addition and Related Zoning Variances (1 Stevenson Drive - Adlai E. Stevenson High School District 125)
- 2.13 Preliminary Evaluation of a Major Amendment to a Special Use for the Tri-State Planned Unit Development (Ordinance No. 86-866-03) to Construct an Aloft Hotel with an Accessory Restaurant (20 Westminster Way – Marko Jovic)
- 2.14 Consideration of Proposed 2020 Village-Sponsored Special Events Schedule (Village of Lincolnshire)

2.2 Finance and Administration

- 2.21 Consideration of a Resolution Approving Closed Session Meeting Minutes and Authorizing the Village Clerk to Make Certain Closed Session Meeting Minutes Available to the Public for Inspection – Second Review – 2019 and Authorizing the Destruction of Certain Audio Recordings of Closed Session Minutes (Village of Lincolnshire)
- 2.22 Consideration of an extension to Tolling Agreement related to the Illinois Municipal Investment Fund (IMET) (Village of Lincolnshire)

2.23 Consideration of Proposed Amendments to the Village of Lincolnshire
Personnel Policies pertaining to the Drug-Free Work Place Policy and
Recreational Cannabis (Village of Lincolnshire)

- 2.3 Public Works
- 2.4 Public Safety
- 2.5 Parks and Recreation
- 2.6 Judiciary and Personnel

- 3.0 **UNFINISHED BUSINESS**
- 4.0 **NEW BUSINESS**
- 5.0 **EXECUTIVE SESSION**
- 6.0 **ADJOURNMENT**



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Amerimark Interactive Building Wall Sign - Tri-State Planned Unit Development Comprehensive Sign Package
Property Address:	200 Tri-State International
Petitioner:	Bradford Allen Realty Services
Action Requested:	Public Hearing regarding a Major Amendment to a Special Use for the Tri-State Planned Unit Development (Ordinance No. 03-1829-06) to Revise a Comprehensive Sign Package for Tri-State International
Prepared By:	Tonya Zozulya – Planning & Development Manager
Staff Recommendation:	A Public Hearing and Consideration of the Amended Ordinance and Placement on the January 27, 2020, Regular Village Board Consent Agenda for Approval
Meeting History:	Committee of the Whole – November 25, 2019 Architectural Review Board – December 16, 2019
Tentative Meeting Schedule:	Regular Village Board – January 27, 2020
Reports and Documents Attached:	<ol style="list-style-type: none"> 1) Location Map 2) Petitioner’s Presentation Packet, Submitted by Bradford Allen Realty Services, with the Cover Letter Dated December 23, 2019 3) Amended draft ordinance, prepared by the Village Attorney. 4) Current Tri-State Comprehensive Sign Package Ordinance No. 16-3393-120 5) Notice of Public Hearing Publication Certificate 6) Unapproved December 16, 2019, Architectural Review Board Meeting Minutes

Background

- Bradford Allen Realty Services, property owner and petitioner, seeks a major amendment to the Tri-State Planned Unit Development (PUD) Ordinance No. 03-1829-06 to amend the comprehensive sign package regarding building wall sign regulations for the 200 Tri-State International office building (see Table 1 below). The subject building is marked with a red dot in Figure 1 and is shown in the attached map.
- The amendment is required to allow a larger-than-permitted wall sign on the east elevation (tollway-facing) of the 200 Tri-State International office building. The sign would depict the name and brand for Amerimark Interactive, anchor tenant for the building. No other signage is currently located on the building.



- The 107,888-square-foot 200 Tri-State International building is located in the CDW Office Center (formerly known as the Tri-State International Center) at the southwest corner of Half Day Road and Tri-State Tollway I-94. The office complex consists of four other buildings (25, 75, 100, and 300 Tri-State International). The property is part of the Commercial Sign District.

- Amerimark Interactive is the parent company of LTD Commodities specializing in home, garden, clothing, sporting, pet, toy, and holiday decor products. LTD Commodities has had a presence in Lincolnshire since 1998. In 2018, the company moved its corporate headquarters to its current 66,000-square-foot space.

- The CDW Center was developed in 1986 as a PUD (Ordinance No. 86-866-03) in the B2 General Business zoning district. Wall signage is governed by Ordinance No. 03-1829-06, further amended by Ordinance No. 16-3393-120. The 2003 ordinance permitted wall signs on all five Tri-State buildings with specific regulations and ARB approval. The 2016 ordinance approved a comprehensive sign package for the 25 and 75 Tri-State International buildings where CDW is located. The 2016 ordinance also provided “*conceptual* approval for exceptions from the Sign Code” (emphasis added) for the 100 and 300 Tri-State buildings, as well as “*approval* for exception from the Sign Code” (emphasis added) for the 200 Tri-State building. The 2016 ordinance also required ARB and Village Board approval of individual wall sign requests on these buildings without a public hearing.

- The Village Board held a preliminary evaluation regarding the 200 Tri-State International revised comprehensive sign package request at the November 25, 2019 Committee of the Whole meeting and referred it to the ARB for review and recommendation. The ARB reviewed the proposed comprehensive sign package amendment and Amerimark Interactive wall sign design and provided a unanimous favorable recommendation to the Village Board at its December 16, 2019 meeting.

Request Summary & Staff Comments

Comprehensive Sign Package

- As stated in the petitioner’s cover letter and shown in the presentation packet, they would like to amend the PUD to revise the comprehensive sign package for the 200 Tri-State International building (current wall sign regulations for the other Tri-State buildings will remain the same). The amendment would impact only the wall sign size permissibility, with the sign approval process remaining the same (initial ARB review and final review/approval by the Village Board). The amended regulations would benefit the proposed Amerimark wall sign (see Table 1 below) and any future replacement wall signs on the 200 Tri-State building either for current and future tenants. Table 1 compares the existing/proposed wall sign regulations as well as those in the [Commercial Sign District](#).

Figure 1: Location Map





Table 1: Wall Sign Regulations

	Max Sign Length	Max Letter Height	Max Logo Height	Max Sign Face Height ¹	Max Sign Area	Illumination
Proposed Comprehensive Sign Package (200 Tri-State International)	44'5"	3'	54"	4.5'	Defaults to Code	Defaults to Code
Proposed Amerimark Interactive Wall Sign (200 Tri-State International)	44'5"	2'7"	54"	4.5'	3% of wall area	Backlit
Sign Code – Commercial Sign District	18'	2'	30"	3'	10% of wall area	Frontlit, backlit, external
Conceptual Sign Exception Approval – (100, 200, 300 Tri-State International)	Defaults to Code	3'	Defaults to Code	Defaults to Code	Defaults to Code	Defaults to Code
Approved Comprehensive Sign Package – (25, 75 Tri-State International)	Defaults to Code	Defaults to Code	8'	8'	Defaults to Code	Defaults to Code
Existing CDW Wall Sign (25/75 Tri-State International)	14'2 ³ / ₄ "	N/A	7'8"	7'8"	2% of wall area	Backlit
Existing Wipfli Wall Sign (100 Tri-State International)	18'	3'	N/A	3'	0.5% of wall area	Frontlit

¹ Letters and logo combined

Amerimark Interactive Wall Sign

- The petitioner is proposing a new identification wall sign for Amerimark Interactive, consisting of a 4.5'-tall by 9'-long blue logo and 2'7"-tall by 34'-long white letters facing the tollway. The logo is consistent with the company brand and will be approximately 1.5' from the edge of the wall. The same logo is displayed on the center's multi-tenant ground sign identifying the company along the tollway. The sign would be installed at a height of over 55' from grade and would occupy 3% of the overall wall area. The building is set back more than 350' from the tollway. The proposed sign has 21 characters with spaces, versus six characters for the Wipfli sign and three characters for the CDW sign.
- The petitioner prepared a rendering showing the proposed wall sign designed to the current dimensional requirements per village code. The sign vendor contends the sign would not be visible from the adjacent parking lot or the tollway. They also included photos of comparable signs along the tollway and in other locations for reference. Staff believes the proposed sign is appropriately scaled to the building and is consistent with the other similarly-located signs. Staff requests the Village Board determine whether the sign is appropriately scaled and fits the building while allowing the company sufficient visibility and identification.

Public Notification

- The petitioner notified adjacent residents within a 250' radius of the subject property by certified mail/return receipt requested and submitted an affidavit as proof of mailing. A public notice was published in the December 23, 2019 edition of the Daily Herald.

PUD Findings of Fact

- The petitioner submitted attached responses to required PUD Findings of Fact. The Village Board is requested to review the responses to determine if each standard has been satisfactorily addressed.

Draft Ordinance

- Attached is a draft ordinance for the Village Board's review. The ordinance grants approval of a comprehensive sign package with sign code exceptions for the 200 Tri-State building. Any replacement wall sign on this building (should the Amerimark sign be removed at a future date) can be approved without ARB or Village Board approval, provided the new sign complies with the approved comprehensive sign package. Likewise, no ARB and Village Board approvals will be necessary for compliant wall signs on the 25 and 75 Tri-State buildings, given they have an approved comprehensive



sign package as well.

- However, wall signs on the 100 and 300 Tri-State buildings require ARB and Village Board approval since these two buildings only have conceptual approval of sign code exceptions but no approved comprehensive sign package via a major PUD amendment. The property owner did not seek approval of a comprehensive sign package for the 100 Tri-State building in 2019 when they proposed a new Wipfli wall sign on that building; therefore, any replacement signs would either have to be individually approved by the ARB and Village Board or the property owner would need to apply for a major PUD amendment to approve a comprehensive sign package for that building.

Document 1



200 Tri-State International



Map created on November 11, 2019.

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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

December 23, 2019

Mayor Elizabeth J. Brandt
& Village Trustees
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

**Re: *Building Wall Signage for Amerimark Interactive
Parent Company of LTD Commodities, LLC
200 Tri-State International, Suites 100, 200, 300 & 400
Lincolnshire, IL 60069***

Dear Mayor Brandt & Village Trustees,

Amerimark Interactive is leasing approximately 66,236 RSF at the 200 Tri-State Office Center in Lincolnshire. As part of their Lease Agreement, the building's Landlord has agreed to let Amerimark Interactive install wall signage on the building.

Please be advised that we presented our request to the Architectural Review Board on Monday, December 16, 2019 and received a unanimous favorable recommendation.

The Amendment being requested is for Building 200 only and is also only for the Tollway facing elevation. Amerimark Interactive is a growing multi-channel ecommerce company owned by Prudential Capital with annual revenues that exceed \$700 million and they now have offices in Illinois, New Jersey and Ohio. The Village of Lincolnshire is a benefactor to their Point of Sales. This Amendment is needed in order for Amerimark Interactive's logo and brand name will be clearly visible and identifiable from the the Tollway.

Amerimark Interactive is requesting to amend the 2016 PUD Amendment. Amerimark Interactive is requesting the following exceptions be made to the current code for section 12-9-1 (B):

- 1) Maximum Length of Sign - from 18' permitted to 44'5". Lettering height will remain at 3' which is existing under the 2016 PUD Amendment.
- 2) Maximum Height of Logo - from 30" permitted to 4'6". Lettering height will remain at 3' which is existing under the 2016 PUD Amendment.

3) Maximum Sign Face Height is 4.5'. Lettering height will remain at 3' which is existing under the 2016 PUD Amendment.

Please find attached the following drawings for review by the Village of Lincolnshire:

- Site Plan: Locating new wall signage.
- LL-01: Amerimark Interactive building elevation wall sign proposal for 200 Tri-State International including both day and night time renderings.
- Photocomparison of wall signage across the tollway from Tri-State International Office Center (Close up).
- Photocomparison of wall signage across the tollway from Tri-State International Office Center (distant views including LTD Commodities)
- Local Store Signage Along Milwaukee (Walter E. Smithe and Toms-Price)
- Local Store Signage for Barnes and Noble

Amerimark Interactive is working with Poblocki Sign Company to create the halo lit signage per the attached drawings for the Amerimark Interactive location.

Please review the attached documents and let us know if you have any questions or concerns. We look forward to continuing our work with the Village of Lincolnshire to help expedite this process.

Sincerely,
Bradford Allen Management Services, LLC



Kelly A. Morrissey
General Manager



Proposed Building 200 Wall Sign



SITE PLAN



TRI-STATE INTERNATIONAL OFFICE CENTER



PROJECT LOCATION



NORTH

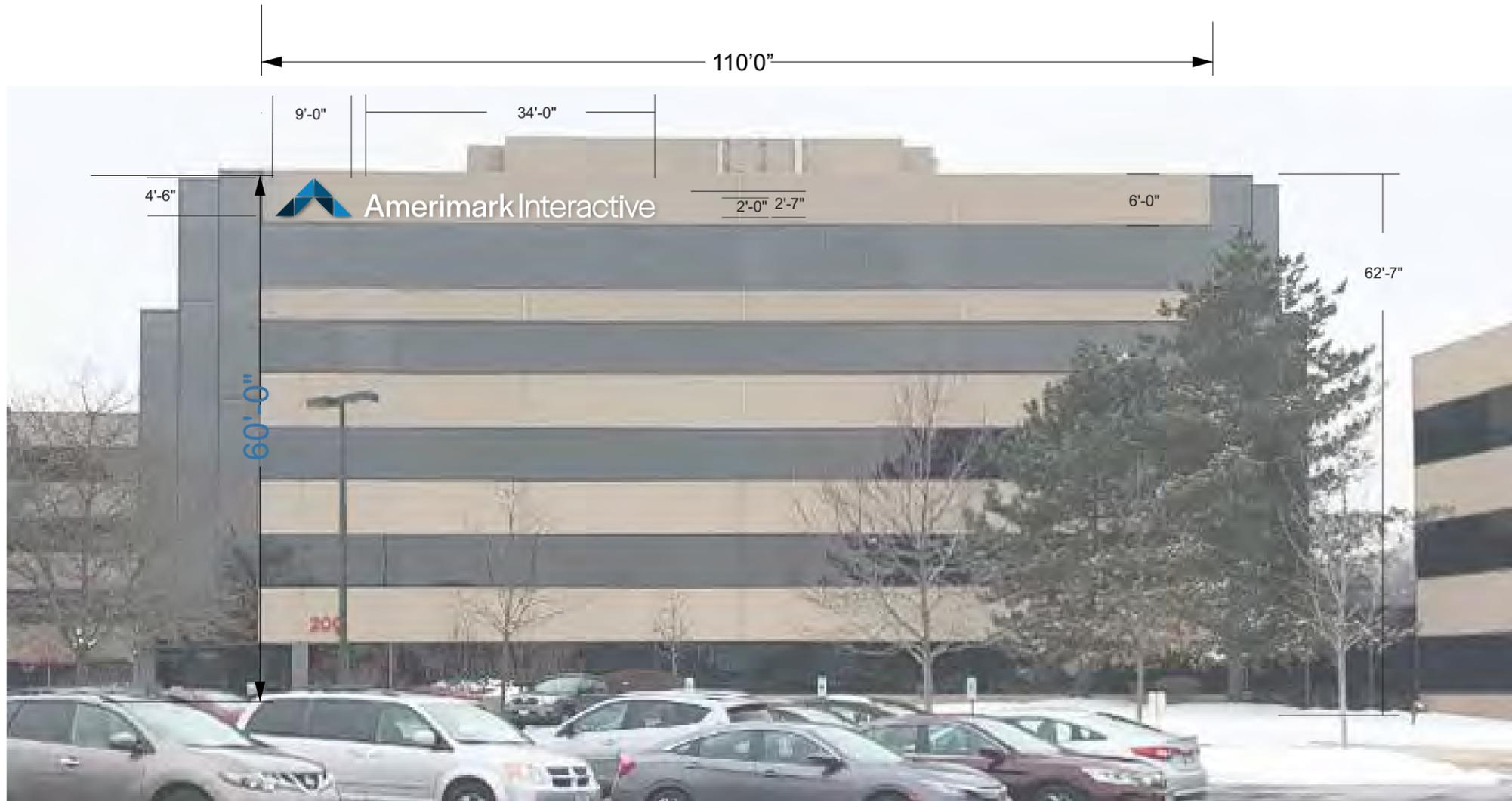
SIGN SPECIFICATIONS

[A] - ILLUMINATE LOGO

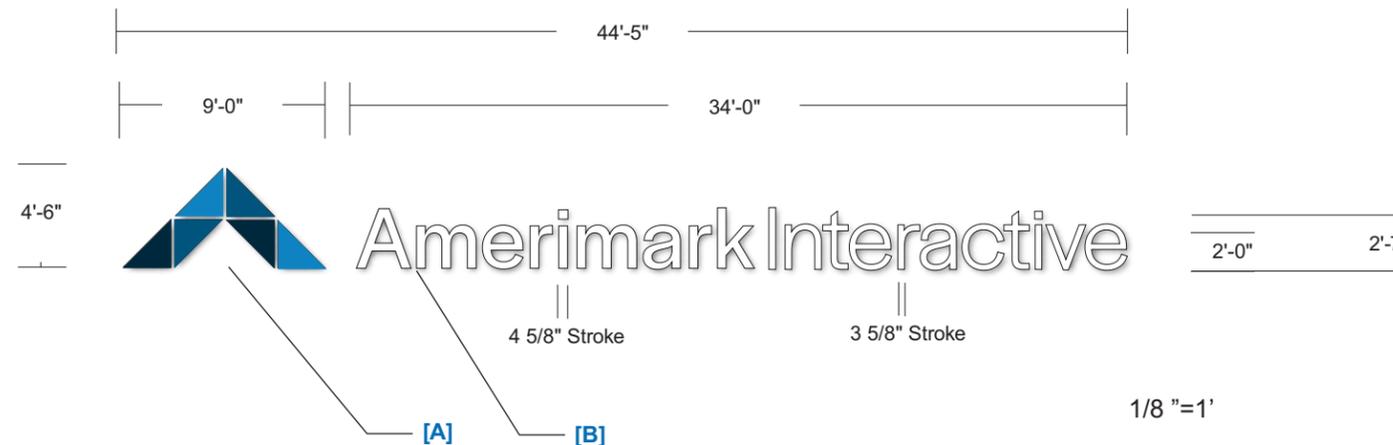
Lighting: LED
 Voltage:
 Description: Back-Lit [Remote]
 Face Color: Paint (Blues) TBD
 Return Color: Paint (Blues) TBD
 Clear Lexan Backs
 Installation: Stand-off
 [2 1/2" max. for optimal light spread]

[B] - ILLUMINATED LETTERS

Lighting: LED
 Voltage:
 Description: Back-Lit [Remote]
 Face Color: Paint White
 Return Color: Painted White
 Clear Lexan Backs
 Installation: Stand-off
 [2 1/2" max. for optimal light spread]



Northeast Elevation



FACADE SQUARE FOOTAGE 60' HIGH BY 110' WIDE = 6600
SIGN 11' HIGH BY 44' WIDE = 198 SQUARE FEET
PERCENTAGE OF WALL AREA 3%

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Project

Amerimark Interactive

Lincolnshire , IL

Scale:

Original Page Size:

Notes

Revisions

REV	DESCRIPTION	BY	DATE

Rep.: Katie Conroy

Drawn By: Greg Moerner Orig. Date 05/24/19

Sign Loc. No.

LL-01

Lit Letters
 Sign. Type

84066

OPP - Project - Job No.

C04

Design

SIGN SPECIFICATIONS

[A] - ILLUMINATED LOGO

Lighting: LED
 Voltage: TBD
 Description: Back-Lit [Remote]
 Face Color: Paint to Match PMS 539c Navy
 Return Color: Paint to Match PMS 539c Navy
 Installation: Stand-Off 2 1/2"

[B] - ILLUMINATED LOGO

Lighting: LED
 Voltage: TBD
 Description: Back-Lit [Remote]
 Face Color: Paint to Match PMS 308c Blue
 Return Color: Paint to Match PMS 308c Blue
 Installation: Stand-Off 2 1/2"

[C] - ILLUMINATED LOGO

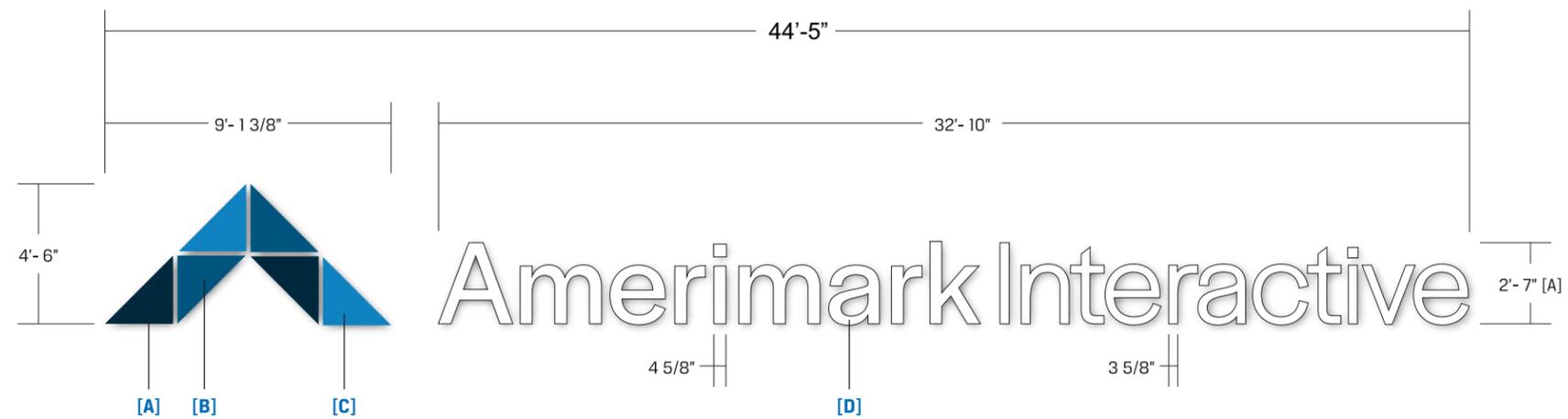
Lighting: LED
 Voltage: TBD
 Description: Back-Lit [Remote]
 Face Color: Paint to Match PMS Process Blue C
 Return Color: Paint to Match PMS Process Blue C
 Installation: Stand-Off 2 1/2"

[D] - ILLUMINATED LOGO

Lighting: LED
 Voltage: TBD
 Description: Back-Lit [Remote]
 Face Color: Paint White
 Return Color: Paint White
 Installation: Stand-Off 2 1/2"



proposed night view [NTS]



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Project

Amerimark Interactive

Lincolnshire , IL

Scale: 3/16"=1'

Original Page Size: 11" x 17"

Notes

LOGO STROKE INCREASED FOR LEGIBILITY

Revisions

REV	DESCRIPTION	BY	DATE

Rep.: Katie Conroy
 Drawn By: Marshall Hogan Orig. Date: 10/29/19

Sign Loc. No. .

LL-01

Lit Letters

Sign. Type

84066

OPP - Project - Job No.

C07

Design

SIGN SPECIFICATIONS

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Project

Amerimark Interactive

Lincolnshire, IL

Scale: 1/2"=1'

Original Page Size: 11" x 17"

Notes

LOGO STROKE INCREASED FOR LEGIBILITY

Revisions

REV	DESCRIPTION	BY	DATE

Rep.: Katie Conroy

Drawn By: Marshall Hogan Orig. Date: 10/29/19

Sign Loc. No. .

LL-01

Lit Letters

Sign. Type

84066

OPP - Project - Job No.

C08

Design



proposed day view [NTS]



proposed night view [NTS]

[A] - ILLUMINATED LOGO

Lighting: LED

Voltage: TBD

Description: Back-Lit [Remote]

Face Color: Paint to Match PMS 539c Navy

Return Color: Paint to Match PMS 539c Navy

Installation: Stand-Off 2 1/2"

[B] - ILLUMINATED LOGO

Lighting: LED

Voltage: TBD

Description: Back-Lit [Remote]

Face Color: Paint to Match PMS 308c Blue

Return Color: Paint to Match PMS 308c Blue

Installation: Stand-Off 2 1/2"

[C] - ILLUMINATED LOGO

Lighting: LED

Voltage: TBD

Description: Back-Lit [Remote]

Face Color: Paint to Match PMS Process Blue C

Return Color: Paint to Match PMS Process Blue C

Installation: Stand-Off 2 1/2"

[D] - ILLUMINATED LOGO

Lighting: LED

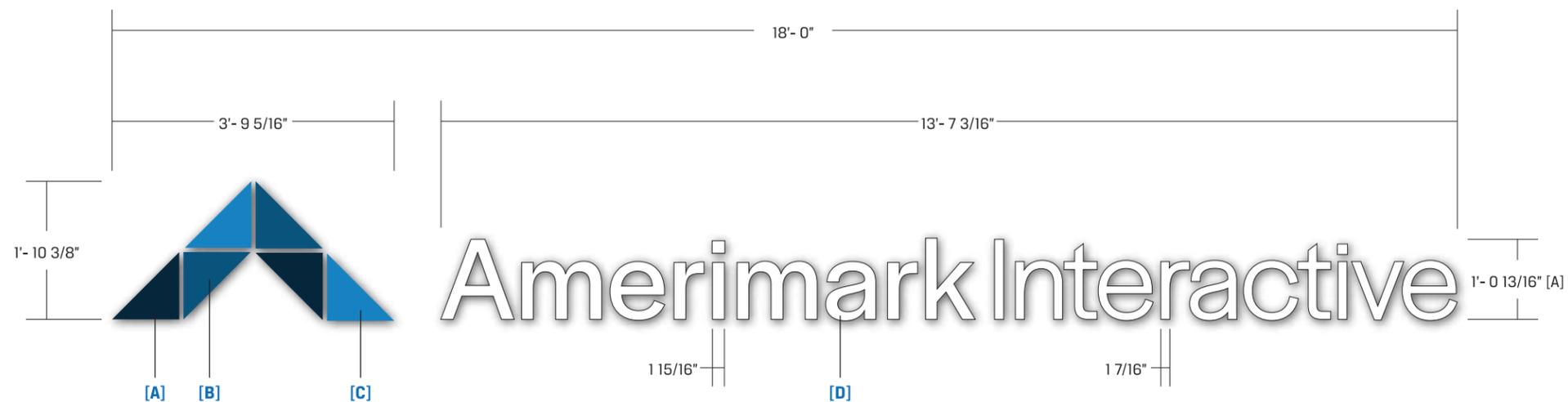
Voltage: TBD

Description: Back-Lit [Remote]

Face Color: Paint White

Return Color: Paint White

Installation: Stand-Off 2 1/2"





CDW

FACADE SQUARE FOOTAGE 70'6" HIGH BY 140' WIDE = 9870
SIGN 7'8" HIGH BY 14'2" WIDE = 112 SQUARE FEET
PERCENTAGE OF WALL AREA 2%

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Project

CBRE
Lincolnshire, IL

Scale: 3/8"=1'

Original Page Size: 11" x 17"

Notes

•

Revisions

REV	DESCRIPTION	BY	DATE
01	PH placement	jh	12/8/15
02	PH placement	jh	2/23/16
03	PH placement	jh	2/23/16
04	TM TO R	jh	2/23/16
05	R placement	jh	2/23/16
06	SIZE	jeb	03/08/16

Rep.: Katie Conroy

Drawn By: Jean Hardeman Orig. Date: 12/11/15

Sign Loc. No. **03**

LL-03

Lit Letters
Sign. Type

69595

OPP - Project - Job No.

JO1

Design

SIGN SPECIFICATIONS

[A] - ILLUMINATED LETTERS/ SWOOSH

Lighting: LED
Voltage: tbd
Description: Back-Lit [Remote]
Face Color: white
Return Color: white
Installation: Stand-off [2 1/2" max. for optimal light spread] to backer panel

[B] - FLAT PANEL

Material: Aluminum
Depth: .125"
Face Color: Standard Brushed Alum
Backside Color: Standard Brushed Alum
Installation: flush to wall

[C] - GRAPHICS/ R

Material: Vinyl
Color: grey installed on backer panel

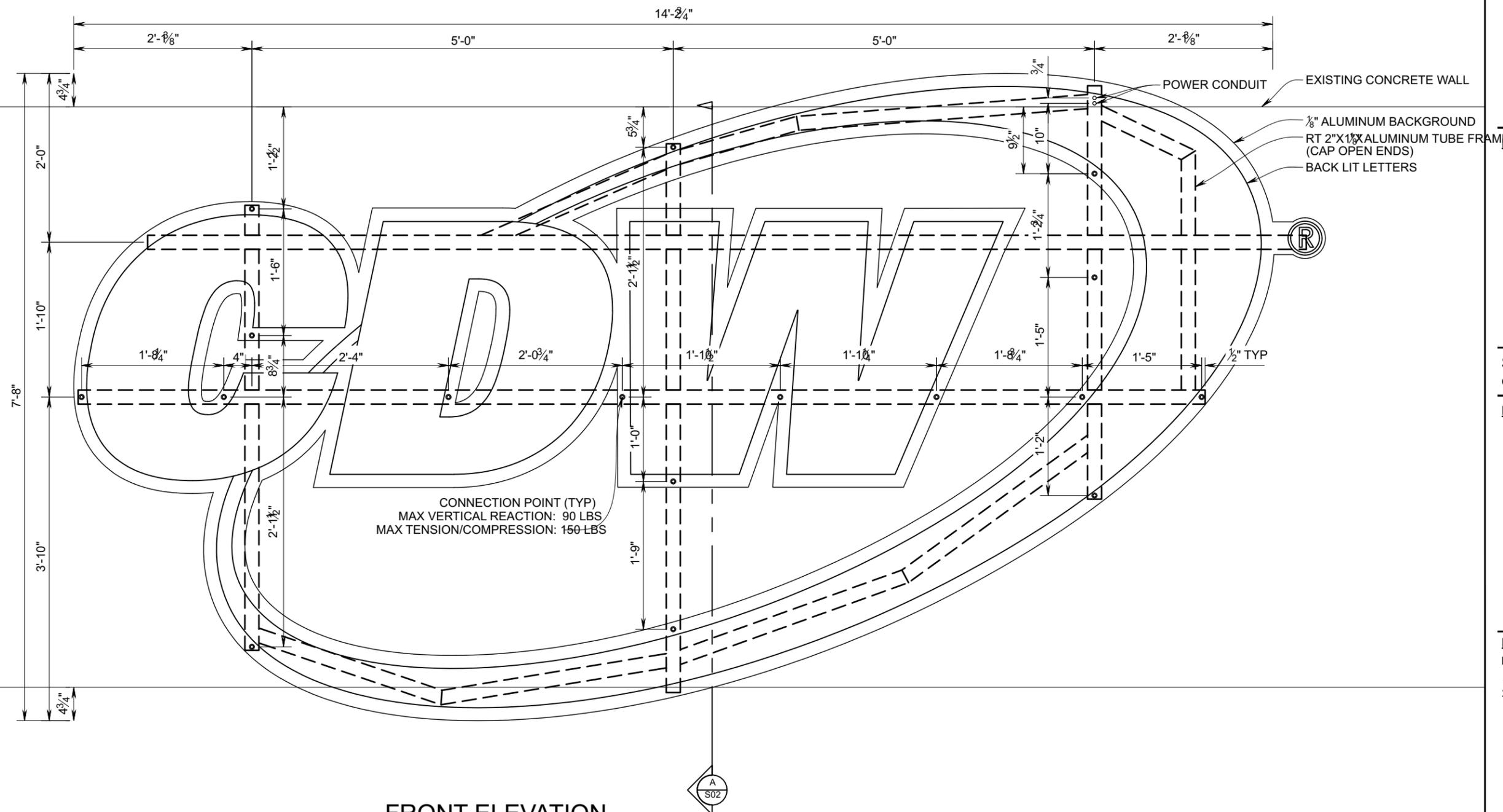


Proposed South Elevation/ Day View/ White Letters & Swoosh with Gray Backer Panel for Contrast



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FRONT ELEVATION

SCALE : 3/4" = 1'-0"

Project
CBRE

25-75 TRI-STATE INTERNATIONAL
LINCOLNSHIRE, IL

Scale: AS NOTED

Original Page Size: 11" X 17"

Notes

LINE - 01

Revisions

REV	DESCRIPTION	BY	DATE
1	REACTIONS	WCC	4.1.16
2	SHOP RELEASE	WCC	5.12.16

Rep.: **KATIE CONROY** Orig. Date: **3.17.16**

Drawn By: **WADE CARTER**

Sign Loc. N03

LL-03

LIT LETTERS

Sign Type

SIGN WEIGHT: 400 LBS

*NOTE: SEE DESIGN SKETCH FOR
COLOR & COPY LAYOUTS

BOND & GROUND ACCORDING TO N.E.C. ARTICLE 600 &
U.L. 48 STANDARDS
PRIMARY ELECTRICAL SUPPLY & FINAL HOOKUP TO BE
DONE BY LOCALLY LICENSED ELECTRICAL CONTRACTOR.
1.16 AMPS @ 120/277 VOLTS

73440

OPP-Project-Job No.

S01

Sheet

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Project

CBRE

25-75 TRI-STATE INTERNATIONAL
LINCOLNSHIRE, IL

Scale AS NOTED

Original Page Size 11" X 17"

Notes

LINE - 01

Revisions

REV	DESCRIPTION	BY	DATE
1	REACTIONS	WCC	4.1.16
2	SHOP RELEASE	WCC	5.12.16

Rep.: **KATIE CONROY** Orig. Date: **3.17.16**

Drawn By: **WADE CARTER**

Sign Loc. N03

LL-03

LIT LETTERS

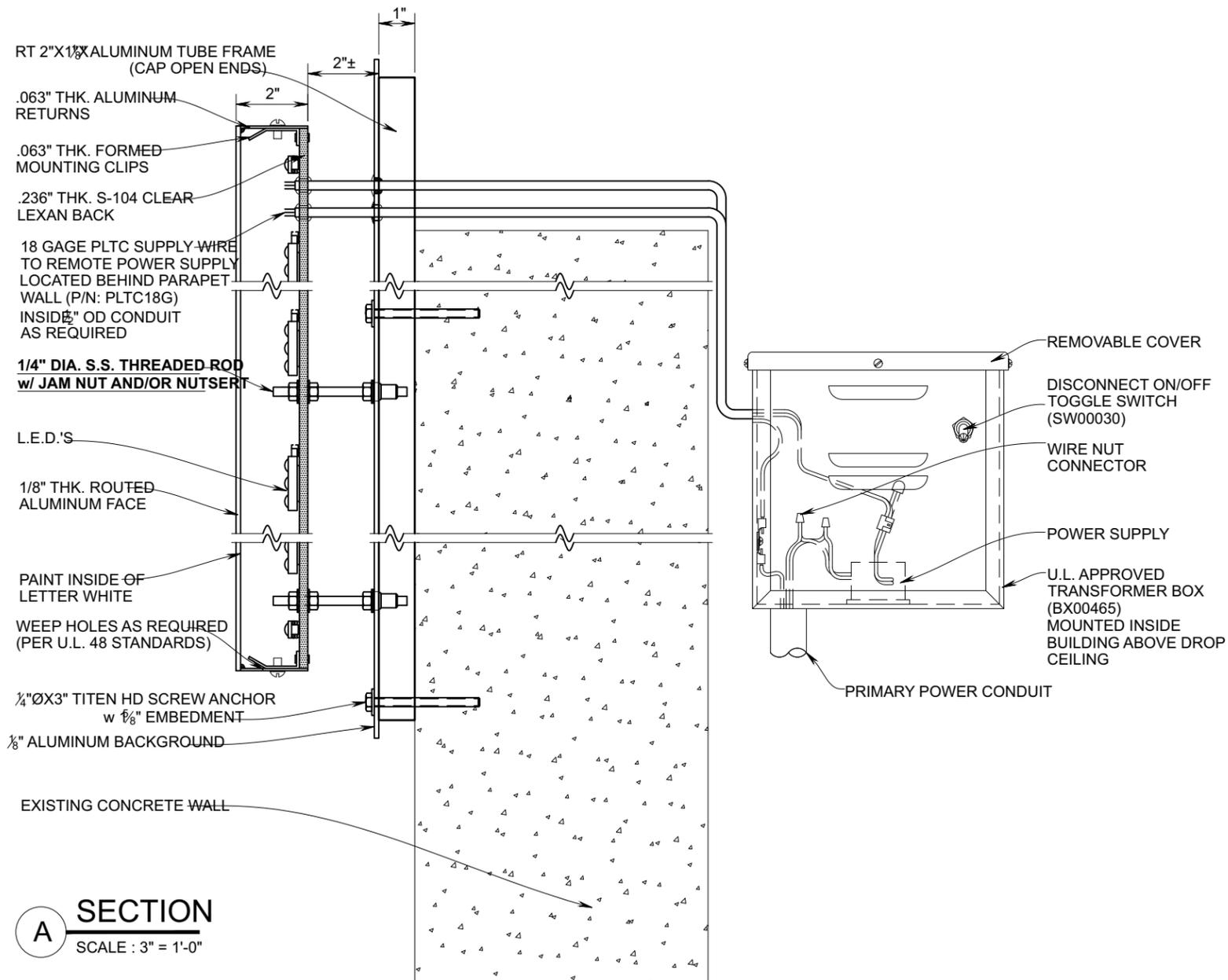
Sign Type

73440

OPP-Project-Job No.

S02

Sheet



A SECTION
SCALE : 3" = 1'-0"

FILE P:\Drawings\CBRE\73440_LL-03.dwg SHEETS02 PLOTTED May 13, 2016 8:33 AM BY: Carter, Wade



WIPFLI

Day View

Electrical Penetration

36"

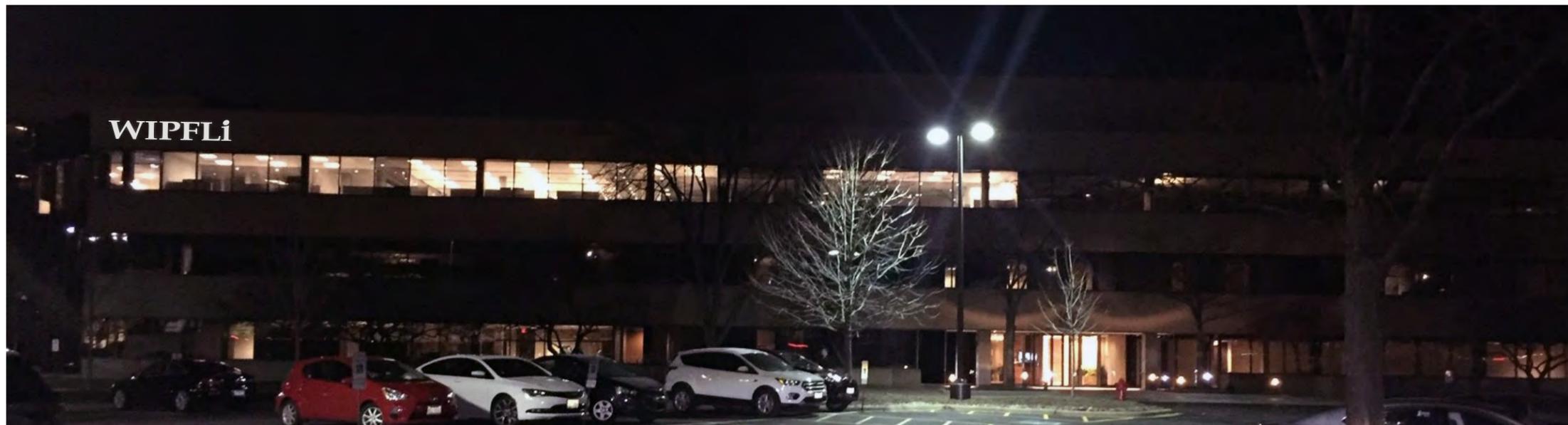
WIPFLi

36"

40'



Night View



FACADE SQUARE FOOTAGE 40' HIGH BY 338' WIDE = 13,520
 SIGN 3'6" HIGH BY 18' WIDE = 63 SQUARE FEET
 PERCENTAGE OF WALL AREA .5%



Define your image.

NE SS . 952-224-9906
 17125 ADELMANN SE
 PRIOR LAKE, IN 46172 WADDRE
 P
 F. 952-224-9909
 www.sddisignsystems.com

P	Exterior Signage	F	Channel and Aluminum	Part R6.ai
Client:	Wipfli - Tri State	Origin Date:	8.24.18	
Project Manager:	A. Harris	Revised Date:	11.15.18	
Drawn By:	M. Tentis A. Harris	Project:	Revision:	R6 File Name:

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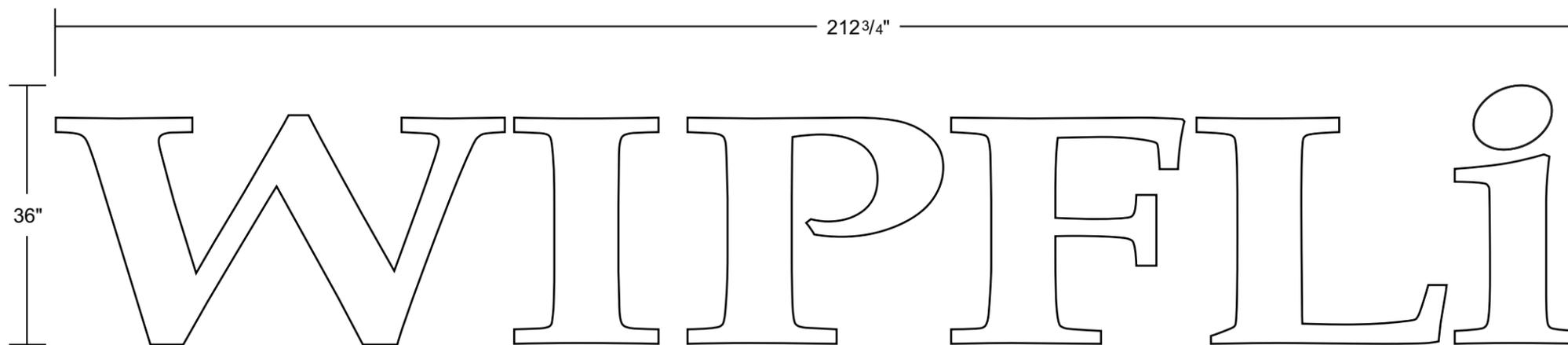
PLEASE EMAIL OR FAX YOUR APPROVAL BACK

Approved As Is

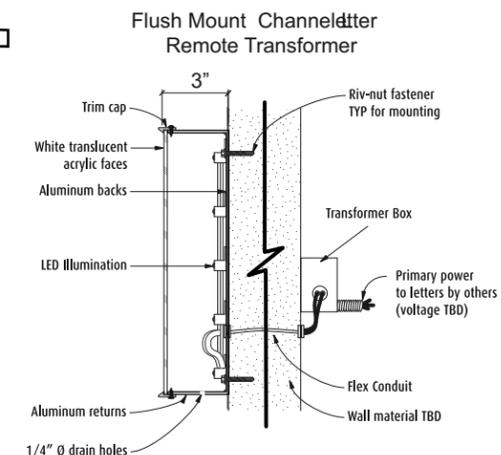
Approved With Changes

Please Change and Resubmit

X _____



1 36" OPTION
 SCALE: 1:20
 FONT: Impact Logo
 Flush Mount Channel Letter
 Electrical penetration will be in the bottom 1/3 of letter



SIGN TYPE: Flush Mount Channel Letter



Define your image.

NE SS . 952-224-9906
 17125 ADELMANN SE
 PRIOR LAKE, MN 55372
 P
 F. 952-224-9909
 www.sddisignsystems.com

W ADDRESS

P	Exterior Signage	F	Channel and Aluminum Letters R6.ai
Client:	Wipfli - Ti State	Origin Date:	8.24.18
Project Manager:	A. Harris	Revised Date:	11.15.18
Drawn By:	M. Tentis A. Harris	Revision:	R6 File Name:

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PLEASE EMAIL OR FAX YOUR APPROVAL BACK

- Approved As Is**
 Approved With Changes
 Please Change and Resubmit

X _____



United States Patent and Trademark Office

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AMERIMARK INTERACTIVE

Word Mark AMERIMARK INTERACTIVE
Goods and Services IC 035. US 100 101 102. G & S: Catalog ordering services, electronic catalog services, web-based catalog services, computerized on-line ordering services, mail order catalog services, and direct response retail services by means of print and digital advertisements featuring apparel, clothing and accessories, headwear, footwear, jewelry, cosmetics, fragrances, general merchandise, gift-ware items, and health, personal, and skin care and beauty products
Standard Characters Claimed
Mark Drawing Code (4) STANDARD CHARACTER MARK
Serial Number 88360407
Filing Date March 28, 2019
Current Basis 1B
Original Filing Basis 1B
Published for Opposition August 13, 2019
Owner (APPLICANT) AmeriMark Holdings LLC LIMITED LIABILITY COMPANY DELAWARE 6864 Engle Road Cleveland OHIO 44130
Attorney of Record Shaun J. Bockert
Prior Registrations 2648156;2676385;3778717;3898877;3898878;5437342
Disclaimer NO CLAIM IS MADE TO THE EXCLUSIVE RIGHT TO USE "INTERACTIVE" APART FROM THE MARK AS SHOWN
Type of Mark SERVICE MARK
Register PRINCIPAL
Live/Dead Indicator LIVE

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Word Mark AMERIMARK INTERACTIVE
Goods and Services IC 035. US 100 101 102. G & S: Catalog ordering services, electronic catalog services, web-based catalog services, computerized on-line ordering services, mail order catalog services, and direct response retail services by means of print and digital advertisements featuring apparel, clothing and accessories, headwear, footwear, jewelry, cosmetics, fragrances, general merchandise, gift-ware items, and health, personal, and skin care and beauty products
Mark Drawing Code (3) DESIGN PLUS WORDS, LETTERS, AND/OR NUMBERS
Design Search Code 26.05.15 - Four or more triangles ; Triangles - four or more
 26.05.16 - Triangles touching or intersecting
 26.05.21 - Triangles that are completely or partially shaded
Serial Number 88360405
Filing Date March 28, 2019
Current Basis 1B
Original Filing Basis 1B
Published for Opposition August 13, 2019
Owner (APPLICANT) AmeriMark Holdings LLC LIMITED LIABILITY COMPANY DELAWARE 6864 Engle Road Cleveland OHIO 44130
Attorney of Record Shaun J. Bockert
Prior Registrations 2648156;2676385;3778717;3898877;3898878;5437342;AND OTHERS
Disclaimer NO CLAIM IS MADE TO THE EXCLUSIVE RIGHT TO USE "INTERACTIVE" APART FROM THE MARK AS SHOWN
Description of Mark Color is not claimed as a feature of the mark. The mark consists of six triangles in the shape of a caret above the words "AMERIMARK INTERACTIVE".
Type of Mark SERVICE MARK
Register PRINCIPAL
Live/Dead Indicator LIVE

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EXHIBIT A

LEGAL DESCRIPTION

LOT 16, SUTTON PLACE, BEING A RESUBDIVISION OF LINCOLNSHIRE COMMONS SUBDIVISION, WHICH IS A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 13 AND OF PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO PART OF THE SOUTHWEST 1/4 OF SECTION 18, AND OF PART OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 28, 1978 AS DOCUMENT 1941785, IN BOOK 67 OF PLATS, PAGE 12, 13 AND 14;

AND LOTS 3 AND 4, PHASE II TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 2, 1987 AS DOCUMENT 2551773, IN LAKE COUNTY, ILLINOIS, ALL TAKEN AS A TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 33 DEGREES 16 MINUTES 46 SECONDS EAST, 88.71 FEET; THENCE SOUTH 30 DEGREES 47 MINUTES 11 SECONDS EAST, 1,527.26 FEET; THENCE SOUTH 89 DEGREES 38 MINUTES 39 SECONDS WEST, 39.49 FEET; THENCE NORTH 33 DEGREES 35 MINUTES 20 SECONDS WEST, 208.45 FEET; THENCE NORTH 65 DEGREES 40 MINUTES 12 SECONDS WEST, 212.45 FEET; THENCE SOUTH 84 DEGREES 29 MINUTES 47 SECONDS WEST, 274.04 FEET; THENCE NORTH 71 DEGREES 48 MINUTES 57 SECONDS WEST, 367.48 FEET; THENCE NORTH 46 DEGREES 25 MINUTES 46 SECONDS WEST, 198.46 FEET; THENCE NORTH 23 DEGREES 45 MINUTES 46 SECONDS WEST, 199.00 FEET; THENCE NORTH 13 DEGREES 40 MINUTES 54 SECONDS WEST, 359.71 FEET; THENCE NORTH 59 DEGREES 50 MINUTES 50 SECONDS WEST, 166.75 FEET; THENCE NORTH 51 DEGREES 53 MINUTES 44 SECONDS WEST, 442.60 FEET; THENCE SOUTH 89 DEGREES 17 MINUTES 45 SECONDS WEST, 50.00 FEET; THENCE NORTH 00 DEGREES 42 MINUTES 15 SECONDS WEST, 100.00 FEET; THENCE SOUTH 89 DEGREES 17 MINUTES 45 SECONDS WEST, 159.66 FEET; THENCE NORTH 45 DEGREES 23 MINUTES 04 SECONDS WEST, 49.20 FEET; THENCE NORTH 00 DEGREES 03 MINUTES 09 SECONDS WEST, 530.88 FEET; THENCE NORTH 62 DEGREES 21 MINUTES 56 SECONDS EAST, 191.03 FEET; THENCE NORTH 23 DEGREES 08 MINUTES 01 SECONDS WEST, 499.08 FEET; THENCE NORTH 89 DEGREES 19 MINUTES 52 SECONDS EAST, 68.71 FEET; THENCE SOUTH 39 DEGREES 02 MINUTES 34 SECONDS EAST, 418.11 FEET; THENCE SOUTH 52 DEGREES 35 MINUTES 49 SECONDS EAST, 779.20 FEET; THENCE SOUTH 33 DEGREES 16 MINUTES 45 SECONDS EAST, 480.38 FEET TO THE POINT OF BEGINNING, ALL IN LAKE COUNTY, ILLINOIS.

Address: 25-300 Tri-State International, Lincolnshire, Illinois 60069

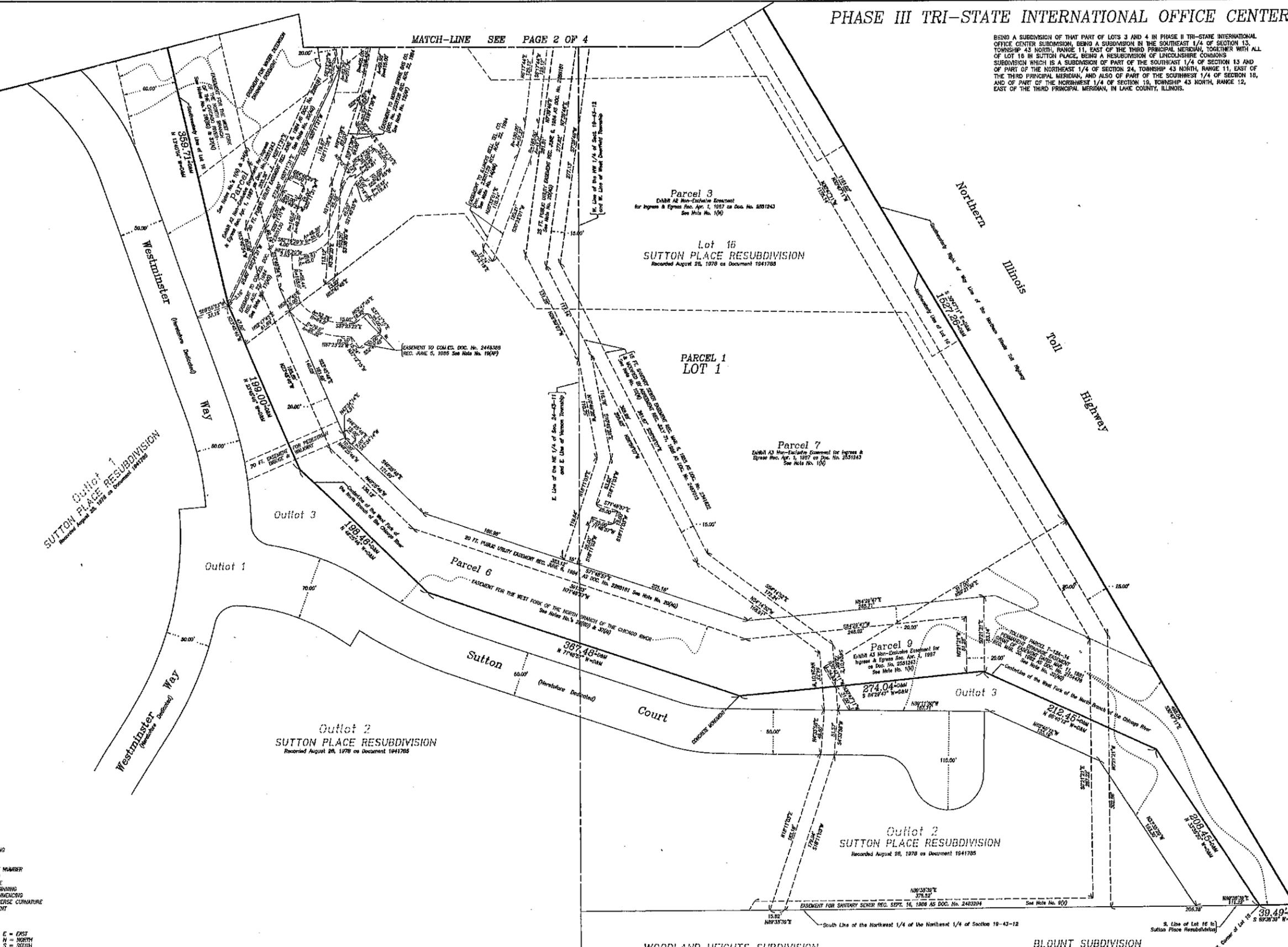
PIN #s: 15-13-403-040
16-19-101-039
15-24-209-019

PHASE III TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION

BEING A SUBDIVISION OF THAT PART OF LOTS 3 AND 4 IN PHASE II TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 15, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH ALL OF LOT 16 IN SUTTON PLACE, BEING A RESUBDIVISION OF LINCOLNSHIRE COMMONS SUBDIVISION WHICH IS A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 13 AND OF PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO OF PART OF THE SOUTHWEST 1/4 OF SECTION 16, AND OF PART OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

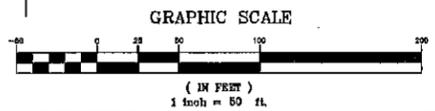


MATCH-LINE SEE PAGE 2 OF 4



- LEGEND**
- A = AND LEIGHT
 - CH = CHORD
 - CH B = CHORD BEARING
 - CON. = CORNER
 - D = DEED
 - DOC. NO. = DOCUMENT NUMBER
 - M (MEAS) = MEASURED
 - P.C. = POINT OF CURVE
 - P.O.B. = POINT OF BEGINNING
 - P.O.C. = POINT OF COMMENCING
 - P.O.R. = POINT OF REVERSE CURVATURE
 - P.T. = POINT OF TANGENT
 - Rad. = RADIUS
 - R = RECORD
 - SECT. = SECTION
 - NE = NORTHEAST
 - NW = NORTHWEST
 - SE = SOUTHEAST
 - SW = SOUTHWEST
 - E = EAST
 - N = NORTH
 - S = SOUTH
 - W = WEST

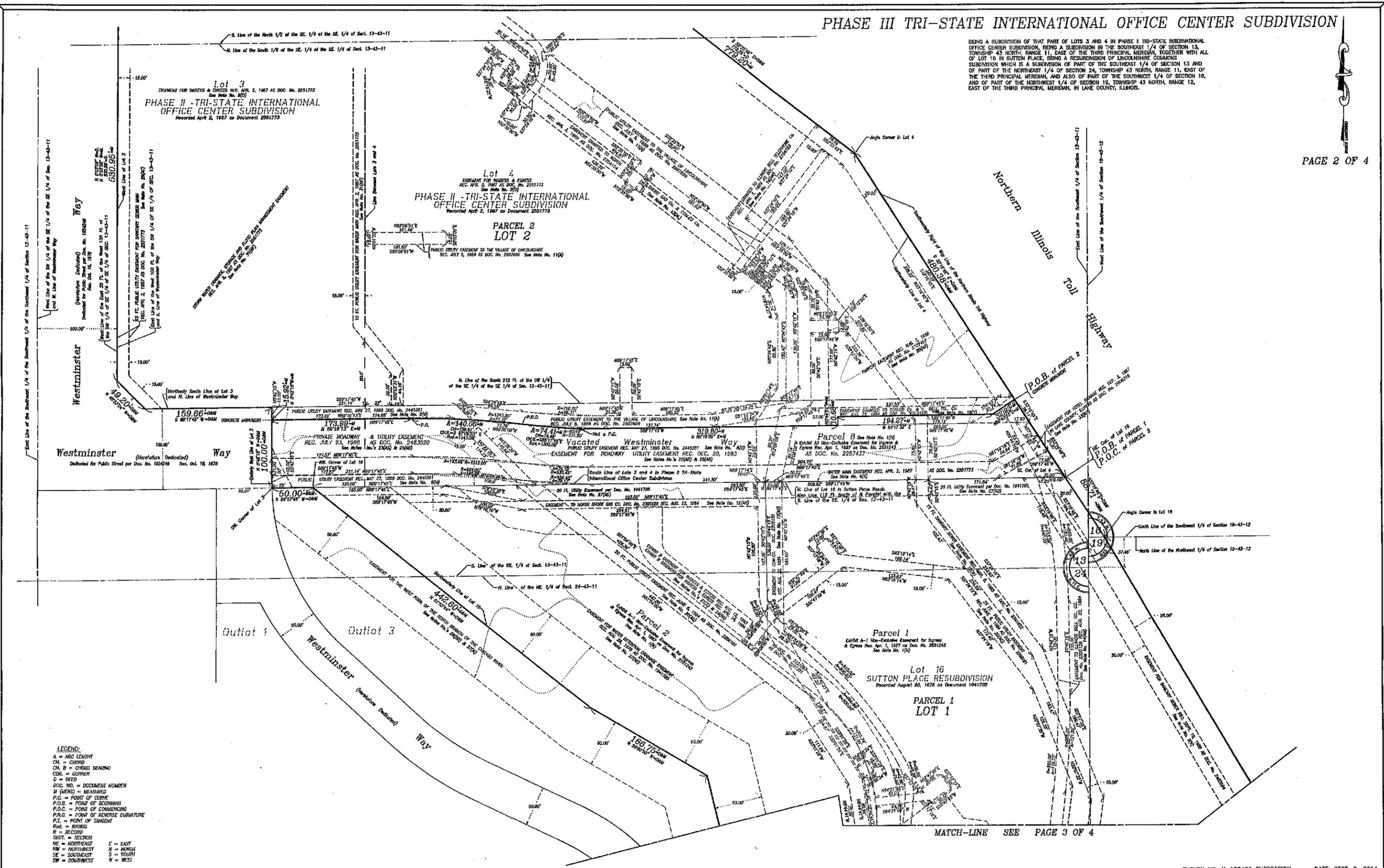
IMPORTANT
 NO DIMENSIONS SHOULD BE ASSUMED BY SCALE MEASUREMENTS UPON THE PLAT.
 DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF. THIS: 4.57" MEANS 4 FEET AND 57/100 FEET, OR 4 FEET AND INCHES, THUS 4'-0 1/2"
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SURVEY NO. N-129481 SUBDIVISION DATE: SEPT. 9, 2014
 THIS INSTRUMENT PREPARED BY:
NATIONAL SURVEY SERVICE, INC.
 PROFESSIONAL LAND SURVEYORS
 30 S. MICHIGAN AVENUE, SUITE 200 CHICAGO, ILLINOIS 60603
 TEL: 312-830-8480 WWW.NATIONALSURVEYSERVICE.COM
 FAX: 312-830-8484 jll@nationalsurveyservice.com

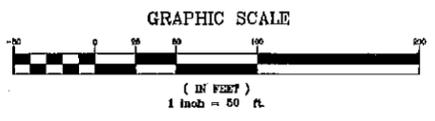
PHASE III TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION

BEING A SUBDIVISION OF THAT PART OF LOTS 3 AND 4 IN PHASE I TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH ALL OF LOT 16 IN SUTTON PLACE, BEING A RESUBDIVISION OF LINCOLNSHIRE COMMONS SUBDIVISION WHICH IS A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 13 AND PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO OF PART OF THE SOUTHWEST 1/4 OF SECTION 19, AND OF PART OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



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 - NE = NORTHEAST E = EAST
 - NW = NORTHWEST N = NORTH
 - SE = SOUTHEAST S = SOUTH
 - SW = SOUTHWEST W = WEST

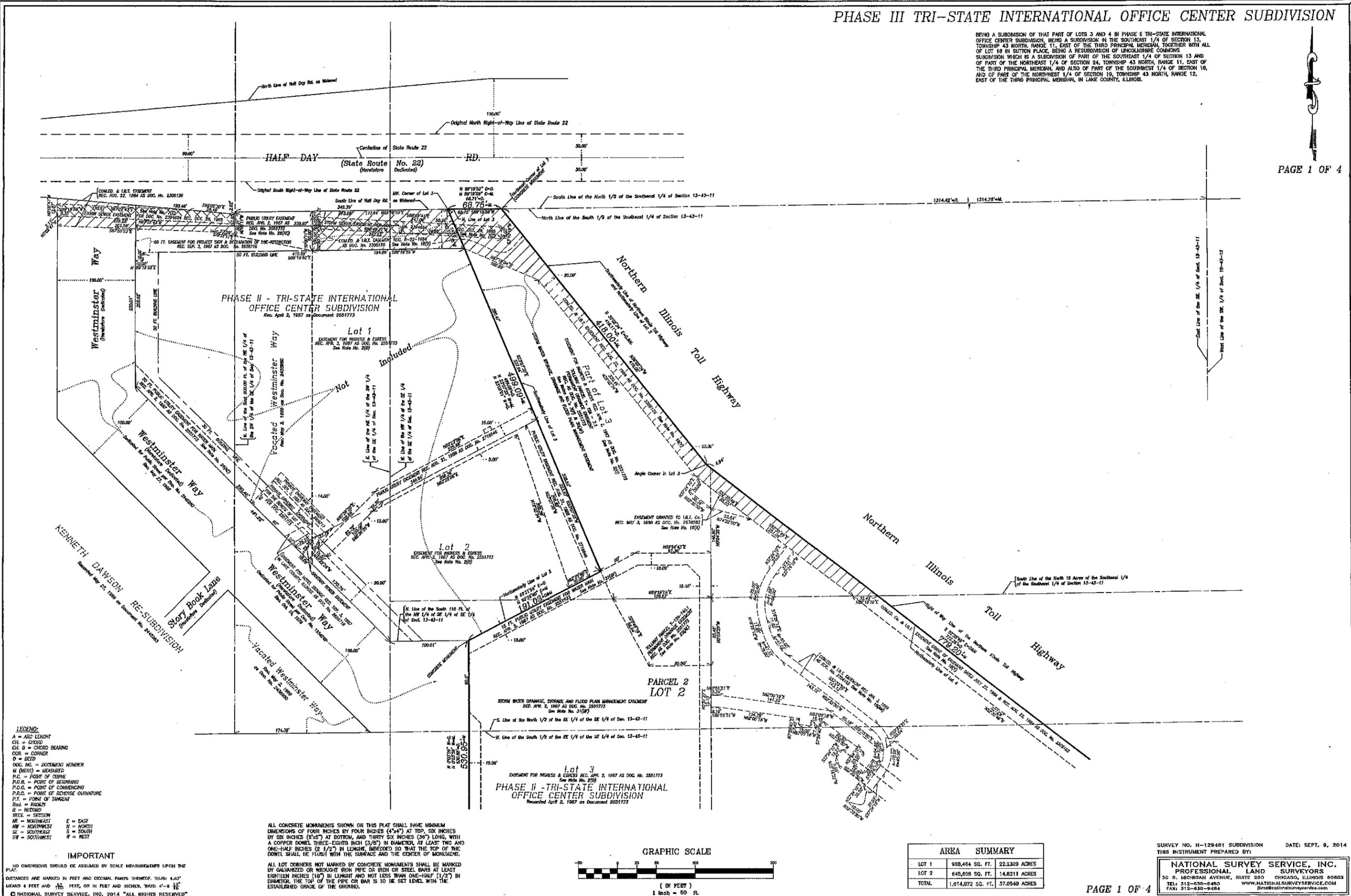
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 MEANS 4 FEET AND 57/100 FEET, OR IN FEET AND INCHES, THUS: 4'-6 1/8"
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SURVEY NO. N-129481 SUBDIVISION DATE: SEPT. 9, 2014
 THIS INSTRUMENT PREPARED BY:
NATIONAL SURVEY SERVICE, INC.
 PROFESSIONAL LAND SURVEYORS
 50 S. MICHIGAN AVENUE, SUITE 200 CHICAGO, ILLINOIS 60603
 TEL: 312-630-9480 WWW.NATIONALSURVEYSERVICE.COM
 FAX: 312-630-9484

PHASE III TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION

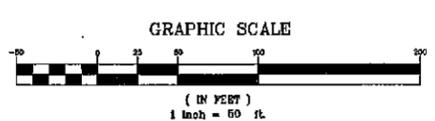
BEING A SUBDIVISION OF THAT PART OF LOTS 3 AND 4 IN PHASE II TRI-STATE INTERNATIONAL OFFICE CENTER SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH ALL OF LOT 18 IN SUTTON PLACE, BEING A RESUBDIVISION OF LINCOLNSHIRE COMMONS SUBDIVISION WHICH IS A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 13 AND OF PART OF THE NORTHEAST 1/4 OF SECTION 24, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO OF PART OF THE SOUTHWEST 1/4 OF SECTION 18, AND OF PART OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 43 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.



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 SECT. = SECTION
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 NW = NORTHWEST N = NORTH
 SE = SOUTHWEST S = SOUTH
 SW = SWEST W = WEST

IMPORTANT
 NO DIMENSIONS SHOULD BE ASSUMED BY SCALE MEASUREMENTS UPON THE PLAT.
 DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF, THUS: 4.62'
 MEANS 4 FEET AND .62 FEET, OR IN FEET AND INCHES, THUS: 4'-6 1/2"
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ALL CONCRETE MONUMENTS SHOWN ON THIS PLAT SHALL HAVE MINIMUM DIMENSIONS OF FOUR INCHES BY FOUR INCHES (4"x4") AT TOP, SIX INCHES BY SIX INCHES (6"x6") AT BOTTOM, AND THIRTY SIX INCHES (36") LONG, WITH A COPPER DOWEL THREE-EIGHTHS (3/8") IN DIAMETER, AT LEAST TWO AND ONE-HALF INCHES (2 1/2") IN LENGTH, INSERED SO THAT THE TOP OF THE DOWEL SHALL BE FLUSH WITH THE SURFACE AND THE CENTER OF MONUMENT.
 ALL LOT CORNERS NOT MARKED BY CONCRETE MONUMENTS SHALL BE MARKED BY GALVANIZED OR WROUGHT IRON PIPE OR IRON OR STEEL BARS AT LEAST EIGHTEEN INCHES (18") IN LENGTH AND NOT LESS THAN ONE-HALF (1/2") IN DIAMETER. THE TOP OF THE PIPE OR BAR IS TO BE SET LEVEL WITH THE ESTABLISHED GRADE OF THE GROUND.



AREA SUMMARY		
LOT 1	988,484 SQ. FT.	22.329 ACRES
LOT 2	646,808 SQ. FT.	14.821 ACRES
TOTAL	1,614,072 SQ. FT.	37.050 ACRES

SURVEY NO. N-129481 SUBDIVISION DATE: SEPT. 9, 2014
 THIS INSTRUMENT PREPARED BY:
NATIONAL SURVEY SERVICE, INC.
 PROFESSIONAL LAND SURVEYORS
 30 S. MICHIGAN AVENUE, SUITE 200 CHICAGO, ILLINOIS 60603
 TEL: 312-650-9480 WWW.NATIONALSURVEYSERVICE.COM
 FAX: 312-630-9484



FACADE SQUARE FOOTAGE 27' HIGH BY 44' WIDE = 1188
SIGN 5' HIGH BY 27' WIDE = 135 SQUARE FEET
PERCENTAGE OF WALL AREA 11%



FACADE SQUARE FOOTAGE 27' HIGH BY 25' WIDE =675
SIGN 3' HIGH BY 16' WIDE = 48 SQUARE FEET
PERCENTAGE OF WALL AREA 7%



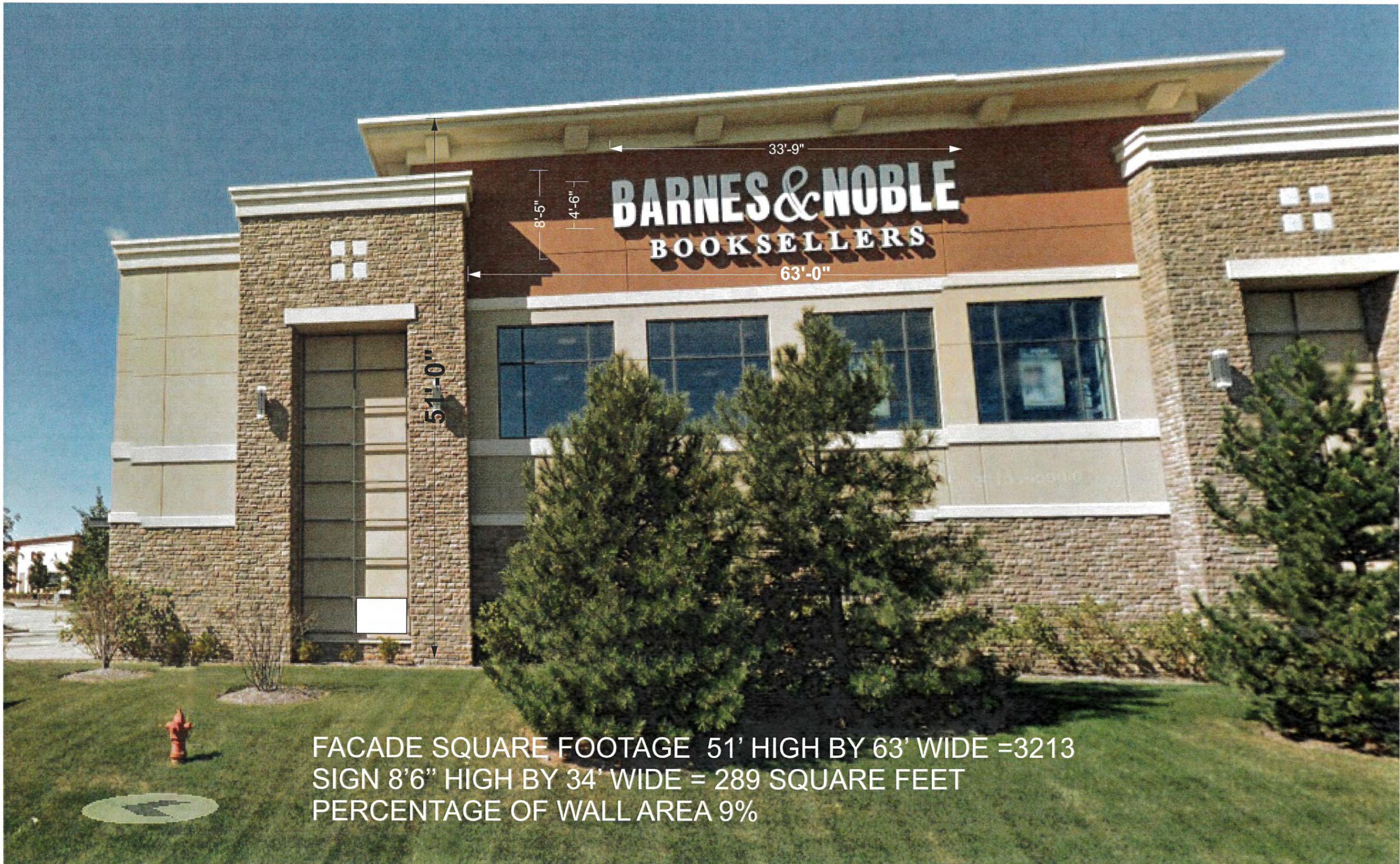
FACADE SQUARE FOOTAGE 34' HIGH BY 74' WIDE =2,516
SIGN 3' HIGH BY 51' WIDE = 153 SQUARE FEET
PERCENTAGE OF WALL AREA 6%



FACADE SQUARE FOOTAGE 36' HIGH BY 30' WIDE =1,080
SIGN 11' HIGH BY 44' WIDE = 104 SQUARE FEET
PERCENTAGE OF WALL AREA 10%



FACADE SQUARE FOOTAGE 40' HIGH BY 90' WIDE =3600
SIGN 11' HIGH BY 44' WIDE = 484 SQUARE FEET
PERCENTAGE OF WALL AREA 13%



FACADE SQUARE FOOTAGE 51' HIGH BY 63' WIDE = 3213
SIGN 8'6" HIGH BY 34' WIDE = 289 SQUARE FEET
PERCENTAGE OF WALL AREA 9%

**VILLAGE OF LINCOLNSHIRE
LAKE COUNTY, ILLINOIS**

ORDINANCE NO. _____

**AN ORDINANCE AMENDING
A SPECIAL USE FOR A PLANNED UNIT DEVELOPEMNT
TO REVISE A COMPREHENSIVE SIGN PACKAGE
(ORDINANCE 03-1829-06)**

WHEREAS, the Village of Lincolnshire is an Illinois home rule municipal corporation operating under the Constitution and Laws of the State of Illinois; and

WHEREAS, the 2003 the Village approved Ordinance No. 03-1829-06, amending the Planned Unit Development for the Tri-State International Office Center (now known as the “CDW Center”) to permit wall signage on all five buildings in the office campus, with specific conditions; and

WHEREAS, in 2009 the Village adopted comprehensive amendments to the sign regulations described in Title 12 of the Village Code within which it relaxed the long-standing prohibition on wall signage for multi-tenant office buildings throughout the Village; and

WHEREAS, in 2016 the Village approved Ordinance 16-3393-120, amending Ordinance 03-1829-06 by revising the comprehensive sign package applicable to the CDW Center (the sign regulations adopted by Ordinance 03-1829-06, as amended by Ordinance 16-3393-120, are referred to as the “CDW Sign Package”);

WHEREAS, Amerimark Holdings, LLC (“Amerimark”), the parent company of LTD Commodities, moved its corporate headquarters to its current 66,000-square-foot space in the 200 Tri-State International building, which is subject to the terms and conditions of the CDW Sign Package;

WHEREAS, the owners of the CDW Center, Bradford Allen Realty Services (the “Owner”), and Amerimark desire to improve a wall sign which exceeds the dimensional limitations described for wall signs in the Corridor Commercial Sign District and the regulations described in the CDW Sign Package (the “Amerimark Application”);

WHEREAS, a public hearing on the Amerimark Application was held by the Mayor and Board of Trustees on January 13, 2020, pursuant to public notice thereof published in the *Daily Herald* on December 23, 2019, and personal notice mailed to all property owners required to receive notice thereof under Chapter 6 of the Village Code; and

WHEREAS, the Village Board finds the improvements and designs described in the Amerimark Application are consistent with the stated purpose of the PUD regulations, enhance the aesthetics and property value of the CDW Center, are in the best interest of the Village and advance the general health, safety and welfare of the community.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Lincolnshire, in exercise of its home rule authority, as follows:

Section 1. Recitals; Findings of Fact. The Mayor and Board of Trustees find the foregoing recitals represent a complete and accurate description of the facts pertinent to this matter and incorporate them as though fully stated herein. The Mayor and Board of Trustees hereby adopt the findings of fact presented by Amerimark and the Owner, attached hereto as Exhibit A, as their own findings of fact and incorporate them as though fully set forth herein.

Section 2. Subject Property. The property that is the subject of this Ordinance is commonly known as 200 Tri-State International, Lincolnshire, Illinois and more specifically described as part of P.I.N. 15-24-209-019. This Ordinance does not amend any regulations

otherwise applicable to the buildings commonly known as 100 and 300 Tri-State International which share a common P.I.N. with the subject property.

Section 3. PUD Amendment. The CDW Sign Package, and Section 2 of Ordinance No. 03-1829-06, as amended by Ordinance 16-3393-120, is hereby amended by striking Paragraph B it in its entirety and replacing it with the following:

B. With respect to any wall signs facing Interstate Highway 94 on the buildings identified as 100 and 300 Tri-State International, the Owner is granted conceptual approval for exceptions from the Sign Code to permit:

1. Sign faces with a letter height of three feet (3'), rather than the permitted two feet (2') maximum height in Village Code Section 12-9-1(B)(1) and Table 3.

C. With respect to any wall signs facing Interstate Highway 94 on the building identified as 200 Tri-State International, the Owner is granted approval for exceptions from the Sign Code to permit:

1. Sign faces with a letter height of three feet (3'), rather than the permitted two feet (2') maximum height in Village Code Section 12-9-1(B)(1) and Table 3.
2. Sign faces with a length of forty four feet, five inches (44'5"), rather than the permitted eighteen foot (18') maximum length described in Village Code section 12-9-1(B)(1) and Table 3;
3. Sign faces with a logo height of fifty four inches (54"), rather than the permitted thirty inch (30") logo height described in Village Code section 12-9-1(B)(1) and Table 3; and
4. Sign faces with a height of four and one half feet (4.5'), rather than the permitted three feet (3') height described in Village Code section 12-9-1(B)(1) and Table 3.

Notwithstanding the foregoing, all wall signs facing Interstate Highway 94 on the buildings identified as 100 and 300 Tri-State International which exceed the standards described in Section 12-9-1(B) of the Village Code and for which a major amendment to this Ordinance has not been approved may not be erected without first submitting a design to the Architectural Review Board for review and recommendation and receiving the approval of the Village Board, without further hearing.

Section 4. Conditions. Section 3 of Ordinance No. 03-1829-06, as amended by Ordinance 16-3393-120, is hereby amended by striking it in its entirety and replacing it with the following:

SECTION 3: The following exhibits shall be attached to and made a part of this Ordinance and, except as expressly modified by this Ordinance, all covenants, standards, requirements, designs or specifications in such exhibits shall be binding on Amerimark and the Owner:

A. For the buildings located at 25 and 75 Tri-State International, the Presentation Packet from J.T. Garofalo of CBRE, dated January 14, 2016; and

B. For the building located at 200 Tri-State International, the Presentation Packet from Poblocki Sign Company, LLC of Milwaukee, Wisconsin, various dates in 2019 (attached hereto as Exhibit B); and

C. No more than one wall sign shall be permitted on each façade of any building.

Section 5. Repealer. All findings, provisions, conditions and limitations described in Ordinance 03-1829-06, as amended by Ordinance 16-3393-120, which are contrary to or conflict with the provisions hereof, or the findings of fact adopted herein, are hereby repealed. Furthermore, the specific terms and conditions of this Ordinance shall prevail against other existing ordinances of the Village to the extent that there might be any conflict. Except for the foregoing limitation, the development of the CDW Center is subject to all terms and conditions of applicable ordinances and regulations of the Village of Lincolnshire.

Section 6. Penalties. Any person violating the terms and conditions of this Ordinance shall be subject to a penalty not exceeding Five Hundred Dollars (\$500.00) per offense, with each and every day that the violation of the Ordinance is allowed to remain in effect being deemed a complete and separate offense. In addition, the appropriate authorities of the Village may take such other action as they deem proper to enforce the terms and conditions of this Ordinance, including, without limitation, an action in equity to compel compliance with its terms. Any person violating the terms of this Ordinance shall be subject, in addition to the foregoing penalties, to the payment of court costs and reasonable attorneys' fees. This section shall not apply to the Village of Lincolnshire, its officials, agents or employees.

Section 7. Inspection. The premises shall be made available for inspection by any department of the Village at all reasonable times for compliance with this Ordinance and any other laws or regulations.

Section 8. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law. Provided, however, that this Ordinance shall not take effect until a true and correct copy of this Ordinance is executed by Amerimark and the Owner of the Subject Property, and such other parties in interest consenting to and agreeing to be bound by the terms and conditions contained within this Ordinance. Such execution shall take place within sixty (60) days after the passage and approval of this Ordinance or within such extension of time as may be granted by the Corporate Authorities by motion.

PASSED this ____ day of _____, 2020, by the Corporate Authorities of the Village of Lincolnshire on a roll call vote as follows:

AYES:

NAYS:

ABSTAIN:

ABSENT:

APPROVED this ____ day of _____, 2020.

Elizabeth J. Brandt, Mayor

ATTEST:

Barbara Mastandrea, Village Clerk

Published by me in pamphlet form

this ____ day of _____, 2020.

OWNER:

**Bernelm, LLC, doing business as
Bradford Allen Realty Services**

ACKNOWLEDGED and ACCEPTED
this ____ day of _____, 2020.

By: BAIHP Management, LLC
Its: Manager

By:

Its:

Subscribed and sworn to before me
this ____ day of _____, 2020.

Notary Public

AMERIMARK:

Amerimark Holdings, LLC

ACKNOWLEDGED and ACCEPTED
this ____ day of _____, 2020.

By:

Its:

Subscribed and sworn to before me

This ____ day of _____, 2020.

Notary Public

EXHIBIT A

FINDINGS OF FACT

EXHIBIT B

200 TRI-STATE INTERNATIONAL

WALL SIGN PRESENTATION PACKAGE

Section 2. Subject Territory. Section 1 of Ordinance No. 03-1829-06 is hereby amended by striking the entire legal description therein contained and replacing it with the following:

The Property Index Numbers (PIN) of the property which is the subject of this Ordinance are 15-13-403-040, 15-24-209-019 and 16-19-101-039, commonly known as 25, 75, 100, 200 and 300 Tri-State International in the Tri-State International Office Center, located at the Southwest corner of Half Day Road (Rt. 22) and Interstate Tollway 94

Section 3. PUD Amendment. Section 2 of Ordinance No. 03-1829-06 is hereby amended by striking it in its entirety and replacing it with the following:

SECTION 2: Ordinance No. 70-230-12, as amended by Ordinance No. 78-532-21, Ordinance No. 78-541-32 and Ordinance No. 82-722-29 (collectively, the "Tristate O.C. PUD Ordinance"), is hereby amended as described below:

A. With respect to the wall signs facing Interstate Highway 94 on the buildings identified as 25 and 75 Tri-State International and the parking garage adjacent thereto, and subject to compliance with the conditions described in Section 3, CDW is granted approval for exceptions from the Sign Code to permit:

1. Sign faces with a height of 8 feet, rather than the permitted 3' maximum height in Village Code section 12-9-1(B)(1);
2. Logo sign faces to a height of 8 feet, rather than the permitted 30" maximum height in Village Code section 12-9-1(B)(1); and
3. Wall signs/logos to cover a window and/or architectural feature, which is otherwise prohibited by Village Code section 12-9-1(B)(6).

B. With respect to any wall signs facing Interstate Highway 94 on the buildings identified as 100, 200 and 300 Tri-State International, the Owner is granted conceptual approval for exceptions from the Sign Code to permit:

1. Sign faces with a letter height of 3 feet, rather than the permitted 24" maximum height in Village Code section 12-9-1(B)(1).

Notwithstanding the foregoing, all wall signs facing Interstate Highway 94 on the buildings identified as 100, 200 and 300 Tri-State International which exceed the standards described in Section 12-9-1(B) of the Village Code may not be erected without first submitting to the Architectural Review Board for review and recommendation and receiving the approval of the Village Board, without further hearing.

Section 4. Conditions. Section 3 of Ordinance No. 03-1829-06 is hereby amended by striking it in its entirety and replacing it with the following:

SECTION 3: The following exhibits shall be attached to and made a part of this Ordinance and, except as expressly modified by this Ordinance, all covenants, standards, requirements, designs or specifications in such exhibits shall be binding on CDW and the Owner:

A. Presentation Packet from J.T. Garofalo of CBRE, date stamped received February 2, 2016; and

B. The wall sign on 75 Tri-State International Office center is subject to relocating the sign 2' from the edge of the building and centering it on the concrete wall band so it protrudes 5" above and 5" below the parapet wall.

Section 5. Repealer. All findings, provisions, conditions and limitations described in the Tristate O.C. PUD Ordinance or Ordinance 03-1829-06 which are contrary to or conflict with the provisions hereof, or the findings of fact adopted herein, are hereby repealed. Furthermore, the specific terms and conditions of this Ordinance shall prevail against other existing ordinances of the Village to the extent that there might be any conflict. Except for the foregoing limitation, the development of the Tri-State O.C. is subject to all terms and conditions of applicable ordinances and regulations of the Village of Lincolnshire.

Section 6. Penalties. Any person violating the terms and conditions of this Ordinance shall be subject to a penalty not exceeding Five Hundred Dollars (\$500.00) per offense, with each and every day that the violation of the Ordinance is allowed to remain in effect being deemed a complete and separate offense. In addition, the

**NOTICE OF
PUBLIC HEARING**

Notice is hereby given that the Mayor and Board of Trustees of the Village of Lincolnshire will conduct a Public Hearing on **Monday, January 13, 2020** beginning at 7 p.m., or as soon thereafter as practical, in the Meeting Room of the Lincolnshire Village Hall, 1 Olde Half Day Road, Lincolnshire, Illinois, to consider a major amendment to Ordinance No. 16-3393-120 governing the Tri-State Planned Unit Development to permit revisions to the comprehensive sign package for wall signs on the east (follway-facing) elevation of the 200 Tri-State International office building as follows:

1. Increase the sign length from 18' to 44'5"
2. Increase the logo height from 30" to 45"
3. Increase the sign face height (letters and logo combined) from 3' to 4.5'

The property is commonly known as 200 Tri-State International in the CDW Center, located south of Half Day Road and west of the Tri-State Tollway (I-94), and identified as Property Tax Identification Number 15-24-209-019. The petitioner is Bradford Allen Realty. The project file is available for viewing in the Community & Economic Development Department of the Village of Lincolnshire during normal business hours to any interested persons who wish to obtain additional information regarding this request. All interested persons present at the Public Hearing will be given the opportunity to be heard. Interested parties may also submit written evidence or testimony in advance to the Community & Economic Development Department. The above-indicated hearing may be continued from time to time and without further notice, on the motion of the Village Board of Trustees.

/s/ Barbara Mastandrea,
Village Clerk
Village Board of Trustees
Village of Lincolnshire
12/23/19
Published in Daily Herald
December 23, 2019 (4537486)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of

Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 12/23/2019 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Laula Baetz
Authorized Agent

Control # 4537486



VILLAGE OF LINCOLNSHIRE

MINUTES ARCHITECTURAL REVIEW BOARD MEETING Monday, December 16, 2019

Present:

Chair Kennerley
Member McCall
Member Santosuosso
Alternate Member Killedar
Assistant Village Manager/Community &
Economic Development Director Gilbertson

~~Member Baskin~~
Member Orzeske
Member Tapia
~~Trustee Hancock~~
Planning & Development Manager Zozulya

1.0 ROLL CALL

Chair Kennerley called the meeting to order at 7:01 p.m., and Planning & Development Manager (PDM) Zozulya called the Roll.

2.0 APPROVAL OF MINUTES

2.1 Approval of the minutes of the Architectural Review Board (ARB) meeting held on Tuesday, November 19, 2019.

Member McCall moved and Member Orzeske seconded the motion to approve the minutes as presented for the Tuesday, November 19, 2019 Architectural Review Board meeting.

AYES: McCall, Santosuosso, Killedar, Orzeske, Tapia and Kennerley

NAYS: None

ABSENT: Baskin, Hancock

ABSTAIN: None

Chair Kennerley declared the motion carried.

3.0 ITEMS OF GENERAL BUSINESS

3.1 **Consideration of a Revised Comprehensive Sign Package for the 200 Tri-State International Office Building, CDW Office Center (Bradford Allen Realty)**

3.2 **Consideration of a New Wall Sign for Amerimark Interactive, 200 Tri-State International, CDW Office Center (Bradford Allen Realty)**

Kelly Morrissey, General Manager, Bradford Allen Management Services, presented an overview of the request for an amendment to the Planned Unit Development (PUD) comprehensive sign package for the 200 Tri-State International office building. She stated Amerimark Interactive, a \$7 billion company, initiated a long-term lease with Bradford Allen at the 200 Tri-State

International building. Ms. Morrissey presented the plans for the larger-than-permitted wall sign on the east (tollway facing) elevation, adding the sign will be backlit similar to the existing CDW and Wipfli signage.

PDM Zozulya stated this request received a favorable preliminary evaluation by the Village Board on November 25, 2019. She stated wall signage is currently governed by Ordinance No. 16-3393-120. She added that for the 200 Tri-State building, only one wall sign is allowed on the east elevation. In addition she stated the ordinance requires sign review by the ARB. PDM Zozulya stated the amended regulations will benefit the proposed Amerimark wall sign and any future replacement wall signs on the 200 Tri-State building.

Member McCall moved and Member Santosuosso seconded the motion that the Architectural Review Board recommend approval to the Village Board the proposed revisions to the comprehensive signage package for 200 Tri-State International, as presented in the petitioner's presentation packet dated December 9, 2019.

AYES: McCall, Santosuosso, Killedar, Orzeske, Tapia and Kennerley
NAYS: None
ABSENT: Baskin, Hancock
ABSTAIN: None

Chair Kennerley declared the motion carried.

Member McCall moved and Member Tapia seconded the motion that the Architectural Review Board recommend approval to the Village Board the proposed wall sign for Amerimark Interactive at 200 Tri-State International, as presented in the petitioner's presentation packet dated December 9, 2019.

AYES: McCall, Santosuosso, Killedar, Orzeske, Tapia and Kennerley
NAYS: None
ABSENT: Baskin, Hancock
ABSTAIN: None

Chair Kennerley declared the motion carried.

3.3 Approval of Parking Lot Design, Landscaping, Lighting and Trash Enclosure for Pear Tree Catering – 505 Bond Street (Pear Tree Catering)

PDM Zozulya presented an overview of the request stating only the ARB will review this petition as the ARB has the final approval in their purview to review code compliant site plan improvements. She stated Pear Tree Catering will be relocating from Vernon Hills to Lincolnshire. Pear Tree will be expanded their staff at the Lincolnshire location and will require an expansion to the parking from 28 spaces to 41 including replacement of existing lighting structures. The petitioners are also requesting approval for a new 6'-tall trash enclosure at the southeast corner of the building which will replace a smaller one currently on site.

Alfred Telron, MRV Architects presented the site plans for the proposed trash



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Stevenson High School – East Building Addition Phase II
Property Address:	1 Stevenson Drive
Petitioner:	Adlai E. Stevenson High School District 125
Action Requested:	Preliminary Evaluation of a Major Amendment to a Special Use (Ordinance No. 92-1226-04) for Construction of a 106,300-Square-Foot Building Addition and Related Zoning Variances
Prepared By:	Ben Gilbertson – Assistant Village Manager/Community & Economic Development Director
Staff Recommendation:	Direction to staff and the petitioner. Referral to the Zoning Board for a public hearing and Architectural Review Board for design review.
Tentative Meeting Schedule:	Zoning Board – March 10, 2020 Architectural Review Board – March 17, 2020 Committee of the Whole – April 13, 2020 Regular Village Board – April 27, 2020
Reports and Documents Attached:	1) Location map 2) Petitioner’s submittal packet dated January 13, 2020

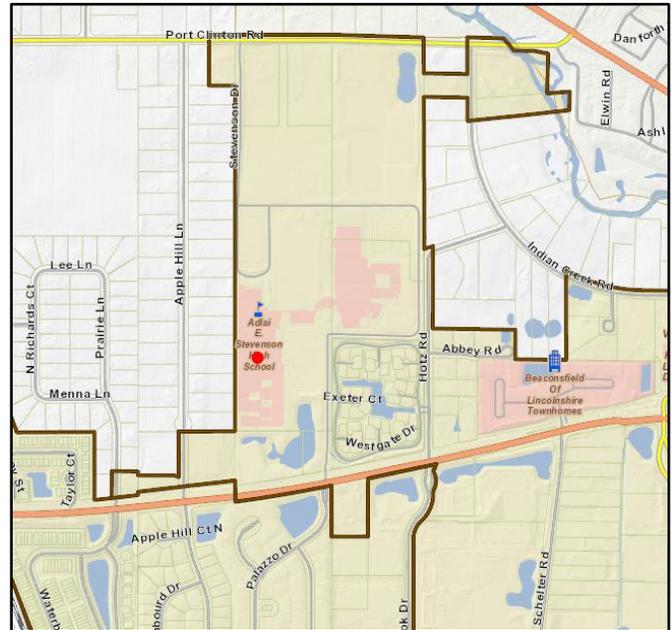
Background

- Adlai E. Stevenson High School District 125 (“D125”) seeks a major amendment to a special use for the construction of a 106,300-square-foot building addition. The addition is contemplated for the existing 870,000-square-foot field house to accommodate projected student enrollment growth. D125 is branding the project as the “East Building Addition – Phase II” (“Phase II”). A major amendment to the special use is required per [Village Code Section 6-14-11-F-1](#) as the addition will “substantially increase scale of structures or site improvements”.
- The 76.6-acre property was developed in 1963 in unincorporated Lake County and annexed into Lincolnshire in two phases in 1981 and 1992. The property received special use and R1 zoning approvals in 1992 (Ordinance No. 92-1226-04). In 2017, the residential property at 16139 W. Port Clinton Road was annexed into Lincolnshire for the school’s use as a transition house with R1 zoning and is covered by the same special use ordinance.
- Adjacent zoning and land uses include:
 - North: single family residences (unincorporated Lake County) and Port Clinton Road
 - South: the Westgate subdivision (zoned R3 with a PUD) and Half Day Road
 - East: the Westgate subdivision (zoned R3 with a PUD) and single family residences to the east (the majority of which are in unincorporated Lake County)
 - West: single family residences to the west (the majority of which are in unincorporated Lake County)



- More than 10 building additions have occurred since the school was originally constructed. The most recent 56,800-square-foot addition (referred to as "East Building Addition Phase I" by D125) was approved as a major amendment to the special use in 2017 to accommodate projected enrollment growth (Ordinance No. 17-3745-173). The current total square footage of the existing school building is approximately 930,300 square feet, with all existing campus buildings totaling approximately 944,000 square feet. With Phase II, the total square footage for the entire campus would increase to 1,050,300 square feet.
- D125 has also requested recent minor amendments to the special use, which require only Architectural Review Board ("ARB") approval. These projects include:
 - Construction of a 100-stall parking lot over inactive tennis courts along the east side of the property (February 2019).
 - Construction of a stadium hall of fame and a pergola at the transition house (August 2019).

Figure 1: Location Map



Project Overview

Project Summary

- D125 indicates the Phase II field house addition will accommodate projected student enrollment growth of approximately 10% over the next several years (4,350 students as of the 2019-20 school year, growing to approximately 4,800 students).
- In addition to the primary 106,300-square-foot addition, D125 also proposes a minor addition on the north end of the existing field house, a small storage addition, and peaker plant expansion to the west side of the existing field house to accommodate peak electricity demand throughout the campus. Phase II is also intended be neutral with respect to its energy consumption, aided by a solar panel installation on top of the existing field house and other energy-saving technologies. Staff have requested a utility study of the campus and will review the study during later stages of review. Pending the study's findings, additional utility permits and corresponding fees may be necessary. Staff will also request the square footage of these minor additions to more precisely calculate floor area and impervious surface ratios.

Building Design and Materials

- D125 intends to maintain a similar design between the Phase I and Phase II additions, in that it will be "modern architectural language that is pervasive across the campus". A mix of masonry, metal, and glass are key materials within the design.

Landscaping

- A variety of landscape materials are proposed with the building addition, including 20 deciduous trees of 4 caliper inches. A mix of understory trees, deciduous shrubs, evergreen shrubs, grasses, and ground covers are also contemplated. These will replace existing landscaping to be removed as part of



the construction, including 28 trees of various species along northern and eastern edge of the existing field house. D125 plans to protect and maintain 15 existing trees as part of the building addition project. The landscape plans will be evaluated in further detail during the Development Review Team stage of review to ensure compliance with Title 13 (Tree Preservation & Landscaping) of the village code.

Parking and Circulation

- D125 has provided a traffic/parking study as part of their submittal in an attempt to demonstrate circulation within the site, future parking needs, and impacts to level of service (LOS) on adjacent roadways. D125 contends future LOS changes will be impacted by additional school traffic and regional traffic growth over the next eight years, per data provided by the Chicago Metropolitan Agency for Planning (CMAP) and analyzed by Eriksson Engineering Associates, Ltd. Table 1 below is taken from the traffic study and depicts current (2019) and future (2027) LOS at various intersections in and around the campus.

Table 1: Intersection Level of Service and Total Delay (seconds)

Intersection	Approach	Morning Arrival		Afternoon Dismissal	
		2019	2027	2019	2027
Route 22 at Stevenson / Palazzo Drives (traffic signal)	Intersection	C (32.9)	D (37.2)	B (19.3)	C (22.3)
Route 22 / Lot A Access (right-in/right-out)	SB Right	B (12.8)	B (13.3)	C (20.9)	C (22.5)
Port Clinton Road / Stevenson Drive Access (stop controlled)	WB Left	B (10.7)	C (15.5)	A (8.3)	A (8.4)
	NB Left	F (100.0+)	F (100.0+)	D (30.6)	E (45.7)
	NB Right	B (11.4)	B (11.8)	A (9.8)	A (9.9)
Port Clinton Road / Student Lot Access (stop controlled)	WB Left	A (8.2)	A (8.3)	A (7.9)	A (7.9)
	NB Approach	B (12.5)	B (13.0)	B (11.9)	B (12.4)

- Table 2 shows the existing parking inventory and usage based on parking surveys performed by the engineering firm on Friday, November 15, 2019.

Table 2: Existing Parking Inventory and Usage

Parking Lot	User	Total Spaces	Accessible Spaces	Parked Vehicles	%
A	Staff	56	2	54	96
B	Staff / Visitors	273	7	253	93
C	Staff	112	4	105	94
D	Staff / Students	396	10	254	64
E	Staff / Visitors / Students	221	7	207	94
Port Clinton Lot	Students	94	3	63	67
Port Clinton Drive	Students	40	2	18	45
Administration Building	Staff	41	1	25	61
TOTAL		1,223	36	980	79

- The study concludes that improvements at Port Clinton Road associated with the building addition will accommodate additional growth in school and regional traffic, and can be accommodated by area roadways. The study also states the existing and future parking supply exceeds the minimum parking requirements of village code, as well as the projected parking demand based on campus parking surveys. This study will be evaluated in greater detail during the Development Review Team stage of review.

Stormwater Detention

- The proposed addition plans for an additional 61,000 square feet of impervious surface. The Lake County Stormwater Management Commission (SMC) has preliminarily determined the plans submitted



by the petitioner do not warrant additional on-site stormwater improvements. Previous construction projects for the Stevenson High School campus incorporated additional stormwater detention design, which SMC estimates will address the current building addition proposal. SMC will confirm the adequacy of stormwater detention once engineering review of the final design is completed. Should the Board recommend this petition for subsequent stages of review, the petitioner will continue to share preliminary development plans with SMC for review and approval. If the petition receives final approval from the Village Board, SMC's approval will be required before any construction or building permits are issued.

Variances

- D125 is also requesting variances for the following:
 - Exceed the 0.25 floor area ratio requirement per [Village Code Section 6-5A-3-A-4](#) (currently 0.2938, increasing to 0.3270).
 - Exceed the 30% maximum impervious surface requirement per [Village Code Section 6-5A-3-A-6](#) (currently 42.27%, increasing to 43.43%).
 - Allow a reduction in the minimum required length of a parking stall from 19' per [Village Code Section 6-11-2-C](#) (currently 8.5' x 18' in all parking lots except Lot C, with Lot C housing 9' x 18' stalls).
 - Allow a reduction in the minimum required width of drive aisles from 27' per [Village Code Section 6-11-2-C](#) (currently 24' aisles in Lot D).

Staff Recommendation / Conditions

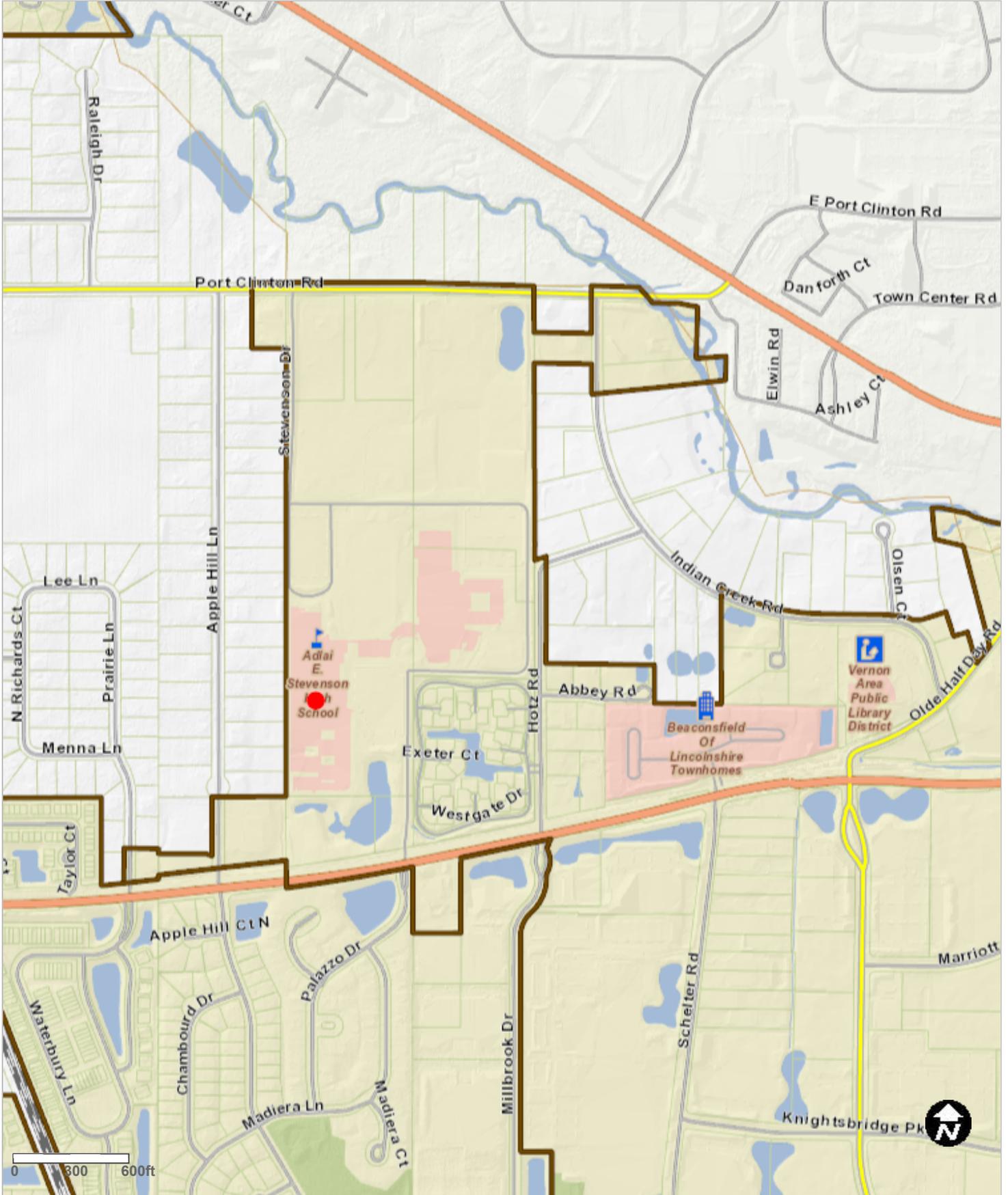
- The proposed addition will impact the floor area ratio and maximum impervious surface requirements. These floor area ratio and maximum impervious surface zoning restrictions currently exceed code requirements, and will increase with the proposed building addition. Although these improvements are not expected to negatively impact adjacent properties, staff requests the Village Board consider the variances and provide feedback to the petitioner. The Zoning Board will more carefully review these variances during the public hearing.
- The parking stall and drive aisle variances have existed for many years (if not decades), are legally non-conforming, and are not impacted by the proposed building addition. Staff recommends the Village Board condition approval of the major amendment to the special use and variances such that any future lot parking improvements require impacted parking facilities to be brought into compliance with village code. This condition would be consistent with the recent approvals of the special use permit for Daniel Wright Junior High School and the associated zoning variance requests.
- Staff recommends referral to the Zoning Board and Architectural Review Board.

Approval Process

- [Village Code Section 6-14-8](#) outlines the general application process for special use requests and associated major amendments. Specifically, for the current application, a preliminary evaluation is required with the Village Board. Following preliminary evaluation, the petitioner will work with the Village's internal Development Review Team per [Village Code Section 6-14-6](#) consisting of Village staff and fire protection district representatives, in preparation for a public hearing with the Zoning Board (for the major amendment to the special use and related variances) and ARB (for building and site design review). Upon receiving recommendations from both advisory boards, the petitioner will return to the Village Board for final consideration and potential approval. As indicated in the Item Summary section on page 1, staff has worked with D125 to formulate a tentative meeting schedule to accommodate their bidding and construction schedule.



MapOffice™ Location Map - 1 Stevenson Drive



Map created on January 8, 2020.
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Adlai E. Stevenson High School District 125
One Stevenson Drive, Lincolnshire, IL 60069

**Village of Lincolnshire
Committee of the Whole
Preliminary Evaluation Submittal**
for

Stevenson High School - East Building Addition Phase II
1/13/2020

Contents

1. Cover Letter
2. Planning and Zoning Application
3. Review Comments and Responses
4. Traffic and Parking Study
5. Lake County Stormwater Management Commission (status email)
6. Architectural Existing Conditions
7. Proposed Civil Plans
8. Proposed Landscape Plans
9. Proposed Architectural Floor Plans
10. Proposed Architectural Exterior Elevations
11. Proposed Architectural Exterior Perspective Renderings
12. Electrical Site Plan
13. Exterior Light Fixture Product Information
14. Plumbing Fixture Count (Water Meter Sizing Form)
15. Project Schedule and Construction Phasing Diagrams

Prepared By:

Wight & Company
2500 North Frontage Rd.
Darien, IL 60561
630.969.7000



Eriksson Engineering Associates
145 Commerce Drive, Ste A,
Grayslake, IL 60030
847.223.4804





January 13, 2020

Mayor Elizabeth Brandt and Village of Lincolnshire Board of Trustees

Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

RE: Stevenson High School – East Building Addition II

Dear Mayor Brandt and Village Board of Trustees,

Thank you again for the opportunity to work with you and your staff through the village approval phase of this important project for Stevenson High School and the community. Since our initial meeting with village officials in October of 2019, Stevenson High School, along with their consultants, have worked closely with the Department of Community & Economic Development to prepare this final presentation packet for consideration by the Lincolnshire Village Board.

Background/Project Overview:

Adlai E. Stevenson High School – District 125 is an established and respected institution in the Village of Lincolnshire and has served the community as one of the most highly recognized secondary education organizations in the nation. Stevenson currently serves students from grades 9-12 and has developed a distinguished reputation for delivering progressive educational delivery and producing high performing students and life-long learners.

The existing facility consists of multiple buildings ranging from 2-3 stories and has a footprint of approximately 870,000 square feet. Current enrollment for the school for the 2019-20 school year is 4,350 students which is projected to increase to approximately 4,800 students over the next several years. Stevenson High School is currently recognized under a special use permit within an R1 residential district. As such, a few amendments to the existing special use permit are required to construct the instructional addition as envisaged. They are as follows:

1. *Floor Area Ratio Requirement – we are requesting a slight, 3.32% increase to the existing F.A.R.– please refer to page 12 of the submittal packet for details*
2. *Maximum Impervious Surface Percentage – we are requesting to raise the existing impervious area percentage by 1.16% from 42.27% to 43.43%*
3. *Parking Stall Size – Request to maintain all stall width and length dimensions of 8.5' x 18'0" as they currently exist and operate – please refer to page 12 of the submittal for further details*

The proposed new East Building Addition II for Stevenson HS follows a legacy of thoughtfully planned expansions at the Lincolnshire campus. This three-story instructional building is sited along the east side of the existing fieldhouse as envisioned in the Stevenson Master Plan. A minor expansion of the existing

OUR MISSION: SUCCESS FOR EVERY STUDENT



fieldhouse at the north end as well as a small storage addition and peaker plant expansion on the west side is also contemplated. The primary purpose for the additions is to accommodate the projected enrollment increases over the next decade and to advance the learning environment to meet the changing demands in instructional delivery and the student learning experience.

Similar to the just completed East Building Addition I at Stevenson, this addition maintains the modern architectural language that is pervasive across the campus dating from its inception in 1965. Our new proposal draws on the existing masonry, metal and glass materials common throughout campus and composes them with a unique expression indicative of its advanced learning environments and latest building technologies. The new addition will project a forward-looking design aesthetic and fit naturally within the architectural “family portrait” that comprises Stevenson.

The District is currently targeting a “Net-Zero” designation as defined by the Living Building Challenge. Simply stated, this goal requires the building to generate as much electrical energy as it consumes over the course of a calendar year. A field of photo-voltaic panels will be arrayed on top of the existing fieldhouse and new building’s mechanical penthouse. Combined with other energy saving technologies designed into the mechanical infrastructure, this new addition will potentially alternate between consuming energy from the local electrical grid to generating power back onto that grid depending on the season.

Additional design features incorporated in the new addition include a landscape plan enhancing the foundation plantings around the exterior footprint, modifications to the adjoining parking lot and drop off lane, and a rooftop garden over the student service portion of the design. Rooftop air handling systems and will be designed to provide full visual and acoustical screening from neighboring properties.

Construction Schedule:

The process of constructing a new building addition involves many challenges and impacts many people from planning to completion. Stevenson High School understands and is sensitive to the impact this process will have on the neighborhood. With this in mind, construction activity will be done in the most expedited way as possible. Assuming the permitting process with the Village follows along the current schedule, we anticipate construction will begin late spring of 2020 and then be completed about sixteen months later, late summer 2022.

On behalf of Stevenson High School, I am grateful for the time and effort put forth by the Village Trustees, advisory boards and staff in reviewing this important project for the School and the community. Please accept our gratitude for your consideration of our request and feel free to contact me with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Sean Carney', is written over a horizontal line.

Sean Carney
Assistant Superintendent for Business



Wight & Company

wightco.com

.....
2500 North Frontage Road

Darien, IL 60561

.....
P 630.969.7000

F 630.969.7979

January 13, 2020

Mr. Ben Gilbertson
Assistant Manager, Economic Development
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, Illinois 60069

**Adlai E. Stevenson High School District 125
East Building Addition Phase II
Preliminary Evaluation Review Comments**

Dear Mr. Gilbertson:

In response to the preliminary evaluation review comments you and Tonya Zozulya provided on December 19, 2019 and December 20, 2019, respectively, for Adlai E. Stevenson High School District 125 – East Building Addition Phase II we offer the offer the following:

December 19, 2019 Comments:

1. Suggest including some of the overview exhibits that were shown to staff during the power point in October. This will better help the board understand the breakup of the different phases and timing.

Response: Please see construction phasing diagram and construction schedule included within this submittal.

2. Staff has received the water use information and will review once everyone is back after first of the year.

Response: Please see revised Plumbing Fixture Count forms included within this submittal per Wally Dietrich's request to provide a separate form for the East Building Addition Phase II on January 2, 2020.

3. Traffic Study/Parking Study will be reviewed in greater detail during DRT process but it should include what offsite improvements could be implemented to not degrade Level of Service on IL 22 during peak hours with the added school traffic. If the degradation in the level of service is due to the increase on IL 22, then that should be clearly shown with the traffic data breakdown.

Response:

Intersection	Approach	Morning Arrival		Afternoon Dismissal	
		2019	2027	2019	2027
Route 22 at Stevenson/ Palazzo Drives (Traffic Signal)	Intersection	LOS C (32.9 sec)	LOS D (37.2 sec)	LOS B (19.3 sec)	LOS C (22.3 sec)

The increase in delays at the IL 22 signal is due to a combination of additional school traffic and regional traffic growth over the next 8 years (2019 to 2027). The real reason for the degradation of the LOS is due to the existing delays being close to the limit of the LOS criteria than due to traffic increases. The LOS C starts at 20.0 seconds of delay and LOS D starts at 35.0 seconds. Morning delays require an increase of 2.1 seconds to change from LOS C to D. The afternoon delays only have to increase by 0.7 seconds to go from LOS B to C. The actual increase in delay of the next 8 years is 4.3 seconds/vehicle in the morning and 3.0 seconds/vehicle in the afternoon.

4. If new utilities are going to be brought to the site, routing information should be included. If not known, then this aspect of the project should be explained in the cover letter and during the presentation so the Board is aware of the impacts.

Response: No new utilities are being brought to the site as part of this project.

5. Cover Letter: Update first paragraph (what is the reference to "initial meeting with the village board in January of this year"?)

Response: Please see revised cover letter included in this submittal. "January" has been replaced with "October of 2019", which refers to a project introduction meeting held at Stevenson High School on October 10, 2019 to discuss the project, schedule, and Village approval process.

6. Provide size, quantity, quality, and species of trees to be removed.

Response: Please see Tree Preservation Plan included within this submittal.

7. Site plan with dimension/setbacks is required:
 - a. List current and future floor area ratio (FAR)
 - b. List height (in feet) of the proposed addition
 - c. List current and future impervious area relative to overall site

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- d. Minimum 8’ landscape area is required between all building facades and parking facilities, including parking spaces and circulation drives (Section 6-11-2-E-4)

Response: Please revised site plan with dimensioned setbacks, current and proposed future floor area ration (FAR), height (in feet) of the proposed addition, current and future impervious area relative to the overall site, and 8’ landscape area buffer included within this submittal.

- 8. Parking Study: Will the high school parking requirement still be met (1/employee + ¼ student aged 16 years or elder)?

Response: The school parking requirement will be maintained with this project as indicated on page 18 of the Traffic and Parking Study included within this submittal.

December 20, 2019 Comments:

- 1. Does the building height shown on the elevations include rooftop units? Per code, the overall height needs to include height of any rooftop units, even if units will be screened by parapet walls.

Response: Please see revised building heights on Peaker Plant, Storage and Mechanical additions on west side of Fieldhouse, which include rooftop units and mechanical screens, included within this submittal.

- 2. Code Section Code Section 6-5A-3 requires additional setbacks for buildings taller than 40’ in the R1 Single-Family Residence District as follows: “The maximum building height shall be 22 stories or 40 feet whichever is lower. Public buildings, churches, temples, colleges, or schools may be erected to a height not exceeding 60 feet. However if such building is located in any residence district it shall be set back from each property line at least one foot per each foot of additional building height above the limit for the district, in addition to the other requirements of this Zoning Code. This clause shall not be construed as modifying the other provisions of this Zoning Code limiting the use of property in any other district.” Please provide and show additional setbacks on the site plan. Other R1 regulations can be found here: https://www.lincolnshireil.gov/sitemedia/documents/quick_links/village-code/title-6/code0605a.pdf.

Response: Please see dimensioned setbacks on the revised site plan included in this submittal. The proposed east building elevation is 54’-0” and is the tallest part of the proposed addition. The proposed addition has a setback of 266.4 feet to the east property

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Page 4
January 13, 2020

line, and a setback of 1,117.4 feet to the north property line, both which exceed the required additional 14' setback to comply with the Village Zoning Code.

3. Please clarify in the cover letter whether the minor fieldhouse modifications as well as the storage and peaker plant additions are included in the current request (they are listed as "enabling projects" on an exhibit, separate from the main fieldhouse addition).

Response: The minor fieldhouse modifications and storage, mechanical and peaker plant additions are included in the current request as stated in paragraph four of the cover letter included in this submittal.

Please contact me should you have any questions or concerns regarding this project.

Respectfully submitted,

Wight & Company



Wesley Del Prete

Cc: *Sean Carney, Adlai E. Stevenson High School*
Craig Siepka, Wight & Company
File D1.02

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VILLAGE OF
LINCOLNSHIRE
COMMUNITY & ECONOMIC DEVELOPMENT

STAMP HERE

PLANNING & ZONING APPLICATION

GENERAL INFORMATION					
Property Address (including lot/suite #): 1 Stevenson Drive, Lincolnshire, IL 60069					
PIN(s): Property Index Numbers (PIN) of 15-09-100-008, 15-15-300-15, 15-15-300-16, 15-16-400-006, 15-16-400-007, 15-16-400-008, 15-16-400-15, 15-16-402-014, 15-21-200-05, 15-21-200-006					
Applicant Name (name of individual/company): Board of Education for Adlai E. Stevenson High School - District 125					
Email: scarney@d125.org					
Applicant Address: 2 Stevenson Drive					
City: Lincolnshire			State: IL		Zip Code: 60069
Phone: 847-415-4117			Cell:		Fax:
APPLICATION REQUEST(S) (check all that apply)					
<input type="checkbox"/>	Amendment – Map (Rezoning)	<input checked="" type="checkbox"/>	New Structure/ Development	<input checked="" type="checkbox"/>	Special Use / PUD – Major Amendment
<input type="checkbox"/>	Amendment – Text (Village Code)	<input type="checkbox"/>	Sign(s) – New	<input type="checkbox"/>	Special Use / PUD – Minor Amendment
<input type="checkbox"/>	Annexation – New	<input type="checkbox"/>	Sign(s) – Modifications	<input type="checkbox"/>	Subdivision – In-Village
<input type="checkbox"/>	Annexation – Agreement Amendment	<input type="checkbox"/>	Sign(s) – Variance	<input type="checkbox"/>	Subdivision – Out-of-Village
<input type="checkbox"/>	Appeal of Administrative Decision	<input type="checkbox"/>	Special Use / PUD – New	<input checked="" type="checkbox"/>	Zoning Variance
<input type="checkbox"/>	Modification to Building/ Site	<input type="checkbox"/>	Other		
DESCRIPTION OF REQUEST(S)					
<p>Based primarily on a recent series of analyses of current facility capacity and projected student enrollment growth, the District has discovered the need for additional (non-traditional) classroom space and is seeking approval to construct a new building addition located to the north, east and west sides of the existing fieldhouse.</p> <p>Under the current zoning ordinances, Stevenson High School is recognized under a special use permit within an R1 residential district. As such, special use permits are required should the District need to further develop the existing facility on the current site.</p> <p>Stevenson High School currently serves students from grades 9-12. The existing facility consists of multiple buildings ranging from 1-4 stories and has a footprint of approximately 930,000 s.f. Current enrollment for the 2019-20 school year is 4,350 students, which is . The proposed East Building Addition Phase II will incorporate a fieldhouse expansion and renovation, new fitness center, and 3 new multipurpose classrooms to increase schedulable teaching stations to accommodate immediate and projected student enrollment increases. The proposed addition will also incorporate small storage/mechanical and peaker pant expansion on the west side of existing fieldhouse. The proposed addition will have an approximate footprint of 61,000 s.f. with a total area of 106,400 s.f. over three floors.</p> <p>Requested variances are included on page 7 of this application.</p>					

**Planning & Zoning Application – Village of Lincolnshire, IL –
Community & Economic Development**

CONTACT INFORMATION		
Owner Information (if different than applicant)		
Name: Mr. Sean Carney		
Company: Stevenson High School		
Email: scarney@d125.org		
Address (including suite #): 2 Stevenson Drive		
City: Lincolnshire	State: IL	Zip Code: 60069
Phone: 847-415-4117	Cell:	Fax:

Attorney Information		
Name:		
Company:		
Email:		
Address (including suite #):		
City:	State:	Zip Code:
Phone:	Cell:	Fax:

Architect Information		
Name: Craig Siepka		
Company: Wight & Company		
Email: csiepka@wightco.com		
Address (including suite #): 2500 North Frontage Road		
City: Darien	State: IL	Zip Code: 60561
Phone: 630-969-7000	Cell:	Fax:

Landscape Architect Information		
Name: Steve Gregory		
Company: Eriksson Engineering Associates, Ltd.		
Email: sgregory@eea-ltd.com		
Address (including suite #): 145 Commerce Drive #A		
City: Grayslake	State: IL	Zip Code: 60030
Phone: 847-223-4804	Cell:	Fax:

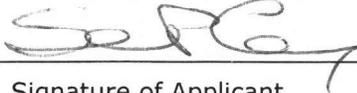
Engineer/Land Surveyor Information		
Name: George Dreger		
Company: Eriksson Engineering Associates, Ltd.		
Email: gdreger@eea-ltd.com		
Address (including suite #): 145 Commerce Drive #A		
City: Grayslake	State: IL	Zip Code: 60030
Phone: 847-223-4804	Cell:	Fax:

**Planning & Zoning Application – Village of Lincolnshire, IL –
Community & Economic Development**

APPLICANT/OWNER ACKNOWLEDGEMENTS

The Applicant(s) and Owner(s) do hereby certify, acknowledge, and affirm that:

1. I (We) have carefully and fully read this application, and all of the statements contained in this application packet are true.
2. I (We) fully understand and agree to comply with the terms and provisions outlined in this application and the [Lincolnshire Village Code](#).
3. I (We) agree to pay all applicable filing fees and assume responsibility for the payment of all



 Signature of Applicant



 Signature of Property Owner

1/6/2020

 Date

1/6/2020

 Date

REQUIRED MATERIALS

The materials identified below must be included with the Application. Incomplete submittals will not be accepted. Prior to submitting an application packet, a pre-application meeting with the Village staff is recommended.

- Letter of Request:** The Applicant must provide a letter to the appropriate review bodies (i.e., Mayor and Board of Trustees, Chair and Members of the Architectural Review Board, and/or Chair and Members of the Zoning Board) with this application describing the request(s) and outlining the reason(s) for the request(s).
- Legal Description:** The legal description of all subject properties must be submitted in an accurate and legible 8½" x 11" paper as well as electronic formats.
- Plat of Survey:** An accurate Plat of Survey prepared by a registered land surveyor or professional engineer.
- Application Fee(s):** See page 4 of this application.
- Escrow Account Deposit:** See page 4 of this application
- Accompanying Documents Identified in Information Packet (if necessary)**

DEVELOPMENT REVIEW FEE SCHEDULE

For an application to be placed on a meeting agenda, cash or check payment in the amount equal to the total application fees plus the required escrow account for each request must accompany the application. Checks can be made payable to "Village of Lincolnshire".

The escrow account system provides immediate funds for payment of actual expenses incurred by the Village as a result of processing the application. The cash advance account is established based on the estimated costs for services to be rendered. If the actual costs for the services exceed the amount of the initial deposit, the applicant will be required to replenish the account upon request. Any funds remaining in the account at the completion of the project will be refunded to the applicant.

**Planning & Zoning Application – Village of Lincolnshire, IL –
Community & Economic Development**

REQUEST	APPLICATION FEE	CASH ADVANCE ACCOUNT INITIAL DEPOSIT
Text / Map Amendment	\$500	\$1,000
Annexation	\$500/acre	\$1,000
Appeals to Administrative Decision	\$100	\$250
Architectural Review Board		
Minor Improvement(s)	\$250	\$250
Major Improvement(s)	\$500/structure	\$500
Planned Unit Development	\$2,000	\$4,000
Pre-Annexation Agreement	\$500	\$1,000
Site Plan Review		
Single-Family Residential	Minimum: \$150	
Non-Residential Property	Maximum: \$2,500 (\$50/acre)	
Special Use		
Single-Family Residential	\$500	\$500
All Other Requests	\$500	\$1,000
Subdivision*	\$1,000	\$3,000
*Additional Acreage Impact and Donation Fees may be required. Please refer to the Subdivision Supplemental Information Packet.		
Variance		
Single-Family Residential	\$250	\$250
All Other	\$250	\$500

As a part of this application, the School District is requesting the following variances.

1.) 6-5A-3.4 - Floor Area Requirement. *The maximum floor area ratio shall not exceed 0.25 and the minimum floor area per dwelling unit shall not be less than 1,750 square feet. The ground floor area of one story dwellings shall not be less than 1,750 square, or for dwellings with more than one story, the ground floor area shall not be less than 1,000 square feet.*

Building / Level	Square footage - Actual Takeoff <i>*Excludes pressboxes + bleacher building</i>
Existing School Building	
Level 01 Existing Building	460,531
Level 02 Existing Building	402,353
Level 03 Existing Building	62,358
Level 04 Addition	5,100
Existing School Building Total	930,342
Administration Building	
Level 01 Existing Building	9,817
Pole Barn Building <i>*Subtracted 400 sf for garage</i>	
Level 01 Existing Building	4,160
Existing Buildings Total	944,319
Existing FAR (non conforming)	29.38%
Proposed East Building Addition Phase II	
Level 01 Addition	61,237
Level 02 Addition	36,200
Level 03 Addition	9,000
Addition Total	106,437
Buildings Total	1,050,756
Proposed FAR	32.70%

Floor Area Ratio - R1 25.00%
Site = 73.78 Acres (3,213,639.87 S.F.)

Existing - Non Conforming 29.38% **Overage: 4.38%**
Proposed Addition 32.70% **Overage: 7.70%**
Net Change: 3.32%

2.) 6-5A-3.6 - Maximum Impervious Surface. The maximum impervious surface may not exceed 30% of the Gross Lot Area, notwithstanding whether the calculation of the Buildable Area for the subject Lot results in a larger area for permitted structures and uses. (Amd. Ord. 07-2973-01B, eff. 1/22/07)

The total percent impervious for the existing site is 42.27%. The building addition and associated walks (some removed as part of project) will bring the total to 43.43%.

Item	SF
Total Site	3,218,451
Total Impervious (Existing)	1,360,366
% Impervious (Existing)	42.27%
% Pervious (Existing)	57.73%
Total Impervious EBA Phase II & 2020 Improvements (Proposed)	1,397,692
% Impervious (Proposed)	43.43%
% Pervious (Proposed)	56.57%

3.) 6-11-3 Parking Space Size in accordance with size chart - acceptance of 8.5' x 18.0'

With the exception of Lot C, all parking spaces have 8.5' X 18' spaces and generally 25' drive aisles (Lot D has 24' aisles). Lot C, which is south of our new building addition has 9'X18' spaces. We have field verified lots B, C, D, and E to confirm that the dimensions are as shown on these drawings. All spaces in these lots are pre-existing and have been functioning for quite some time (20+ years minimum).

Adlai E. Stevenson High School

Traffic and Parking Study

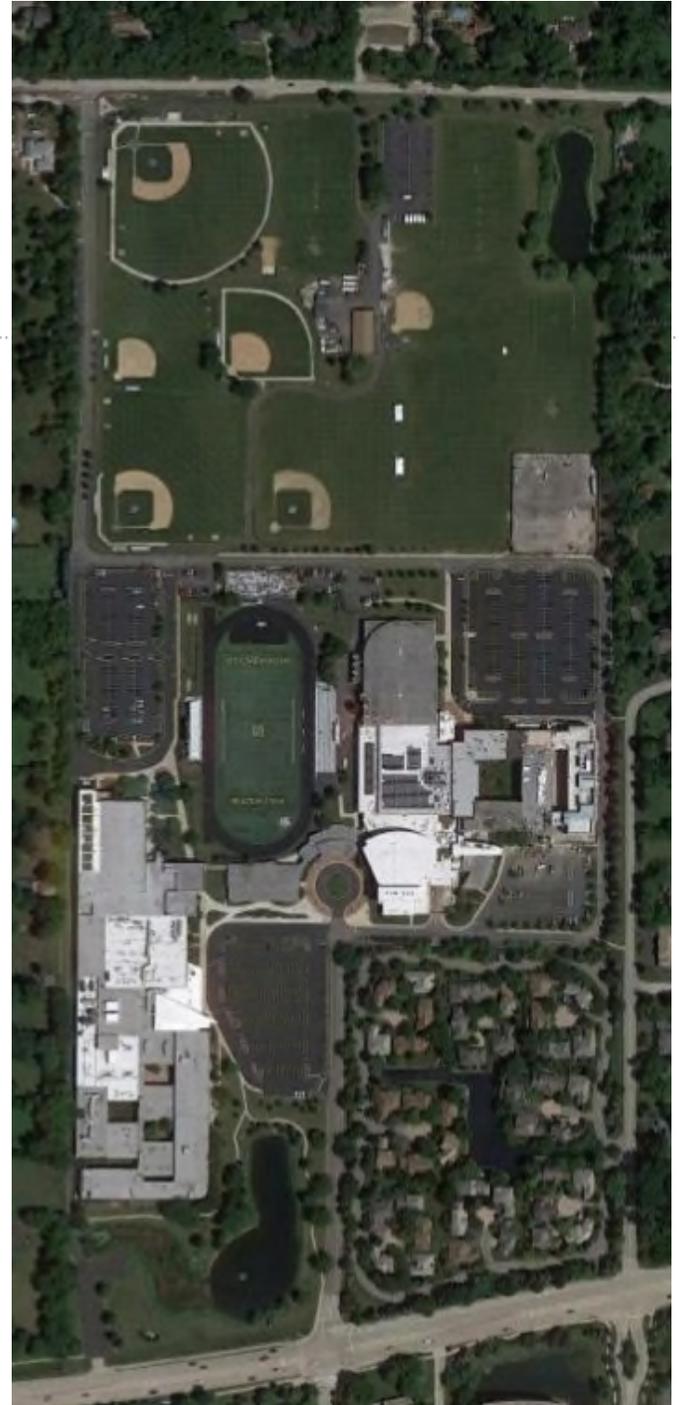
Lincolnshire, Illinois

Prepared For:

School District 125

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Ste A, Grayslake, IL 60030

847.223.8404

1 – INTRODUCTION

Eriksson Engineering Associates, Ltd. (EEA) was retained by Stevenson High School District 125 to conduct a traffic and parking study for the East Addition Phase Two at Adlai Stevenson High School in Lincolnshire, Illinois. The school is located at 1 Stevenson Drive and currently serves 4,310 students. It will be built in phases over the next three years as shown below:

Phase 1: Enabling Projects (2020)

- Relocate transformer
- New ComEd Power Service
- Relocate Natural Gas Service
- Peaker Plant Expansion
- Parking Lot D Bus Lane
- Modifications to Fieldhouse

Phase 2: Fieldhouse Expansion (2021)

- Additional Courts
- 200 Meter Track
- New Air Handling Unit(s)
- Possible Photovoltaic Array

Phase 3: Wellness Addition (2022)

- East Student Services
- Athletic Director Suite
- Locker Rooms
- Training
- Fitness Center

EEA's evaluation of the transportation network included an analysis of the transportation network around the site. Data was collected of the existing traffic volumes along with traffic control devices, sidewalks, bike routes, traffic lanes, and parking counts. Traffic projections were made for the Year 2027, five years after project completion, for the anticipated growth in student enrollment and regional traffic growth. Capacity analyses were conducted and the recommendations were developed to improve the school's transportation system:

Based on the following analyses, the following recommendations were developed.

1. **Transportation** – With the improvements constructed at the Port Clinton Road entrance for Phase 1 of the project, the additional growth in school and regional traffic can be accommodated by area roadways and school driveways.
2. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.

2 – EXISTING TRANSPORTATION NETWORK

Site Location and Area Land-Use

Adlai E. Stevenson High School is located between IL Route 22 to the south and Port Clinton Road to the north in the Village of Lincolnshire, Illinois. The eastern edge of the campus is bordered by residential homes located along Westgate Drive, Hotz Road, and Indian Creek Road. Residential homes along Apple Hill Lane form the western border of the campus. Single-family subdivisions are located around the perimeter of the campus. The Millbrook Business Center is located southeast of the campus across IL Route 22. **Figure 1** illustrates the school's location and area roadways.

Bicycle/Pedestrian Routes

Multi-use pedestrian and bike paths are currently located along both sides of IL Route 22 by the campus and on the south side of Port Clinton Road. Pedestrian crosswalks and signals are provided at the IL 22/Stevenson Drive/Palazzo Drive traffic signal.

Existing Roadway System

IL Route 22 is an east-west arterial road that extends west from Highland Park to Fox River Grove. There are two travel lanes in each direction and a barrier median for left-turn lanes at its signalized intersection with Stevenson Drive/Palazzo Drive. A westbound right-turn lane is provided for turns into the school. It is under the jurisdiction of the Illinois Department of Transportation with a 35 miles per hour (mph) speed limit.

Port Clinton Road is an east-west major collector road that extends between US Route 45 and Buffalo Grove Road. It has one travel lane in each direction with no median. It is under the jurisdiction of the Vernon Township and the Village of Lincolnshire with a 35 miles per hour (mph) speed limit.

Palazzo Drive is a local residential street extending south from IL 22. It has one travel lane in each direction with on-street parking. At Route 22, Palazzo Drive has a northbound left-turn lane and a shared thru/right-turn lane. Parking is restricted near the school. It has a 25-mph speed limit and is under the jurisdiction of the Village of Lincolnshire.

Apple Hill Lane is a north-south local residential road that runs between Route 22 and Port Clinton Road. It has a 25-mph speed limit and is under the jurisdiction of the Village of Lincolnshire and Vernon Township.

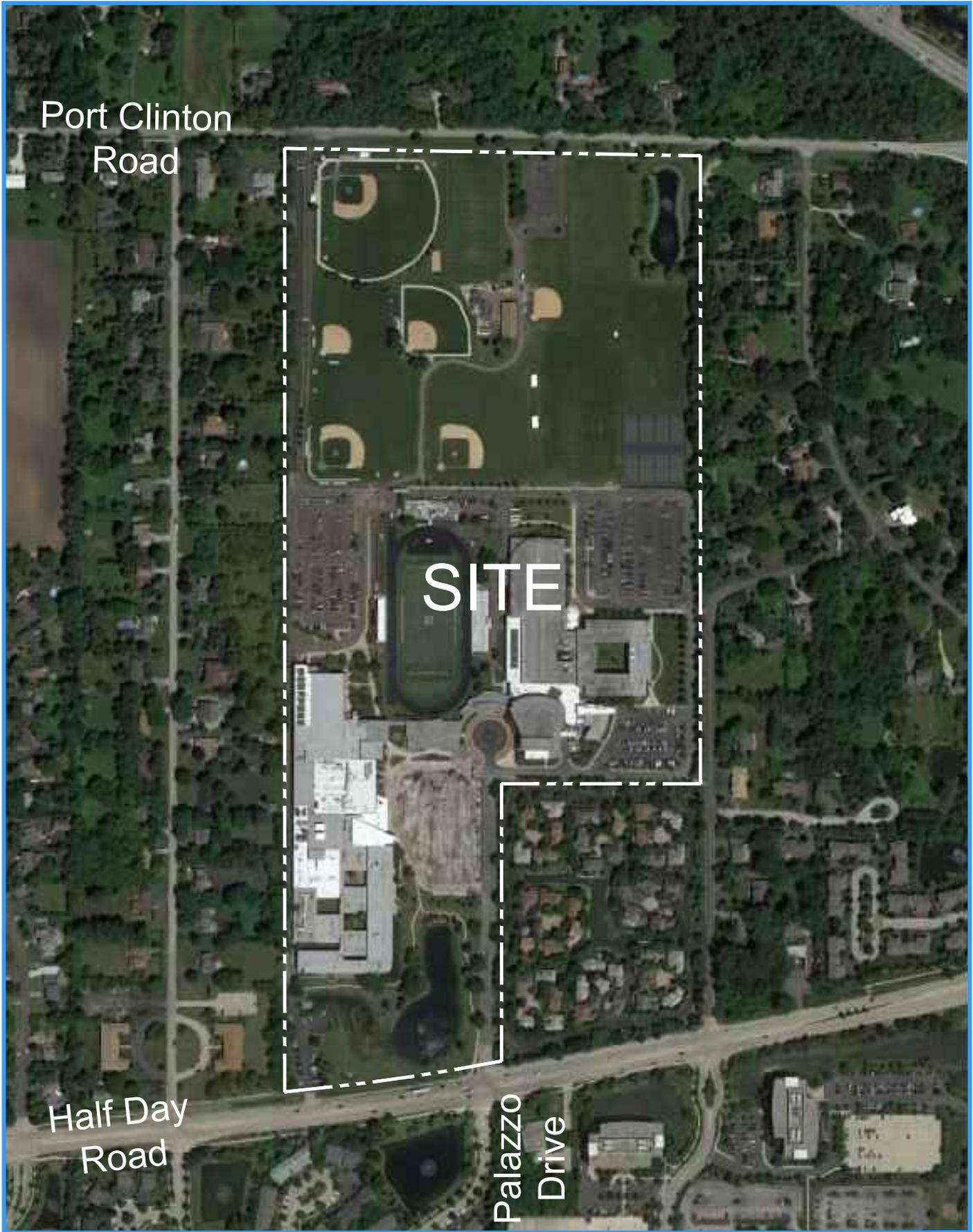
Hotz Road is a local north-south local residential road that runs between Route 22 and Indian Creek Road. It has a 30-mph speed limit and portions of the road are under the jurisdiction of the Village of Lincolnshire and Vernon Township.

Indian Creek Road is a local north-south local residential road that runs between Olde Half Day Road and Port Clinton Road. It has a 25-mph speed limit and is under the jurisdiction of the Vernon Township.

Figure 2 illustrates the existing study area, travel lanes, and traffic control.

Existing Traffic Volumes

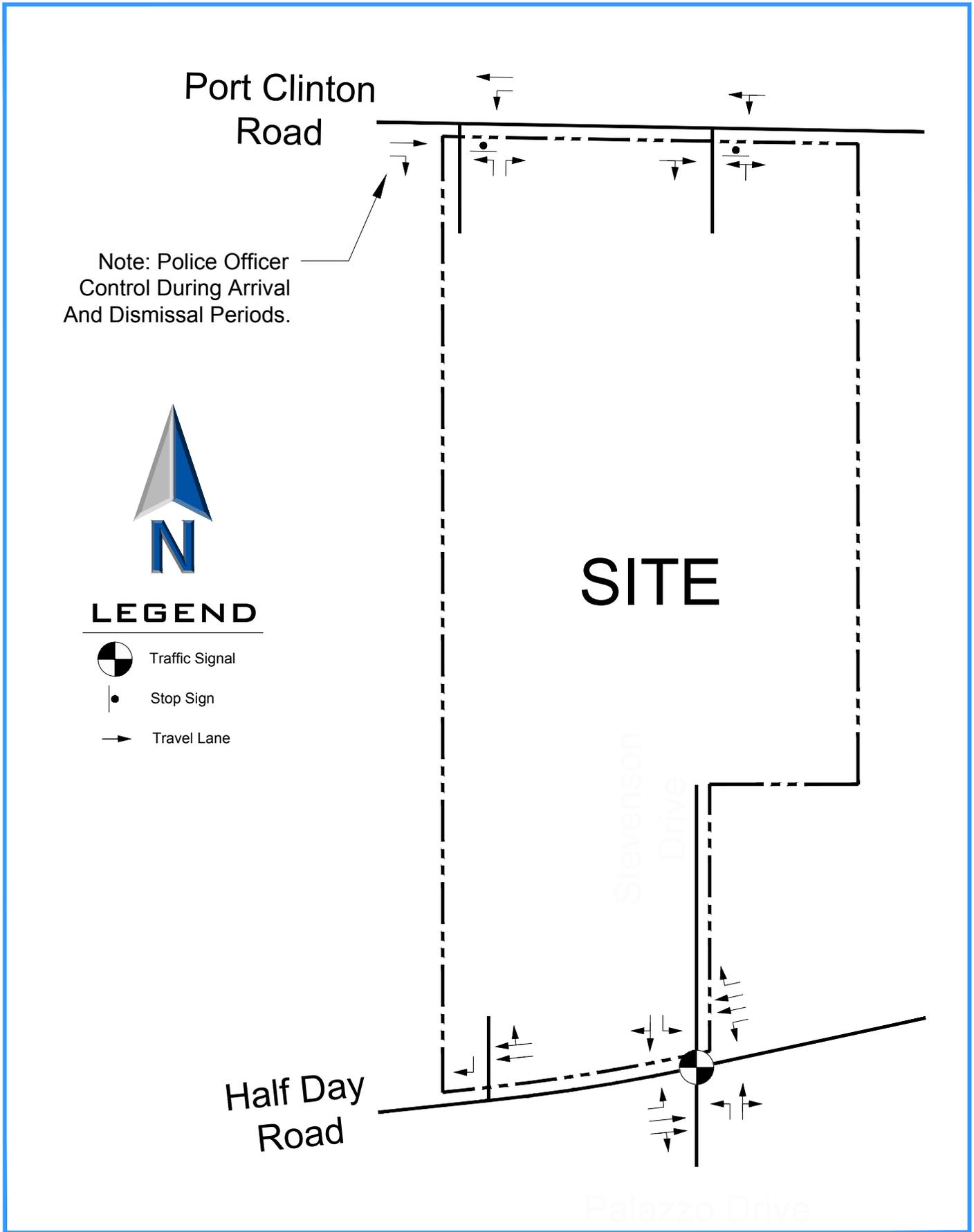
Weekday morning (6:00 to 8:00 AM) and afternoon (2:00 to 4:00 PM) manual counts were conducted at the four entrances serving the campus. These counts showed the peak-hours of school traffic occurring from 7:30 to 8:30 AM and 3:15 to 4:15 PM which coincides with the school's 8:30 AM start of classes and 3:25 PM dismissal time. **Figure 3** summarizes the existing traffic volumes with copies of the counts in the **Appendix**. Daily traffic counts from the Illinois Department of Transportation show that Route 22 carries 22,000 vehicles per day (2017) and Port Clinton Road handles 5,750 vehicles per day (2015).

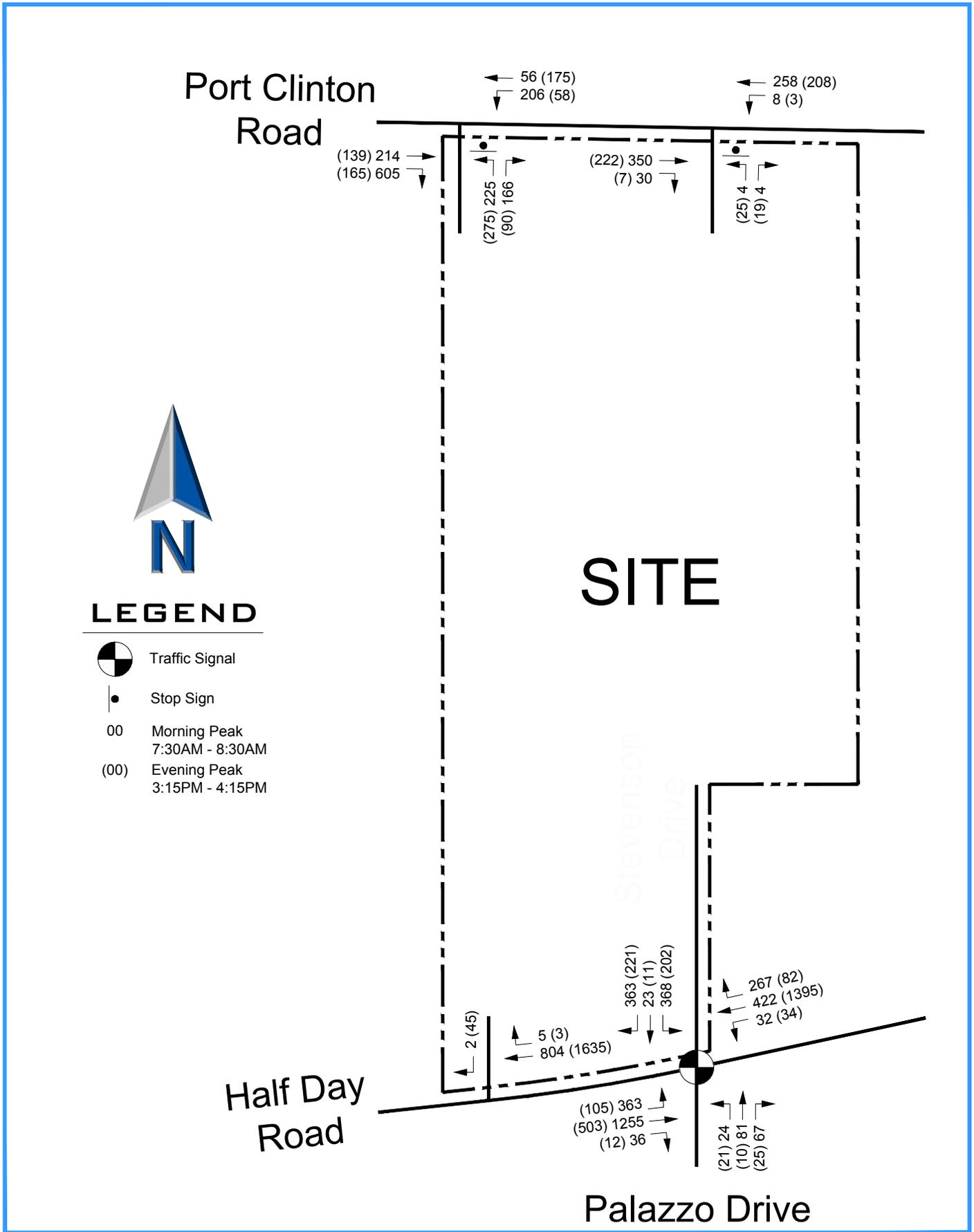


ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

Site Location & Area Roadways

Figure 1





3 – SCHOOL TRANSPORTATION CHARACTERISTICS

School Boundaries

The attendance boundary for Stevenson High School is irregularly shaped and includes the communities of Lincolnshire, Buffalo Grove, Kildeer, Long Grove, Lake Zurich, Hawthorn Woods, Mundelein, Mettawa, and portions of unincorporated Lake County. A copy of the attendance boundary can be found in the **Appendix**. Stevenson High School is located in the middle of the district along a north-south axis with about two thirds of the district located west of the school.

School Arrival and Dismissal Procedures

The campus has two entrances on both Route 22 and Port Clinton Road. The west access on Route 22 is for Lot A, a restricted staff-only lot with minimal traffic and the east access on Port Clinton Road is restricted to the student-only Port Clinton Lot. Neither of these lots is connected internally to the other portions of the campus road system.

The west access on Port Clinton Road and the east access on Route 22 serve the main portion of the campus parking and circulation system which allows students, staff, and parents to enter the campus to park or load students. Within the campus, traffic circulation is divided in northern and southern areas that do not permit traffic to enter from one road and exit to the other road (i.e. traffic entering from Route 22 cannot exit onto Port Clinton Road). During the morning arrival and afternoon dismissal, Stevenson Drive is blocked just north of Lot C to prevent cross-traffic. School staff is provided at multiple locations within the campus to direct traffic.

Students are loaded on the buses along the periphery of Lots B, D and E and use the west Port Clinton drive and the signalized Route 22 intersection for access. Parents also use Lots E and B to load students. Staff parking occurs in Lots A, B, C and portions of E and D. Student parking is in the Port Clinton Lot and portions of Lots E, and D.

Figures 4A, 4B, and 4C summarize the existing circulation patterns on campus for school buses, staff, and students, respectively.

Directional Distribution

The directional distribution of school related traffic approaching or departing the campus was derived from the existing traffic counts. The school trip distribution is shown on **Table 1** and **Figure 5**. IL 22 is the main route to and from the campus with 22% of school traffic from the east and 32% from the west. Port Clinton Road carries 30% of the school traffic from the west and 13% from the east. Most traffic approached the school from the west (62%) on either route which is consistent with the distribution of student residences within the school's boundaries. Please note that about 3% of the school traffic from the west shifted from Half Day Road to Port Clinton Road with the recent improvements to the west entrance on Port Clinton.

The distribution of site traffic at the individual school access drives access was also determined from the traffic counts as shown on **Table 2** and **Figure 5**. As expected, Lot A and the Port Clinton student lot has the least amount of traffic (4% total) due to the limited number of parking spaces in each lot. The signalized entrance on Route 22 is used by 52% of the school traffic and Port Clinton carries the remaining 44% of the traffic into the campus.

Table 1
School Traffic Distribution
on Adjacent Roadways

Direction	Distribution
East on Route 22	23%
West on Route 22	27%
East on Port Clinton Road	14%
West on Port Clinton Road	33%
North on Palazzo Drive	3%
Total	100%

Table 2
School Traffic Distribution by Driveway

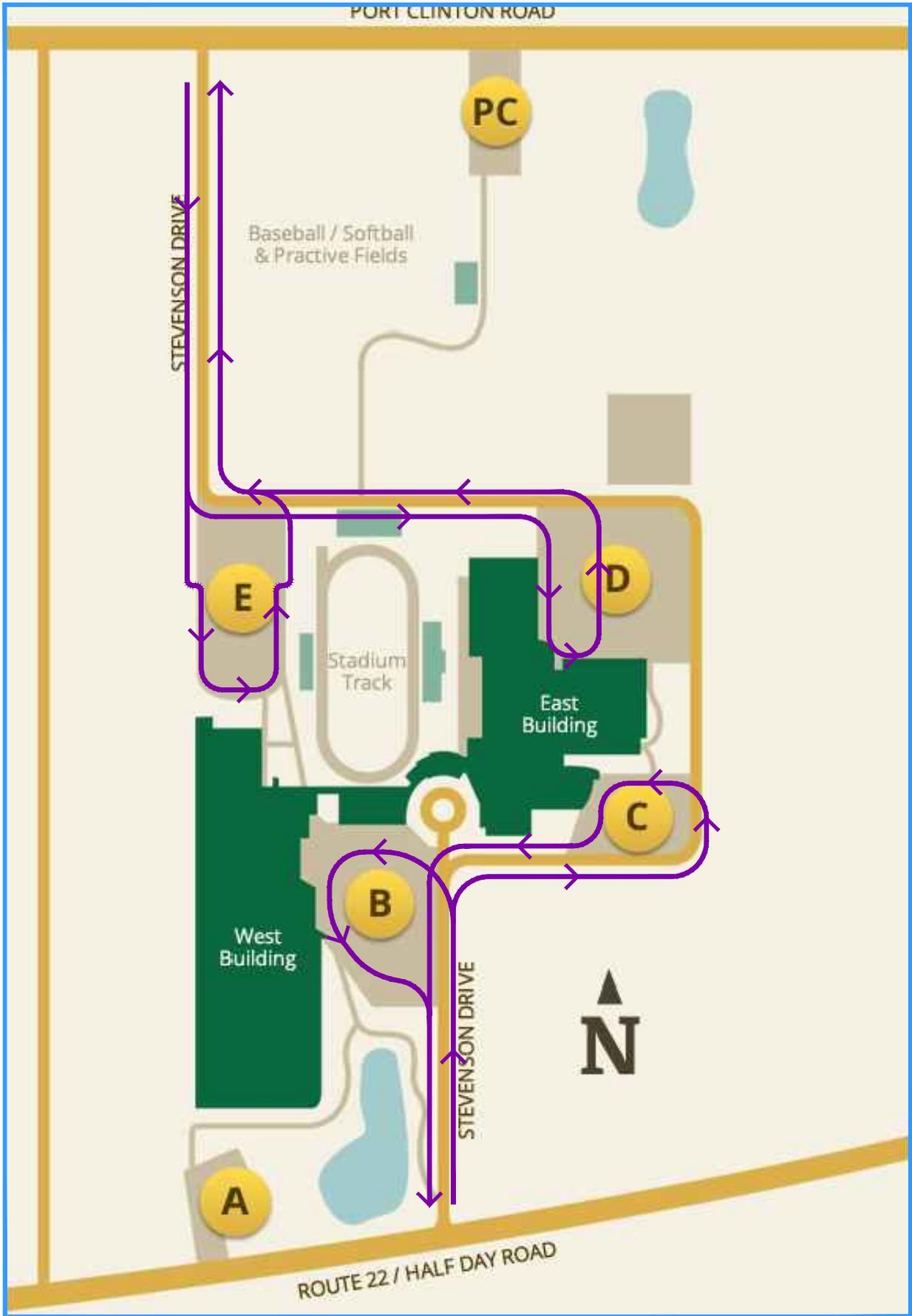
Access	Distribution
Lot A Access from Route 22	1%
Stevenson Drive Signal	52%
Port Clinton Student Lot Drive	3%
Port Clinton West Driveway	44%
Total	100%

School Trip Generation

Stevenson High School currently serves 4,310 students and 598 staff. By the Year 2027, which is five years after the completion of Phase Three, the school population is projected to increase to 4,756 students (+10%) and 615 staff. School bus usage would remain constant with 50% of the students riding the bus. Trip estimates were made by proportionally increasing the existing volumes ten percent consistent with the enrollment projections. The existing and total volume of traffic entering and exiting the campus is shown in **Table 3**.

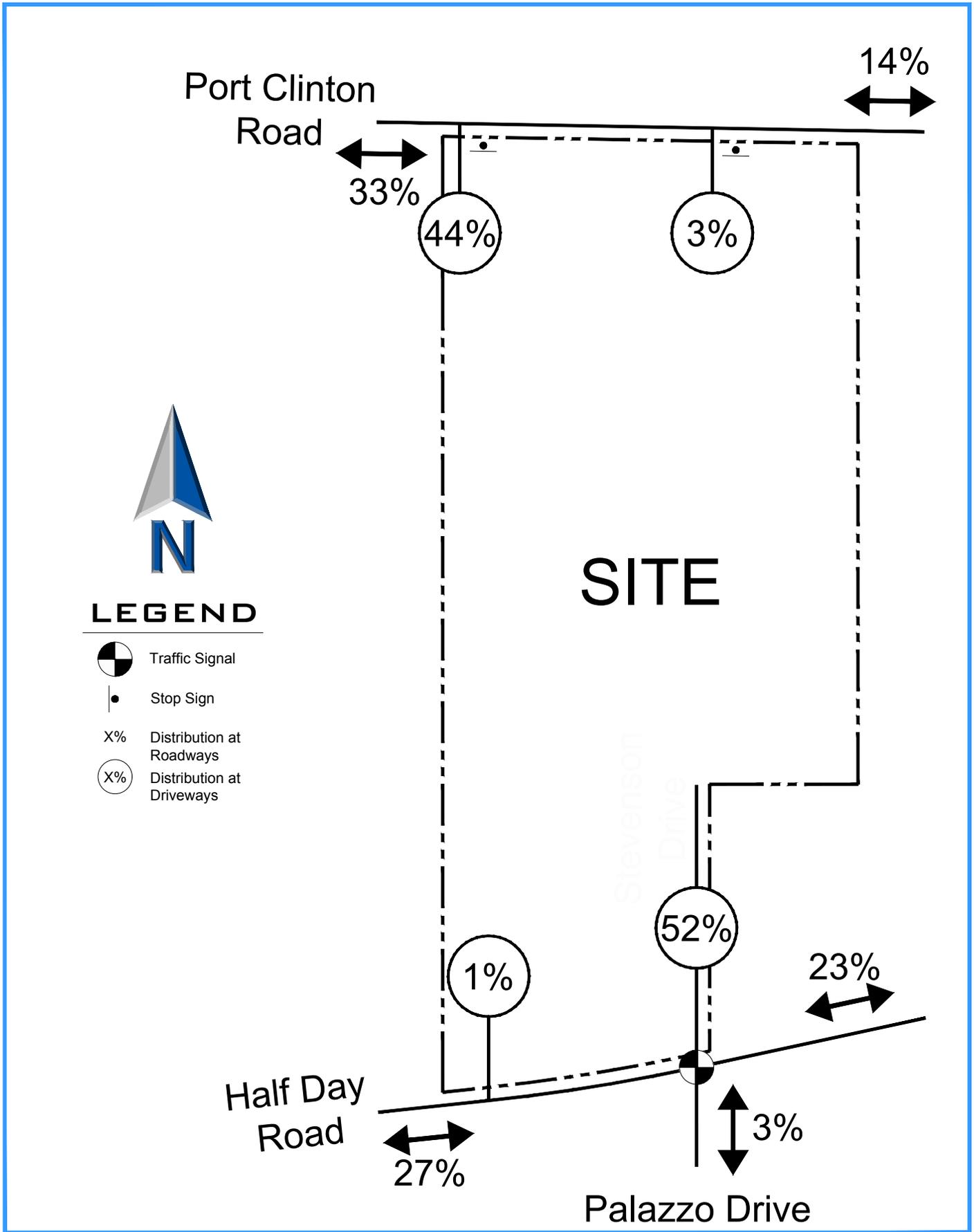
Table 3
Stevenson High School Traffic Volumes

Scenario	Morning Arrival			Afternoon Dismissal		
	In	Out	Total	In	Out	Total
4,310 Students (Existing)	1,565	1,155	2,720	432	888	1,320
+446 Students (by 2027)	156	116	272	43	89	132
4,756 Students	1,721	1,271	2,992	475	977	1,452



Stevenson Campus Staff Circulation

Figure 4B



Directional Distribution

Figure 5

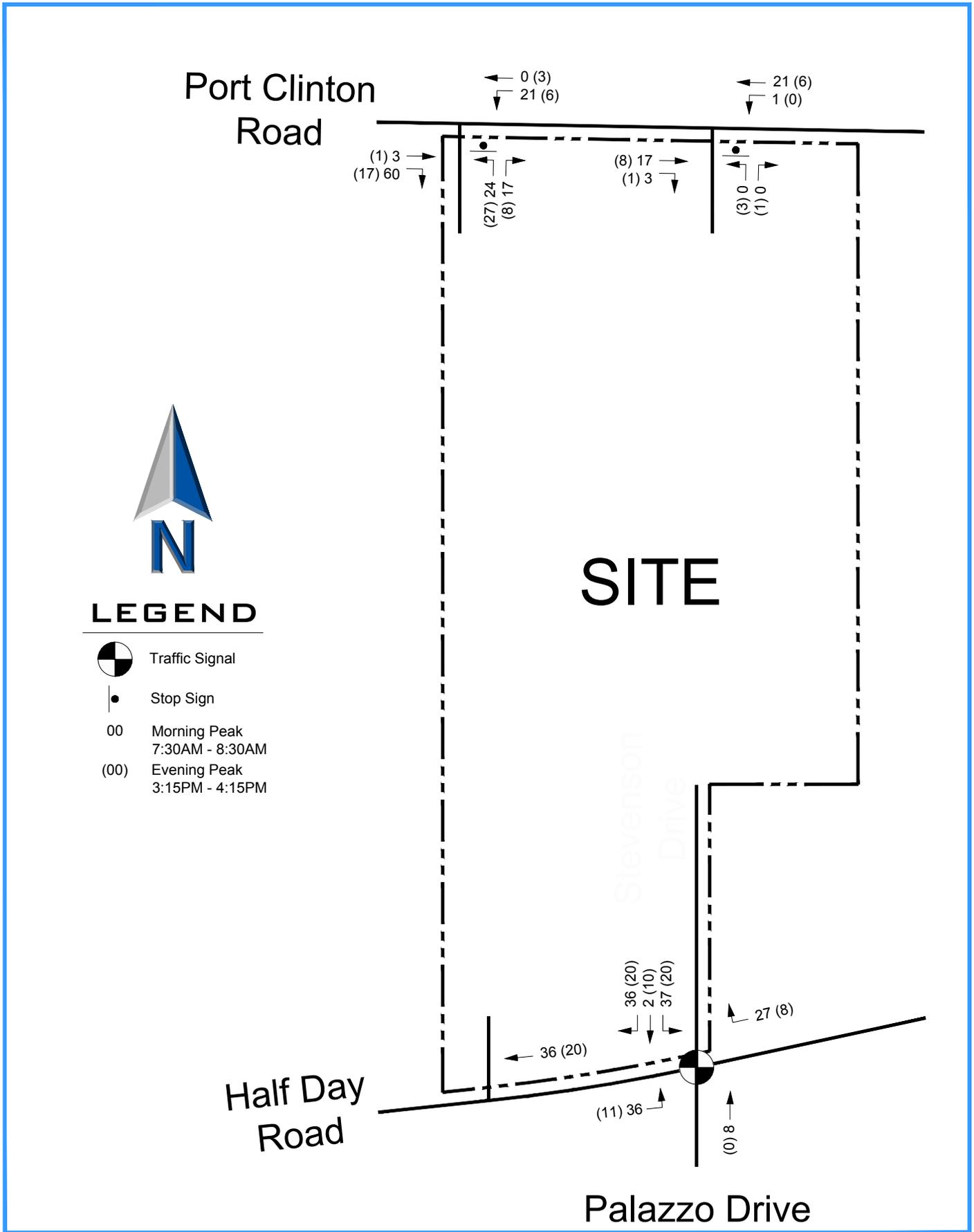
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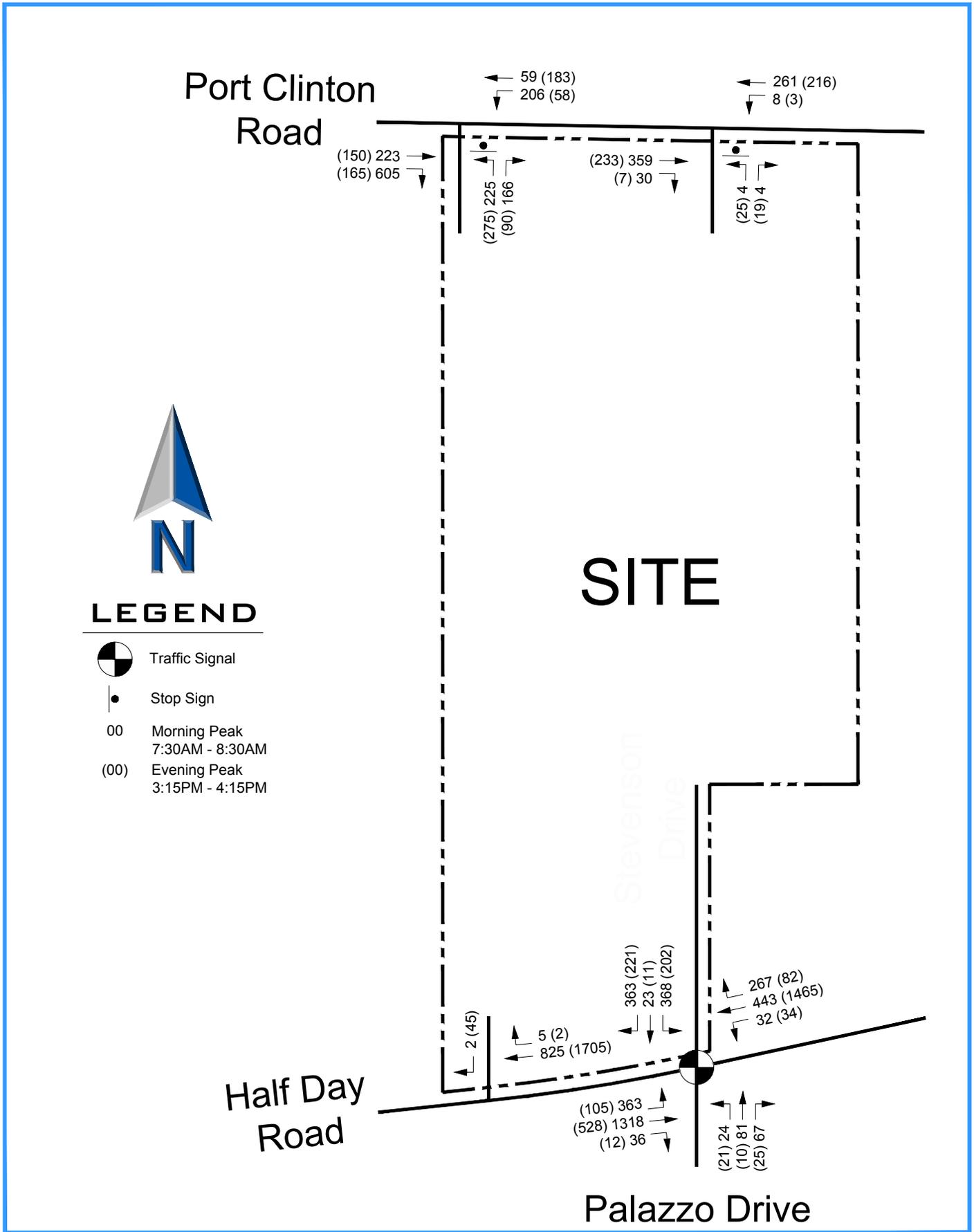
Site Traffic Assignment

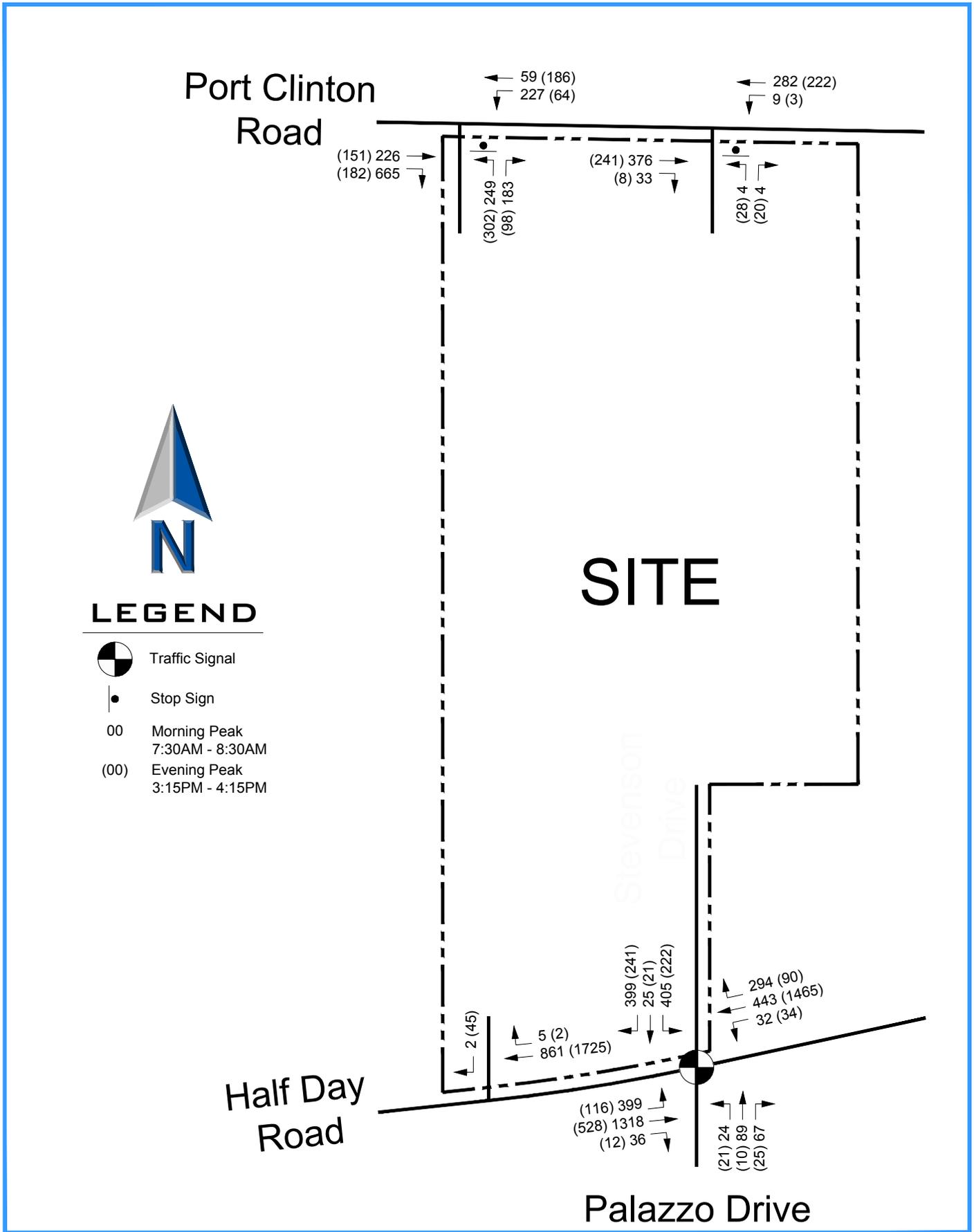
Additional school traffic was assigned to the access drives based on the existing directional distribution patterns at the school. No traffic was assigned in staff Lot A since the lot is currently full and cannot accommodate additional vehicles. **Figure 6** illustrates the additional campus traffic.

Regional Traffic Growth

Total traffic volumes are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the school related traffic. Construction of the expansion will start 2020 and be completed in 2022. The total traffic volumes are estimated for a period five years after the projected opening which would be the Year 2027. Data provided by the Chicago Metropolitan Agency for Planning (see **Appendix**) shows modest growth in traffic volumes along Route 22 and Port Clinton Road at 0.6% per year or a total of 4.8%. This growth rate was applied to the existing traffic volumes to obtain the base 2027 volumes (see **Figure 7**). The volumes from Figure 7 were combined with the site traffic volumes (Figure 6) to generate the Year 2027 total traffic volumes with the school expansion and are shown on **Figure 8**.







4 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and the access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

Table 4
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection using the Highway Capacity Software (version 7) to determine the existing operations of the access system. These analyses were performed for the weekday peak-hours. The capacity analysis is summarized below in **Table 5** and included in the **Appendix**.

Lot A Access

The right-in and –out access drive that serves the 56 space Lot A staff parking lot currently works well and will continue to in the future. Traffic volumes in and out the lot would not change since additional parking is not proposed. No improvements are needed.

Port Clinton Lot Access

The Port Clinton Lot has 94 parking spaces serving students during the school day and athletic activities after-school. It has one inbound lane and one outbound lane under stop sign control. The volume of traffic in and out won't change significantly with the lot about two-thirds filled with students. The westbound left-turns from Port Clinton Road range from 3 to 9 vehicles per hour and eastbound right-turn left-turn lanes 8 to 33 vehicles per hour. Left- and right-turn lanes are not required at this time.

**Table 5
Intersection Level of Service and Total Delay (seconds)**

Intersection	Approach	Morning Arrival		Afternoon Dismissal	
		2019	2027	2019	2027
Route 22 at Stevenson/ Palazzo Drives (Traffic Signal)	Intersection	LOS C (32.9 sec)	LOS D (37.2 sec)	LOS B (19.3 sec)	LOS C (22.3 sec)
Route 22 and Lot A Access (Right-in/-out)	SB Right	B-12.8	B-13.3	C-20.9	C-22.5
Port Clinton Road and Stevenson Drive Access (Stop Controlled)	WB Left	B-10.7	C-15.5	A-8.3	A-8.4
	NB Left	F-100+	F-100+	D-30.6	E-45.7
	NB Right	B-11.4	B-11.8	A-9.8	A-9.9
Port Clinton Road and Student Lot Access (Stop Controlled)	WB Left	A-8.2	A-8.3	A-7.9	A-7.9
	NB Approach	B-12.5	B-13.0	B-11.9	B-12.4

Route 22 at Stevenson and Palazzo Drives

The signalized intersection on Route 22 at Stevenson and Palazzo Drives is under the jurisdiction of the Illinois Department of Transportation (IDOT) and they maintain and monitor the traffic signal. IDOT has developed timing plans for the morning and afternoon dismissal periods at the school to give more time to school related movements. Capacity analysis indicate that the overall intersection operates with acceptable levels of delay but traffic exiting the school have higher levels of delay and traffic congestion. Under the Year 2027 total traffic volumes, the intersection will have similar delays and operations that it currently experiences.

Traffic counts for the East Addition Phase 1 2017 traffic study, the eastbound inbound left-turns in the morning arrival period were 579 vehicles per hour (vph) which dropped to 363 vph in 2019 in conjunction with the Port Clinton entrance improvements. The eastbound right-turn at the Port Clinton Road West Access increased a from 482 to 605 vph in the morning peak.

Port Clinton West Access Drive

With the additional turn lanes and elimination of the geometric deficiencies, the improved driveway operates better but still needs the help of a police officer based on the high volume of northbound left-turns.

5 - PARKING

Existing Parking Conditions

Stevenson High School has nine parking areas for its staff, visitors, and students providing a total of 1,233 parking spaces on campus including 36 accessible spaces. Parking surveys were conducted at the campus and found a total of 980 parked vehicles at the peak which represent 79% of the available supply. Please note that these numbers do not include a few students that park in neighboring driveways or use the Metra commuter parking lot to the west. **Table 6** summarizes the existing parking inventory and survey. The campus exceeds the minimum requirement of 23 spaces for accessible parking .

Table 6
Existing Parking Inventory and Usage

Parking Lot	User	Total Spaces	Accessible Spaces	Parked Vehicles ⁽¹⁾	%
A	Staff	56	2	54	96%
B	Staff/Visitors	273	7	253	93%
C	Staff	112	4	105	94%
D	Staff/Student	396	10	254	64%
E	Staff/Visitors/Student	221	7	207	94%
Port Clinton Lot	Students	94	3	63	67%
Port Clinton Dr	Students	40	2	18	45%
Admin Building	Staff	41	1	25	61%
Totals		1,233	36	980	79%

(1) Parking Survey - Friday November 15, 2019

Projected Parking Demand

As discussed in the trip generation section, the student population is expected to grow from 4,310 to 4,756 students by the Year 2027 or an increase of ten percent. Applying that percentage to the existing parking demand would increase the overall demand to 1,078 vehicles in the Year 2027. This estimate is conservative since the school controls the number of permits issued to students.

Lot D will be modified as part of the project and the total number of spaces will be reduced from 307 spaces to 211 spaces. The number of accessible spaces will be increased from six existing to seven spaces. The total of parking spaces on campus will be reduced by 96 spaces to 1,137 spaces. This exceeds the projected demand of 1,078 vehicles. It is recommended that the parking demand be reviewed periodically as the school approaches the Year 2027.

Zoning Requirements

The Village of Lincolnshire Zoning Ordinance requires a high school to provide one parking space for each employee and 0.25 spaces for students aged 16 years or older. Currently the school has 598 employees and 2,119 students over the age of 16 years old resulting in a requirement for 1,128 spaces. The existing campus parking supply exceeds the requirement by 105 spaces. In the Year 2027, Stevenson High School is projected to have 615 employees and 2,378 students over the age of 16 years old which would require 1,210 spaces which is still less than the future supply.

6 - RECOMMENDATIONS

Based on the analysis of the existing traffic conditions around the Stevenson High School campus, the following recommendations were developed.

1. **Transportation** – With the improvements constructed at the Port Clinton Road entrance for Phase 1 of the project, the additional growth in school and regional traffic can be accommodated by area roadways and school driveways.
2. **Parking** – The existing and future parking supply exceeds the minimum parking required by the Lincolnshire Zoning Code and the projected demand based on the campus parking surveys.



APPENDIX

- Existing Traffic Counts
- School Boundary Map
- CMAP Letter
- Intersection Capacity Analyses



Half Day Road at Parking Lot Access

Lincolnshire, IL						
Begin Time	Parking Lot Access Southbound	IL 22 Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Right Turn	Through			
Wednesday November 6, 2019						
7:00 AM	0	16	181	197	806	0.93
7:15 AM	2	16	190	208	916	0.75
7:30 AM	2	3	180	185	875	0.71
7:45 AM	0	2	214	216	832	0.68
8:00 AM	0	0	307	307	722	0.59
8:15 AM	0	0	167	167		
8:30 AM	0	0	142	142		
8:45 AM	0	0	106	106		
Total	4	37	1487			
7:30-8:30 AM	2	5	868	875		
Wednesday November 6, 2019						
2:30 PM	0	1	293	294	1318	0.92
2:45 PM	1	0	345	346	1480	0.81
3:00 PM	2	0	316	318	1588	0.87
3:15 PM	14	1	345	360	1757	0.90
3:30 PM	20	1	435	456	1786	0.92
3:45 PM	6	0	448	454		
4:00 PM	5	0	482	487		
4:15 PM	1	0	388	389		
Total	49	3	3052			
3:15-4:15 PM	45	2	1710	1757		



Half Day Road at Stevenson Drive/Palazzo Drive

Lincolnshire, IL

Begin Time	Stevenson Drive Southbound			Half Day Road Westbound			Palazzo Drive Northbound			Half Day Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
Wednesday November 6, 2019															
7:00 AM	47	0	18	54	131	0	2	1	10	1	250	70	584	2980	0.87
7:15 AM	53	2	38	104	132	3	7	4	12	1	287	130	773	3272	0.93
7:30 AM	82	7	81	78	82	7	10	26	5	17	284	83	762	3301	0.94
7:45 AM	77	6	81	82	115	11	27	33	9	13	333	74	861	3146	0.90
8:00 AM	120	4	107	59	117	7	16	9	6	3	313	115	876	2747	0.78
8:15 AM	84	6	99	48	108	7	14	13	4	3	325	91	802		
8:30 AM	25	5	19	15	144	1	12	4	2	0	365	15	607		
8:45 AM	4	1	9	8	107	3	15	0	5	1	299	10	462		
Total 7:30-8:30 AM	492	31	452	448	936	39	103	90	53	39	2456	588	3301		
Wednesday November 6, 2019															
2:30 PM	33	0	17	17	269	4	2	0	0	0	132	12	486	2163	0.91
2:45 PM	47	3	24	13	327	3	1	1	1	3	158	16	597	2442	0.80
3:00 PM	22	0	11	23	320	2	3	0	0	2	129	16	528	2493	0.81
3:15 PM	27	2	23	28	304	5	7	1	4	2	106	43	552	2621	0.86
3:30 PM	100	5	110	15	328	12	10	6	11	3	145	20	765	2725	0.89
3:45 PM	47	2	35	21	381	12	2	2	3	3	126	14	648		
4:00 PM	47	2	34	18	382	5	6	1	3	4	126	28	656		
4:15 PM	50	0	33	42	332	7	4	1	2	2	125	58	656		
Total 3:15-4:15 PM	293	11	246	147	2047	43	32	11	23	16	757	179	2621		



Port Clinton Road at West Access Driveway

Lincolnshire, IL							
Begin Time	Port Clinton Road Westbound	West Access Driveway Northbound		Port Clinton Road Eastbound	15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Left Turn	Right Turn	Left Turn	Right Turn			
Thursday November 7, 2019							
7:00 AM	20	9	7	41	77	734	0.60
7:15 AM	28	14	17	100	159	987	0.75
7:30 AM	28	23	41	101	193	1202	0.80
7:45 AM	46	30	49	180	305	1090	0.73
8:00 AM	61	46	60	163	330	806	0.54
8:15 AM	71	67	75	161	374		
8:30 AM	6	24	31	20	81		
8:45 AM	5	1	6	9	21		
Total 7:30-8:30 AM	265 206	214 166	286 225	775 605	1202		
Thursday November 7, 2019							
2:30 PM	10	41	75	12	138	499	0.68
2:45 PM	7	29	44	15	95	624	0.59
3:00 PM	14	11	20	38	83	599	0.57
3:15 PM	24	18	51	90	183	588	0.56
3:30 PM	17	40	167	39	263	482	0.46
3:45 PM	8	12	21	29	70		
4:00 PM	9	20	36	7	72		
4:15 PM	10	9	18	40	77		
Total 3:15-4:15 PM	99 58	180 90	432 275	270 165	588		



Port Clinton Road at East Access Driveway

Lincolnshire, IL									
Begin Time	Port Clinton Road Westbound		East Access Driveway Northbound		Port Clinton Road Eastbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through			
Wednesday November 6, 2019									
7:00 AM	34	2	1	1	5	37	80	457	0.68
7:15 AM	31	3	0	1	6	42	83	559	0.77
7:30 AM	59	2	0	0	6	59	126	654	0.90
7:45 AM	62	4	3	2	6	91	168	636	0.87
8:00 AM	67	2	0	2	14	97	182	538	0.74
8:15 AM	70	0	1	0	4	103	178		
8:30 AM	18	1	0	1	3	85	108		
8:45 AM	20	0	0	1	1	48	70		
Total	361	14	5	8	45	562			
7:30-8:30 AM	258	8	4	4	30	350	654		
Wednesday November 6, 2019									
2:30 PM	29	1	2	12	3	49	96	371	0.79
2:45 PM	25	1	4	12	0	47	89	429	0.70
3:00 PM	38	1	1	2	3	24	69	440	0.71
3:15 PM	60	1	0	3	4	49	117	484	0.79
3:30 PM	56	1	13	9	2	73	154	464	0.75
3:45 PM	32	0	4	11	0	53	100		
4:00 PM	60	1	2	2	1	47	113		
4:15 PM	56	0	2	3	1	35	97		
Total	356	6	28	54	14	377			
3:15-4:15 PM	208	3	19	25	7	222	484		

City: Buffalo Grove

Count Location: Stevenson High School

Study Date: – November 6 and 7, 2019 (Pedestrian Crosswalk Counts)

Time	Port Clinton East Access	Port Clinton West Access	Half Day Faculty Lot
7:00-7:15 a.m.	0	0	1
7:15-7:30 a.m.	0	0	0
7:30-7:45 a.m.	0	3	0
7:45-8:00 a.m.	0	3	2
8:00-8:15 a.m.	0	8	2
8:15-8:30 a.m.	0	3	0
8:30-8:45 a.m.	0	0	0
8:45-9:00 a.m.	0	0	0
Morning Totals	0	17	5
2:30-2:45 p.m.	0	0	0
2:45-3:00 p.m.	0	2	0
3:00-3:15 p.m.	0	0	0
3:15-3:30 p.m.	0	0	0
3:30-3:45 p.m.	0	11	2
3:45-4:00 p.m.	11 *	0	0
4:00-4:15 p.m.	12 *	0	1
4:15-4:30 p.m.	0	0	0
Afternoon Totals	23	13	3

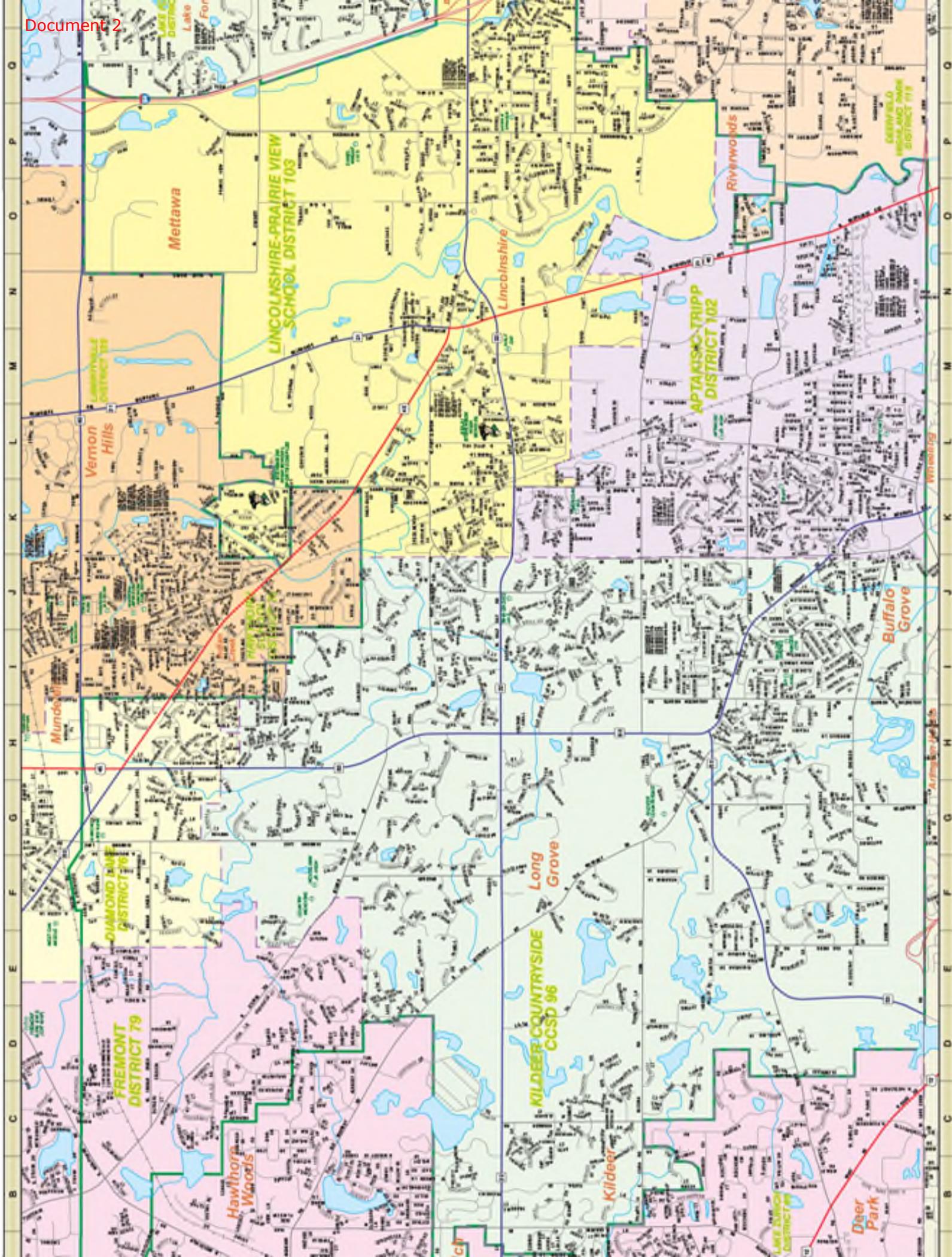
Note: * These observations on the Port Clinton - east access were groups of student joggers.

City: Buffalo Grove

Count Location: IL. Route 22 and Stevenson Dr. – Palazzo Dr.

Study Date: – November 6th, 2019 (Pedestrian Crosswalk Counts)

Time	North Crosswalk	South Crosswalk	West Crosswalk	Total Pedestrians
7:00-7:15 a.m.	1	0	2	3
7:15-7:30 a.m.	0	2	4	6
7:30-7:45 a.m.	1	0	9	10
7:45-8:00 a.m.	2	4	18	24
8:00-8:15 a.m.	0	0	22	22
8:15-8:30 a.m.	3	0	23	26
8:30-8:45 a.m.	0	0	4	4
8:45-9:00 a.m.	0	0	0	0
Morning Totals	7	6	82	95
2:30-2:45 p.m.	0	0	0	0
2:45-3:00 p.m.	0	0	7	7
3:00-3:15 p.m.	0	0	3	3
3:15-3:30 p.m.	2	0	4	6
3:30-3:45 p.m.	5	3	39	47
3:45-4:00 p.m.	2	0	5	7
4:00-4:15 p.m.	0	0	4	4
4:15-4:30 p.m.	1	0	8	9
Afternoon Totals	10	3	70	83





Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 16, 2019

Stephen B. Corcoran, PE, PTOE
Director of Traffic Engineering
Eriksson Engineering Associates, Ltd.
145 Commerce Drive
Suite A
Grayslake, IL 60030

Subject: IL 22 / Port Clinton Road (Stevenson H.S.)
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated October 16, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
IL 22 south of Stevenson H.S.	22,000	26,700
Port Clinton Rd north of Stevenson H.S.	5,750	7,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

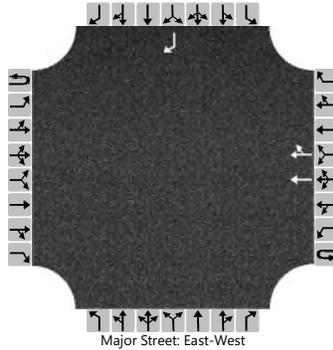
Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
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HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Half Day Road/West Drive		
Agency/Co.	EEA			Jurisdiction	IDOT		
Date Performed	11/11/2019			East/West Street	Half Day Road		
Analysis Year	2019			North/South Street	West Parking Lot Driveway		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.71		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							804	5								2
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)																0
Right Turn Channelized																No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

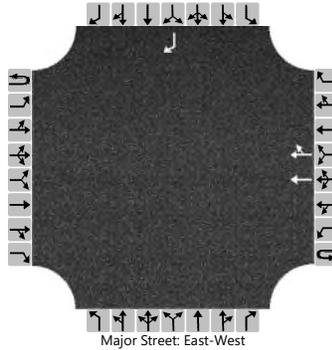
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	3
Capacity, c (veh/h)																	462
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	12.8
Level of Service (LOS)																	B
Approach Delay (s/veh)																	12.8
Approach LOS																	B

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Half Day Road/West Drive		
Agency/Co.	EEA			Jurisdiction	IDOT		
Date Performed	11/11/2019			East/West Street	Half Day Road		
Analysis Year	2019			North/South Street	West Parking Lot Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							1635	2								45
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)																0
Right Turn Channelized																No
Median Type Storage	Undivided															

Critical and Follow-up Headways

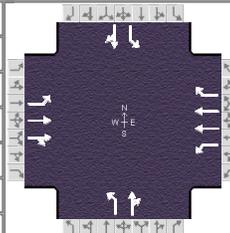
Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	50
Capacity, c (veh/h)																	276
v/c Ratio																	0.18
95% Queue Length, Q ₉₅ (veh)																	0.7
Control Delay (s/veh)																	20.9
Level of Service (LOS)																	C
Approach Delay (s/veh)																	20.9
Approach LOS																	C

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.4	11.9	49.8	2.1	18.5	14.3				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

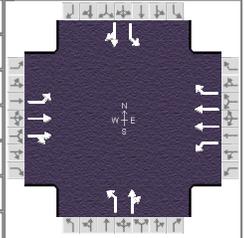
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	4	0	0	6	0	0	0	0	0	72	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	42.5	62.4	13.8	33.7	13.8	21.2	27.6	35.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		10.0		10.0		0.0		10.0
Pedestrian Clearance Time (PC), s		18.0		25.0		0.0		22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363

Signal Information													
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.4	11.9	49.8	2.1	18.5	14.3				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

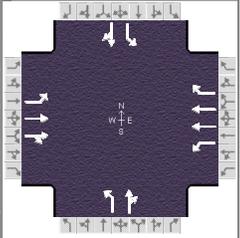
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	21.3	71.2	5.9	55.8	5.6	20.3	27.6	42.3
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.6	1.3	1.6
Queue Clearance Time (g_s), s	17.8		3.5		3.6	13.2	26.1	36.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Phase Call Probability	1.00		0.69		0.59	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.60	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	386	690	684	34	449	284	26	157		391	411	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1807	1739	1830	1536	1767	1716		1767	1474	
Queue Service Time (g_s), s	15.8	29.0	29.1	1.5	8.6	14.4	1.6	11.2		24.1	34.2	
Cycle Queue Clearance Time (g_c), s	15.8	29.0	29.1	1.5	8.6	14.4	1.6	11.2		24.1	34.2	
Green Ratio (g/C)	0.56	0.52	0.52	0.42	0.40	0.40	0.13	0.11		0.32	0.29	
Capacity (c), veh/h	608	952	943	196	1457	611	88	196		429	428	
Volume-to-Capacity Ratio (X)	0.635	0.724	0.725	0.173	0.308	0.465	0.291	0.802		0.913	0.959	
Back of Queue (Q), ft/ln (95 th percentile)	265.3	400.2	383.4	28.2	166.3	226.3	33.5	249.8		494.9	590.9	
Back of Queue (Q), veh/ln (95 th percentile)	10.2	15.4	15.3	1.1	6.4	8.7	1.3	9.8		19.3	23.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00	0.00	0.16	0.00	0.00	0.61	0.00		1.16	0.00	
Uniform Delay (d_1), s/veh	16.6	13.5	13.5	22.7	19.7	21.0	48.7	54.0		37.7	43.6	
Incremental Delay (d_2), s/veh	0.4	4.8	4.9	0.2	0.5	2.5	0.7	17.1		23.3	31.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	17.0	18.3	18.4	22.9	20.2	23.6	49.3	71.1		61.0	75.6	
Level of Service (LOS)	B	B	B	C	C	C	D	E		E	E	
Approach Delay, s/veh / LOS	18.0		B	21.6		C	68.1		E	68.4		E
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.92	B	2.47	B	2.30	B
Bicycle LOS Score / LOS								

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363

Signal Information													
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.4	11.9	49.8	2.1	18.5	14.3				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

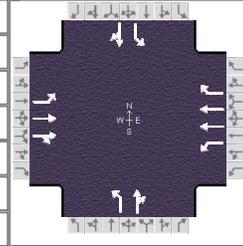
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.990	0.990		0.000	0.847		0.925	0.925		0.795	0.795
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.997			1.000			0.946			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.996			0.992			1.000			0.926
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3532	101	1739	3659	1536	1767	939	777	1767	88	1387
Proportion of Vehicles Arriving on Green (P)	0.14	0.70	0.70	0.02	0.53	0.53	0.02	0.11	0.11	0.19	0.29	0.29
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.27		0.42	0.44	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.56	0.52	0.42	0.40	0.13	0.11	0.32	0.29
Permitted Saturation Flow Rate (s_p), veh/h/ln	919	0	386	0	967	0	1219	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	51.8	0.0	49.8	0.0	14.3	0.0	16.3	0.0
Permitted Service Time (g_u), s	41.1	0.0	34.1	0.0	0.0	0.0	3.1	0.0
Permitted Queue Service Time (g_{ps}), s	7.7		1.5		0.0		3.1	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB			WB			NB			SB		
Pedestrian F_w / F_v	1.198	0.000		1.198	0.000		1.710	0.000		1.557	0.000	
Pedestrian F_s / F_{delay}	0.000	0.107		0.000	0.125		0.000	0.156		0.000	0.138	
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b												
Bicycle F_w / F_v												

HCS7 Signalized Intersection Results Graphical Summary

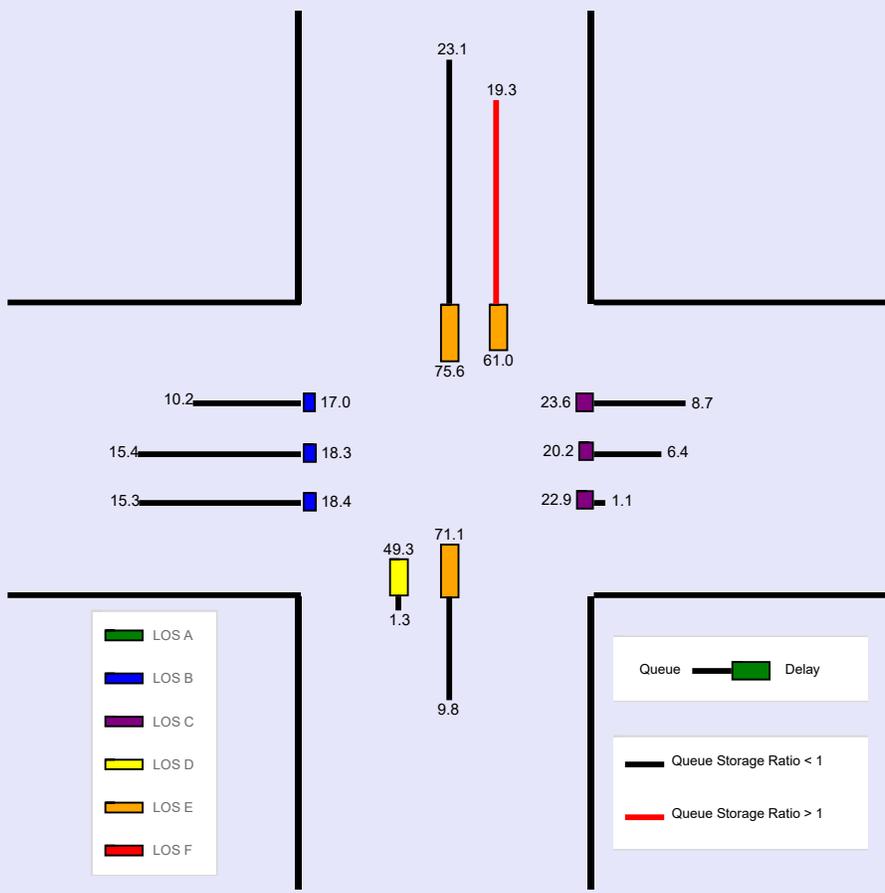
General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other
Jurisdiction	IDOT/Lincolnshire		Time Period	7:30 - 8:30 AM		PHF	0.94
Urban Street	Half Day Road (IL-22)		Analysis Year	2019		Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...		File Name	HD 730 Exst.xus			
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	363	1255	36	32	422	267	24	81	67	368	23	363

Signal Information				Signal Phases							
Cycle, s	125.0	Reference Phase	2								
Offset, s	0	Reference Point	End	Green	2.4	11.9	49.8	2.1	18.5	14.3	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5	
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)	265.3	400.2	383.4	28.2	166.3	226.3	33.5	249.8		494.9	590.9	
Back of Queue (Q), veh/ln (95 th percentile)	10.2	15.4	15.3	1.1	6.4	8.7	1.3	9.8		19.3	23.1	
Queue Storage Ratio (RQ) (95 th percentile)	0.69	0.00	0.00	0.16	0.00	0.00	0.61	0.00		1.16	0.00	
Control Delay (d), s/veh	17.0	18.3	18.4	22.9	20.2	23.6	49.3	71.1		61.0	75.6	
Level of Service (LOS)	B	B	B	C	C	C	D	E		E	E	
Approach Delay, s/veh / LOS	18.0		B	21.6		C	68.1		E	68.4		E
Intersection Delay, s/veh / LOS	32.9						C					



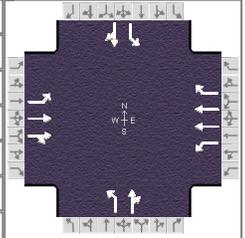
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other
Jurisdiction	IDOT/Lincolnshire		Time Period	3:15 - 4:15 PM		PHF	0.86
Urban Street	Half Day Road (IL-22)		Analysis Year	2019		Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...		File Name	HD 315 Exst.xus			
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2	[Timing Diagram: Shows 8 phases with green, yellow, and red durations for each approach.]									
Offset, s	0	Reference Point	End	Green	2.4	3.2	69.4	2.0	7.3	18.2			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0	4.5	3.5	3.5	4.5			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5			

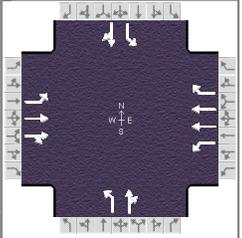
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	3	0	0	9	0	0	0	0	0	48	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	20.0	62.4	13.8	56.2	13.8	32.5	16.3	35.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		10.0		10.0		0.0		10.0
Pedestrian Clearance Time (PC), s		18.0		25.0		0.0		22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information					Intersection Information			
Agency	EEA				Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019		Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM		PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019		Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus					
Project Description	Existing Conditions							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221

Signal Information				Signal Timing Diagram								
Cycle, s	125.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	2.4	3.2	69.4	2.0	7.3	18.2						
Yellow	3.5	0.0	4.5	3.5	3.5	4.5						
Red	0.0	0.0	1.5	0.0	0.0	1.5						

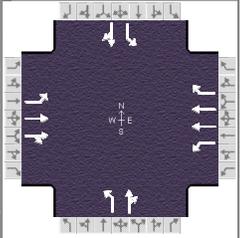
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.1	78.5	5.9	75.4	5.5	24.2	16.3	35.1
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.7	1.3	1.7
Queue Clearance Time (g _s), s	5.7		3.2		3.5	4.7	14.8	23.2
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.99		0.75		0.57	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	122	301	298	40	1622	95	24	41		235	270	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1810	1739	1830	1535	1767	1644		1767	1490	
Queue Service Time (g _s), s	3.7	6.0	6.0	1.2	35.2	2.2	1.5	2.7		12.8	21.2	
Cycle Queue Clearance Time (g _c), s	3.7	6.0	6.0	1.2	35.2	2.2	1.5	2.7		12.8	21.2	
Green Ratio (g/C)	0.61	0.58	0.58	0.57	0.56	0.56	0.16	0.15		0.26	0.23	
Capacity (c), veh/h	218	1060	1051	504	2031	852	137	240		407	346	
Volume-to-Capacity Ratio (X)	0.560	0.284	0.284	0.078	0.799	0.112	0.178	0.170		0.577	0.779	
Back of Queue (Q), ft/ln (95 th percentile)	70.8	104.6	100	22.2	415.4	36.3	30.5	52.3		270.1	338	
Back of Queue (Q), veh/ln (95 th percentile)	2.7	4.0	4.0	0.9	16.0	1.4	1.2	2.0		10.5	13.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.18	0.00	0.00	0.12	0.00	0.00	0.56	0.00		0.64	0.00	
Uniform Delay (d ₁), s/veh	19.2	6.6	6.6	11.7	11.8	7.5	45.2	46.7		39.5	45.0	
Incremental Delay (d ₂), s/veh	0.8	0.7	0.7	0.0	3.4	0.3	0.2	0.1		1.3	4.8	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	20.0	7.3	7.3	11.7	15.2	7.8	45.4	46.9		40.8	49.8	
Level of Service (LOS)	C	A	A	B	B	A	D	D		D	D	
Approach Delay, s/veh / LOS	9.4		A	14.7		B	46.3		D	45.6		D
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB	WB	NB	SB				
Pedestrian LOS Score / LOS	1.89	B	1.90	B	2.46	B	2.30	B
Bicycle LOS Score / LOS								

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019	Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221

Signal Information													
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.4	3.2	69.4	2.0	7.3	18.2				
		Yellow		3.5	0.0	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

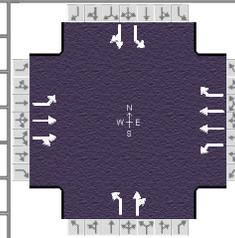
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.992	0.992		0.000	0.847		0.886	0.886		0.803	0.803
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			0.999			0.955			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.997			0.992			1.000			0.938
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3552	85	1739	3659	1535	1767	470	1174	1767	71	1419
Proportion of Vehicles Arriving on Green (P)	0.04	0.77	0.77	0.02	0.74	0.74	0.02	0.15	0.15	0.10	0.23	0.23
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.11	0.14	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.61	0.58	0.57	0.56	0.16	0.15	0.26	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	304	0	800	0	1101	0	1356	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	71.0	0.0	69.4	0.0	18.2	0.0	20.2	0.0
Permitted Service Time (g_u), s	34.1	0.0	64.6	0.0	5.8	0.0	15.5	0.0
Permitted Queue Service Time (g_{ps}), s	24.8		0.3		0.3		2.8	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB			WB			NB			SB		
Pedestrian F_w / F_v	1.198	0.000		1.198	0.000		1.710	0.000		1.557	0.000	
Pedestrian F_s / F_{delay}	0.000	0.096		0.000	0.101		0.000	0.153		0.000	0.145	
Pedestrian M_{corner} / M_{cw}												
Bicycle c_b / d_b												
Bicycle F_w / F_v												

HCS7 Signalized Intersection Results Graphical Summary

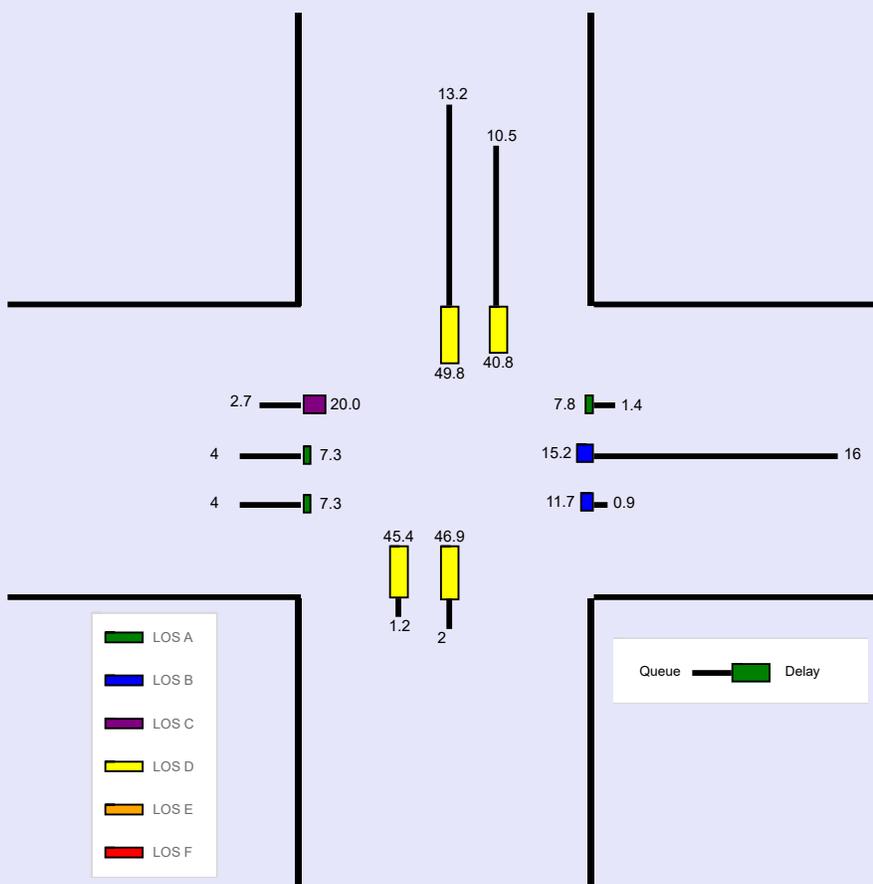
General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2019	Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 Exst.xus				
Project Description	Existing Conditions						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	105	503	12	34	1395	82	21	10	25	202	11	221

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2	[Timing Diagram]									
Offset, s	0	Reference Point	End	[Timing Diagram]									
Uncoordinated	No	Simult. Gap E/W	On	Green	2.4	3.2	69.4	2.0	7.3	18.2	[Timing Diagram]		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	0.0	4.5	3.5	3.5	4.5	[Timing Diagram]		
				Red	0.0	0.0	1.5	0.0	0.0	1.5	[Timing Diagram]		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)	70.8	104.6	100	22.2	415.4	36.3	30.5	52.3		270.1	338	
Back of Queue (Q), veh/ln (95 th percentile)	2.7	4.0	4.0	0.9	16.0	1.4	1.2	2.0		10.5	13.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.18	0.00	0.00	0.12	0.00	0.00	0.56	0.00		0.64	0.00	
Control Delay (d), s/veh	20.0	7.3	7.3	11.7	15.2	7.8	45.4	46.9		40.8	49.8	
Level of Service (LOS)	C	A	A	B	B	A	D	D		D	D	
Approach Delay, s/veh / LOS	9.4	A		14.7	B		46.3	D		45.6	D	
Intersection Delay, s/veh / LOS	19.3						B					



--- Messages ---

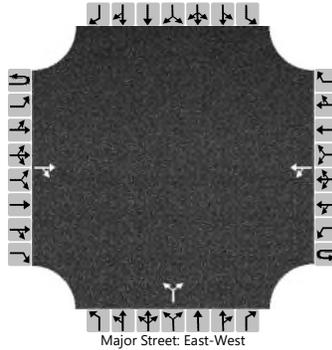
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/East Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2019			North/South Street	East Access Driveway		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			350	30		8	258			4		4				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

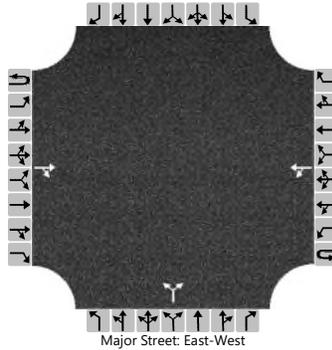
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					9					
Capacity, c (veh/h)						1130					489					
v/c Ratio						0.01					0.02					
95% Queue Length, Q ₉₅ (veh)						0.0					0.1					
Control Delay (s/veh)						8.2					12.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.3				12.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/East Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2019			North/South Street	East Access Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.79		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			222	7		3	208			25		19				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

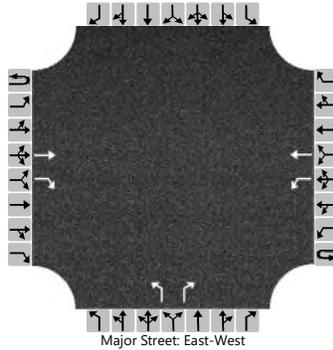
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4						56				
Capacity, c (veh/h)						1265						575				
v/c Ratio						0.00						0.10				
95% Queue Length, Q ₉₅ (veh)						0.0						0.3				
Control Delay (s/veh)						7.9						11.9				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				11.9							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/West Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2019			North/South Street	West Access Driveway		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.80		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			214	605		206	56			225		166				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

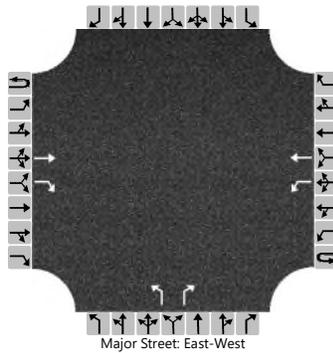
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						258					281		208			
Capacity, c (veh/h)						674					203		768			
v/c Ratio						0.38					1.39		0.27			
95% Queue Length, Q ₉₅ (veh)						1.8					16.3		1.1			
Control Delay (s/veh)						13.6					246.5		11.4			
Level of Service (LOS)						B					F		B			
Approach Delay (s/veh)					10.7				146.7							
Approach LOS									F							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/West Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2019			North/South Street	West Access Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.80		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Conditions						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			139	165		58	175			275		90				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

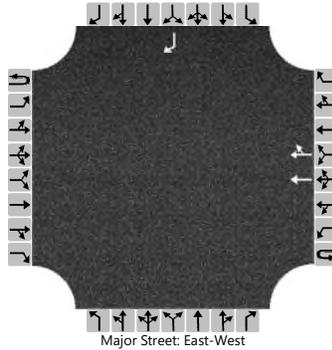
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						73					344		113			
Capacity, c (veh/h)						1172					471		866			
v/c Ratio						0.06					0.73		0.13			
95% Queue Length, Q ₉₅ (veh)						0.2					5.9		0.4			
Control Delay (s/veh)						8.3					30.6		9.8			
Level of Service (LOS)						A					D		A			
Approach Delay (s/veh)					2.1				25.5							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SBC	Intersection	Half Day Road/West Drive
Agency/Co.	EEA	Jurisdiction	IDOT
Date Performed	11/11/2019	East/West Street	Half Day Road
Analysis Year	2027	North/South Street	West Parking Lot Driveway
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.71
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Total Volumes		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							861	5								2
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)																0
Right Turn Channelized																No
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

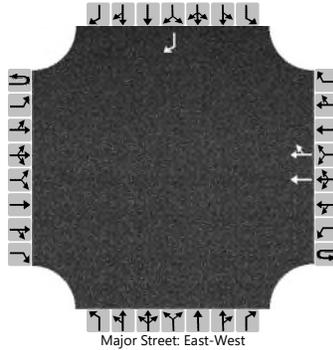
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	3
Capacity, c (veh/h)																	435
v/c Ratio																	0.01
95% Queue Length, Q ₉₅ (veh)																	0.0
Control Delay (s/veh)																	13.3
Level of Service (LOS)																	B
Approach Delay (s/veh)																	13.3
Approach LOS																	B

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Half Day Road/West Drive		
Agency/Co.	EEA			Jurisdiction	IDOT		
Date Performed	11/11/2019			East/West Street	Half Day Road		
Analysis Year	2027			North/South Street	West Parking Lot Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Total Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							1725	2								45
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)																0
Right Turn Channelized																No
Median Type Storage	Undivided															

Critical and Follow-up Headways

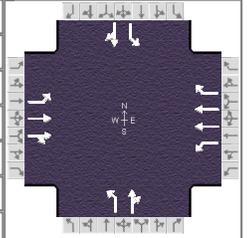
Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																	50
Capacity, c (veh/h)																	255
v/c Ratio																	0.20
95% Queue Length, Q ₉₅ (veh)																	0.7
Control Delay (s/veh)																	22.5
Level of Service (LOS)																	C
Approach Delay (s/veh)																	22.5
Approach LOS																	C

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 2027 .xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	399	1318	36	32	443	294	24	89	67	405	25	399

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.5	14.9	43.9	2.1	20.5	15.2				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

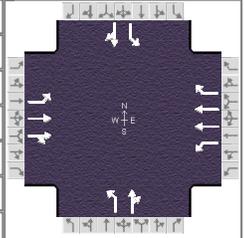
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	399	1318	36	32	443	294	24	89	67	405	25	399
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	4	0	0	6	0	0	0	0	0	72	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	40.5	62.4	11.8	33.7	13.8	21.2	29.6	37.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		10.0		10.0		0.0		10.0
Pedestrian Clearance Time (PC), s		18.0		25.0		0.0		22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC		Analysis Date	Nov 11, 2019		Area Type	Other
Jurisdiction	IDOT/Lincolnshire		Time Period	7:30 - 8:30 AM		PHF	0.94
Urban Street	Half Day Road (IL-22)		Analysis Year	2027		Analysis Period	1 > 7:30
Intersection	Half Day/Palazzo/Steve...		File Name	HD 730 2027.xus			
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	399	1318	36	32	443	294	24	89	67	405	25	399

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.5	14.9	43.9	2.1	20.5	15.2				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

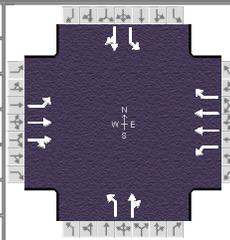
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	24.3	68.2	6.0	49.9	5.6	21.2	29.6	45.2
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.6	1.3	1.6
Queue Clearance Time (g _s), s	20.8		3.6		3.6	13.7	28.1	39.5
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Phase Call Probability	1.00		0.69		0.59	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	424	723	717	34	471	313	26	166		431	451	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1808	1739	1830	1534	1767	1722		1767	1483	
Queue Service Time (g _s), s	18.8	35.2	35.4	1.6	10.3	18.6	1.6	11.7		26.1	37.5	
Cycle Queue Clearance Time (g _c), s	18.8	35.2	35.4	1.6	10.3	18.6	1.6	11.7		26.1	37.5	
Green Ratio (g/C)	0.53	0.50	0.50	0.37	0.35	0.35	0.14	0.12		0.35	0.31	
Capacity (c), veh/h	589	909	900	164	1284	538	87	209		460	465	
Volume-to-Capacity Ratio (X)	0.720	0.795	0.797	0.208	0.367	0.581	0.292	0.793		0.936	0.970	
Back of Queue (Q), ft/ln (95 th percentile)	310.9	502.1	481.5	30.9	201.7	288.9	33.2	260.2		543.2	646.8	
Back of Queue (Q), veh/ln (95 th percentile)	12.0	19.3	19.3	1.2	7.8	11.1	1.3	10.2		21.2	25.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.81	0.00	0.00	0.17	0.00	0.00	0.60	0.00		1.28	0.00	
Uniform Delay (d ₁), s/veh	19.1	16.5	16.5	26.8	24.3	26.5	48.0	53.4		36.5	42.3	
Incremental Delay (d ₂), s/veh	0.9	7.1	7.3	0.2	0.8	4.5	0.7	17.2		26.4	33.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	20.1	23.6	23.8	27.1	25.1	31.1	48.7	70.5		62.9	76.2	
Level of Service (LOS)	C	C	C	C	C	C	D	E		E	E	
Approach Delay, s/veh / LOS	22.9		C	27.5		C	67.6		E	69.7		E
Intersection Delay, s/veh / LOS	37.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.93	B	2.47	B	2.29	B
Bicycle LOS Score / LOS								

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 2027.xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	399	1318	36	32	443	294	24	89	67	405	25	399

Signal Information				Signal Phases								
Cycle, s	125.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	2.5	14.9	43.9	2.1	20.5	15.2		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5		

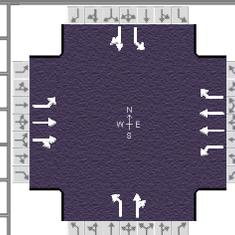
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.990	0.990		0.000	0.847		0.928	0.928		0.799	0.799
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	0.997			1.000			0.952			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.996			0.991			1.000			0.931
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3537	97	1739	3659	1534	1767	983	740	1767	87	1395
Proportion of Vehicles Arriving on Green (P)	0.17	0.66	0.66	0.02	0.47	0.47	0.02	0.12	0.12	0.21	0.31	0.31
Incremental Delay Factor (k)	0.06	0.50	0.50	0.04	0.50	0.50	0.04	0.31		0.44	0.47	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.53	0.50	0.37	0.35	0.14	0.12	0.35	0.31
Permitted Saturation Flow Rate (s_p), veh/h/ln	900	0	362	0	932	0	1210	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	45.9	0.0	43.9	0.0	15.2	0.0	17.2	0.0
Permitted Service Time (g_u), s	33.6	0.0	24.9	0.0	0.0	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	11.0		2.0		0.0		3.5	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.111	0.000	0.131	0.000	0.155	0.000	0.136
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

HCS7 Signalized Intersection Results Graphical Summary

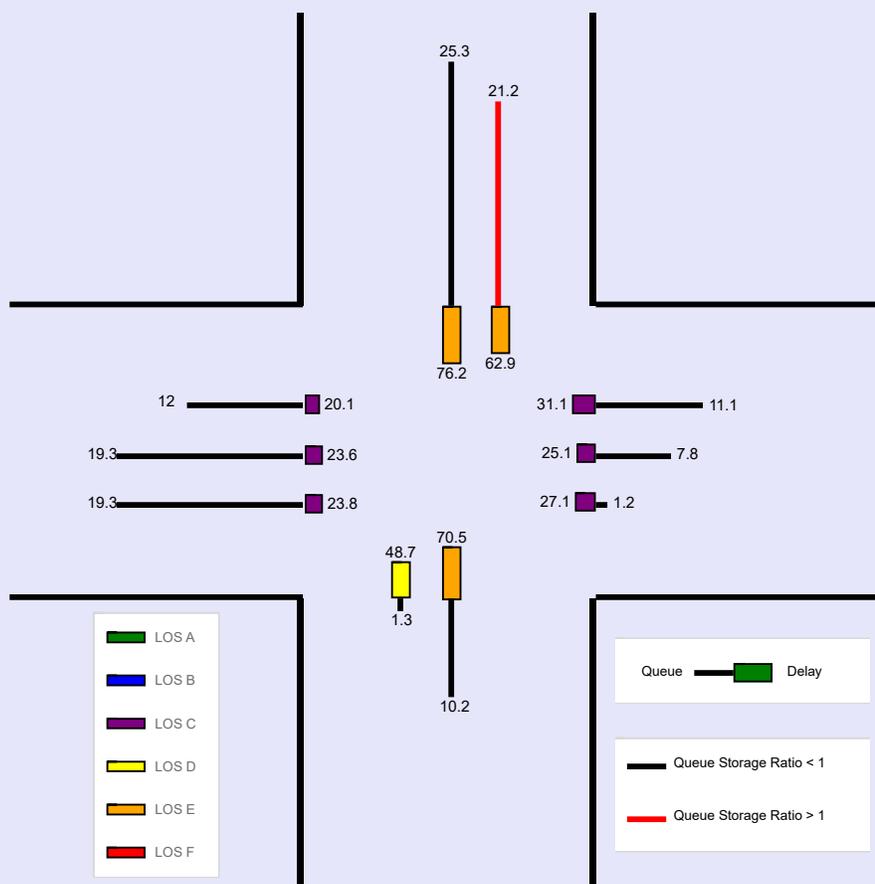
General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	7:30 - 8:30 AM	PHF	0.94		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 7:30		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 730 2027.xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	399	1318	36	32	443	294	24	89	67	405	25	399

Signal Information				Signal Phases									
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	2.5	14.9	43.9	2.1	20.5	15.2			
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5			
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)	310.9	502.1	481.5	30.9	201.7	288.9	33.2	260.2		543.2	646.8	
Back of Queue (Q), veh/ln (95 th percentile)	12.0	19.3	19.3	1.2	7.8	11.1	1.3	10.2		21.2	25.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.81	0.00	0.00	0.17	0.00	0.00	0.60	0.00		1.28	0.00	
Control Delay (d), s/veh	20.1	23.6	23.8	27.1	25.1	31.1	48.7	70.5		62.9	76.2	
Level of Service (LOS)	C	C	C	C	C	C	D	E		E	E	
Approach Delay, s/veh / LOS	22.9		C	27.5		C	67.6		E	69.7		E
Intersection Delay, s/veh / LOS	37.2						D					



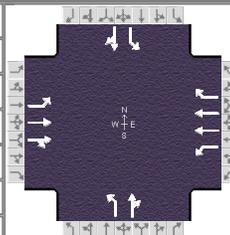
--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Signalized Intersection Input Data

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 2027.xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241

Signal Information				Signal Timing Diagram									
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		2.4	0.1	67.9	2.0	7.3	19.2				
		Yellow		3.5	3.5	4.5	3.5	3.5	4.5				
		Red		0.0	0.0	1.5	0.0	0.0	1.5				

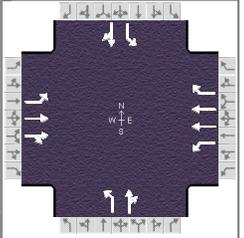
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	5	5		5	5	5	3	3		3	3	
Ped / Bike / RTOR, /h	3	0	0	9	0	0	0	0	0	48	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	4	4	3	4	4	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	385	0		180	0	0	55	0		425	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	20	20	20

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	20.0	62.4	13.8	56.2	13.8	32.5	16.3	35.0
Yellow Change Interval (Y), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R _c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G _{min}), s	3	15	3	15	3	8	3	8
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (Walk), s		10.0		10.0		0.0		10.0
Pedestrian Clearance Time (PC), s		18.0		25.0		0.0		22.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25									
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No									
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50										

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 2027.xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241

Signal Information				Signal Timing Diagram								
Cycle, s	125.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	2.4	0.1	67.9	2.0	7.3	19.2						
Yellow	3.5	3.5	4.5	3.5	3.5	4.5						
Red	0.0	0.0	1.5	0.0	0.0	1.5						

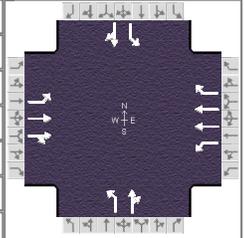
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	4.0
Phase Duration, s	9.6	77.5	5.9	73.9	5.5	25.2	16.3	36.1
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	1.1	0.0	1.1	0.0	1.3	1.6	1.3	1.6
Queue Clearance Time (g _s), s	6.1		3.3		3.5	4.7	14.8	26.1
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Phase Call Probability	0.99		0.75		0.57	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	135	315	313	40	1703	105	24	41		258	305	
Adjusted Saturation Flow Rate (s), veh/h/ln	1739	1826	1811	1739	1830	1535	1767	1644		1767	1503	
Queue Service Time (g _s), s	4.1	6.6	6.6	1.3	42.3	2.6	1.5	2.7		12.8	24.1	
Cycle Queue Clearance Time (g _c), s	4.1	6.6	6.6	1.3	42.3	2.6	1.5	2.7		12.8	24.1	
Green Ratio (g/C)	0.61	0.57	0.57	0.56	0.54	0.54	0.17	0.15		0.27	0.24	
Capacity (c), veh/h	200	1045	1036	483	1988	834	119	253		418	361	
Volume-to-Capacity Ratio (X)	0.676	0.302	0.302	0.082	0.857	0.126	0.205	0.161		0.618	0.843	
Back of Queue (Q), ft/ln (95 th percentile)	106.8	116.1	110.9	23	510.7	42.6	30.3	51.7		60	392.5	
Back of Queue (Q), veh/ln (95 th percentile)	4.1	4.5	4.4	0.9	19.6	1.6	1.2	2.0		2.3	15.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.28	0.00	0.00	0.13	0.00	0.00	0.55	0.00		0.14	0.00	
Uniform Delay (d ₁), s/veh	24.5	7.1	7.1	12.3	13.7	8.2	44.7	45.9		39.7	45.2	
Incremental Delay (d ₂), s/veh	1.5	0.7	0.7	0.0	5.0	0.3	0.3	0.1		2.0	9.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	26.0	7.9	7.9	12.4	18.7	8.5	45.0	46.0		41.7	54.9	
Level of Service (LOS)	C	A	A	B	B	A	D	D		D	D	
Approach Delay, s/veh / LOS	11.1		B	18.0		B	45.6		D	48.8		D
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	1.90	B	1.90	B
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information			
Agency	EEA			Duration, h	0.250		
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other		
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86		
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 3:15		
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 2027.xus				
Project Description	Total Volumes						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241

Signal Information				Signal Phases								
Cycle, s	125.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	2.4	0.1	67.9	2.0	7.3	19.2		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	3.5	3.5	4.5		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	1.5	0.0	0.0	1.5		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.961	0.961	1.000	0.961	0.961	0.961	0.977	0.977	1.000	0.977	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.992	0.992		0.000	0.847		0.886	0.886		0.810	0.810
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			0.999			0.963			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			0.997			0.992			1.000			0.940
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1739	3556	81	1739	3659	1535	1767	470	1174	1767	120	1382
Proportion of Vehicles Arriving on Green (P)	0.05	0.76	0.76	0.02	0.72	0.72	0.02	0.15	0.15	0.10	0.24	0.24
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.15	0.20	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.61	0.57	0.56	0.54	0.17	0.15	0.27	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	281	0	779	0	1066	0	1356	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	69.9	0.0	67.9	0.0	19.2	0.0	21.2	0.0
Permitted Service Time (g_u), s	25.6	0.0	62.9	0.0	3.9	0.0	16.5	0.0
Permitted Queue Service Time (g_{ps}), s	25.6		0.3		0.4		4.9	
Time to First Blockage (g_t), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{ts}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.198	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.098	0.000	0.103	0.000	0.152	0.000	0.144
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

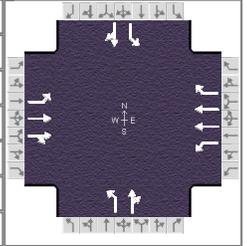
HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	EEA			Duration, h	0.250
Analyst	SBC	Analysis Date	Nov 11, 2019	Area Type	Other
Jurisdiction	IDOT/Lincolnshire	Time Period	3:15 - 4:15 PM	PHF	0.86
Urban Street	Half Day Road (IL-22)	Analysis Year	2027	Analysis Period	1 > 3:15
Intersection	Half Day/Palazzo/Steve...	File Name	HD 315 2027.xus		
Project Description	Total Volumes				

Intersection Information

Duration, h	0.250
Area Type	Other
PHF	0.86
Analysis Period	1 > 3:15



Demand Information

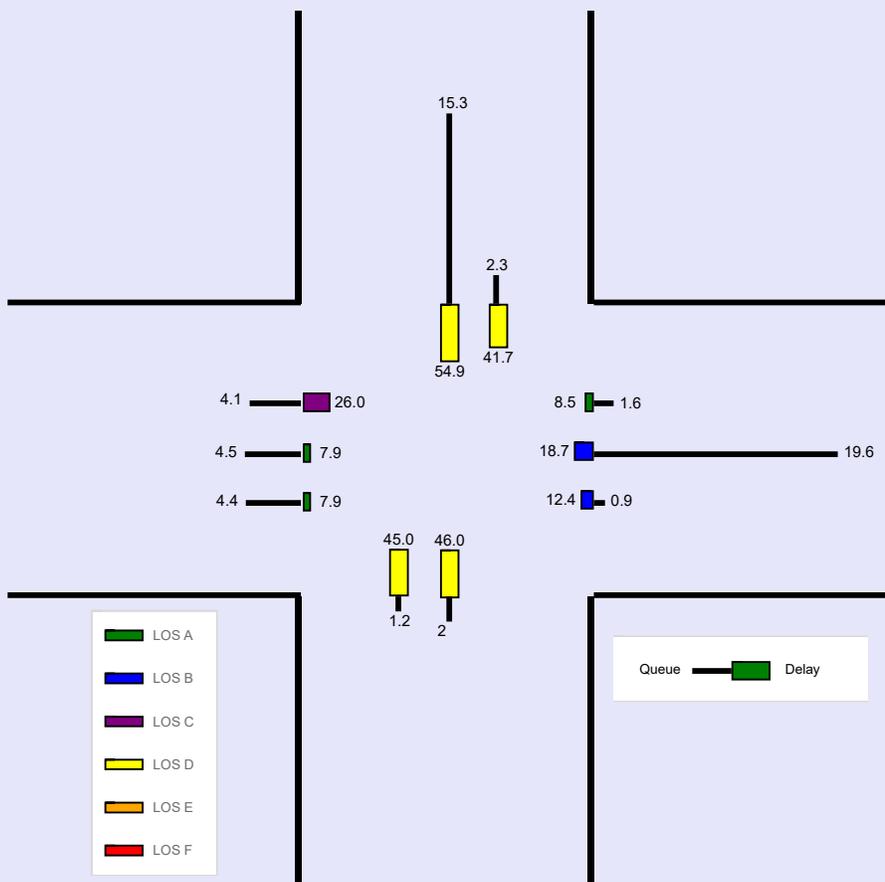
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	116	528	12	34	1465	90	21	10	25	222	21	241

Signal Information

Cycle, s	125.0	Reference Phase	2																					
Offset, s	0	Reference Point	End	Green	2.4	0.1	67.9	2.0	7.3	19.2	Yellow	3.5	3.5	4.5	3.5	3.5	4.5	Red	0.0	0.0	1.5	0.0	0.0	1.5
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	106.8	116.1	110.9	23	510.7	42.6	30.3	51.7		60	392.5	
Back of Queue (Q), veh/ln (95 th percentile)	4.1	4.5	4.4	0.9	19.6	1.6	1.2	2.0		2.3	15.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.28	0.00	0.00	0.13	0.00	0.00	0.55	0.00		0.14	0.00	
Control Delay (d), s/veh	26.0	7.9	7.9	12.4	18.7	8.5	45.0	46.0		41.7	54.9	
Level of Service (LOS)	C	A	A	B	B	A	D	D		D	D	
Approach Delay, s/veh / LOS	11.1	B		18.0	B		45.6	D		48.8	D	
Intersection Delay, s/veh / LOS	22.3						C					



--- Messages ---

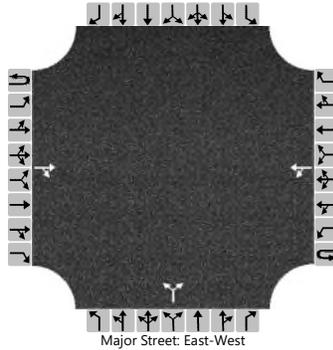
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/East Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2027			North/South Street	East Access Driveway		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Total Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			376	33		9	282			4		4				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

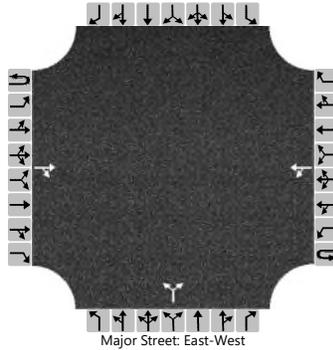
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10						9				
Capacity, c (veh/h)						1100						458				
v/c Ratio						0.01						0.02				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
Control Delay (s/veh)						8.3						13.0				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				13.0							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/East Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2027			North/South Street	East Access Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.79		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Total Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			241	8		3	222			28		20				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

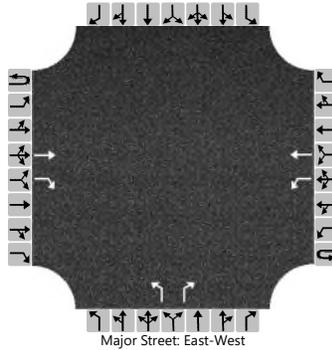
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						4						61				
Capacity, c (veh/h)						1238						544				
v/c Ratio						0.00						0.11				
95% Queue Length, Q ₉₅ (veh)						0.0						0.4				
Control Delay (s/veh)						7.9						12.4				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				12.4							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/West Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2027			North/South Street	West Access Driveway		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.80		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Total Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			226	665		227	59			249		183				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

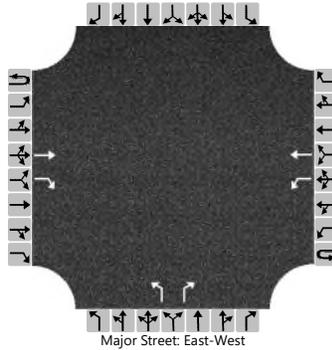
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						284					311		229			
Capacity, c (veh/h)						623					162		753			
v/c Ratio						0.46					1.92		0.30			
95% Queue Length, Q ₉₅ (veh)						2.4					23.6		1.3			
Control Delay (s/veh)						15.5					483.3		11.8			
Level of Service (LOS)						C					F		B			
Approach Delay (s/veh)					12.3				283.6							
Approach LOS									F							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	SBC			Intersection	Port Clinton/West Drive		
Agency/Co.	EEA			Jurisdiction	Vernon Township		
Date Performed	11/11/2019			East/West Street	Port Clinton Drive		
Analysis Year	2027			North/South Street	West Access Driveway		
Time Analyzed	3:15 - 4:15 PM			Peak Hour Factor	0.80		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Total Volumes						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			151	182		64	186			302		98				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No								No							
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					80					378		123				
Capacity, c (veh/h)					1136					440		850				
v/c Ratio					0.07					0.86		0.14				
95% Queue Length, Q ₉₅ (veh)					0.2					8.6		0.5				
Control Delay (s/veh)					8.4					45.7		9.9				
Level of Service (LOS)					A					E		A				
Approach Delay (s/veh)					2.2				37.0							
Approach LOS									E							

From: George Dreger <gdreger@eea-ltd.com>
Sent: Tuesday, December 3, 2019 12:33 PM
To: Sean Carney; Del Prete, Wesley
Cc: Kevin Camino
Subject: FW: A E Stevenson East Bldg Addition Phase II, the sequel

Sean,

FYI. Early in November I had sent documentation to the county for the stormwater detention for the upcoming projects. I wanted to get concurrence from them, per the Village's request in our meeting with them. I received the email below to that effect from the SMC. Wally with Lincolnshire was copied directly by the SMC. I will follow-up with Wally to verify that this is all he needs for now. We will be applying for the full permit down the road, but I knew we were not going to be far enough with the design of the building before the early December submittal to get this out of them in time for the Village's zoning review.

George Dreger
p 812.748.3430. Ext. 16

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From: Gardiner, Robert D. <RGardiner@lakecountyil.gov>
Sent: Tuesday, December 3, 2019 11:37 AM
To: George Dreger <gdreger@eea-ltd.com>
Cc: Kevin Camino <kcamino@eea-ltd.com>; 'wdittrich@lincolnshireil.gov' <wdittrich@lincolnshireil.gov>
Subject: RE: A E Stevenson East Bldg Addition Phase II, the sequel

George,

As a clarification, SMC has no objection to the proposed building addition because additional detention volume has already been provided as part of the previous project. SMC just can't verify that adequate detention has been provided until we do the engineering review on the final design.

Bob

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at (847) 377-7705 or feel free to e-mail me. If you have any additional concerns that have not been addressed by the regulatory staff regarding the above comments, you may contact Chief Engineer Kurt Woolford kwoolford@lakecountyil.gov or Executive Director Michael Warner mwarner@lakecountyil.gov at (847) 377-7700.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION

Robert D. Gardiner, P.E., CFM
Permit Engineer

Lake County Stormwater Management Commission
500 W. Winchester Road

Libertyville, IL 60048

rgardiner@lakecountyil.gov

Direct: (847) 377-7704

General: (847) 377-7700

From: Gardiner, Robert D.

Sent: Tuesday, December 03, 2019 10:23 AM

To: George Dreger <gdreger@eea-ltd.com>

Cc: Kevin Camino <kcamino@eea-ltd.com>; 'wdittrich@lincolnshireil.gov' <wdittrich@lincolnshireil.gov>

Subject: RE: A E Stevenson East Bldg Addition Phase II

George,

The SMC has completed a conceptual review of the proposed East Building Addition, Phase II. The SMC has no objection to the proposed development as long as adequate stormwater detention is provided prior to the placement of new impervious surface. During the formal engineering review, SMC will compare the new impervious surface area from the final design to the stormwater detention currently provided onsite and determine if additional detention volume is required.

Bob Gardiner

We would like to be of assistance. If you have any questions, or would like to set up a meeting, please call our office at (847) 377-7705 or feel free to e-mail me. If you have any additional concerns that have not been addressed by the regulatory staff regarding the above comments, you may contact Chief Engineer Kurt Woolford kwoolford@lakecountyil.gov or Executive Director Michael Warner mwarner@lakecountyil.gov at (847) 377-7700.

Sincerely,

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION

Robert D. Gardiner, P.E., CFM

Permit Engineer

Lake County Stormwater Management Commission

500 W. Winchester Road

Libertyville, IL 60048

rgardiner@lakecountyil.gov

Direct: (847) 377-7704

General: (847) 377-7700

From: George Dreger <gdreger@eea-ltd.com>

Sent: Friday, November 01, 2019 12:55 PM

To: Gardiner, Robert D. <RGardiner@lakecountyil.gov>

Cc: Kevin Camino <kcamino@eea-ltd.com>

Subject: A E Stevenson East Bldg Addition Phase II

Bob,

Attached is information for the summer of 2020 Infrastructure Improvements at Stevenson HS in Lincolnshire that we discussed over the phone. The project for the summer of 2020 is concerned with preparing the site for the subsequent addition of a building generally off the north end of the current gym. It will also widen the building to the east into what is now parking lot. This addition, which will be called the East Building Addition Phase II will be fully designed over the next year or so, probably going out to bid in January 2021, therefore we do not as yet have all of the information, with respect to sewer service locations, sizes etc., that would be needed to finalize the permitting for the addition. We do have a reasonably correct and complete "footprint" for the building though.

As required by the Village of Lincolnshire, we must present this work (the building) for zoning approval in early December. We were told by the Village that we would need concurrence from the SMC on what is proposed. As such, I would like to formally request your preliminary review of the attached documents and ask that you provide to us and the Village of Lincolnshire your acceptance of the stormwater management *concept* as described in the short attached report. We realize this is not a permit. The review documents for the full permit review will be coming down the road.

Give me a call if you have any questions or need any additional information. Thanks

George Dreger

Principal/Sr Project Manager

p 812.748.3430 Ext. 16

c 847.254.6703

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Civil Traffic & Parking Landscape Architecture | www.eea-ltd.com

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Proposed Building Site





Proposed Building Site

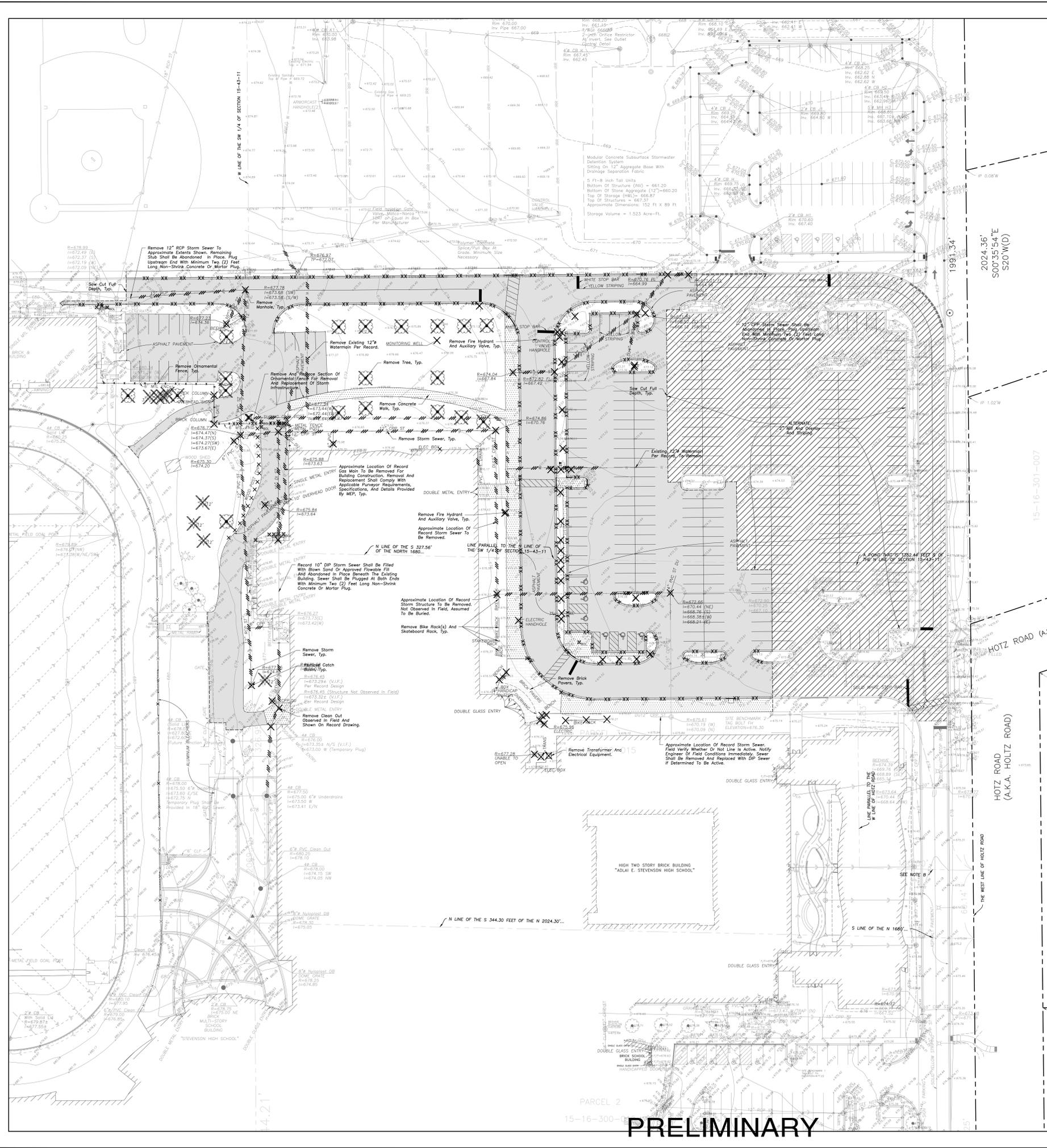




Proposed Building Site



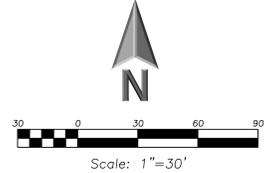
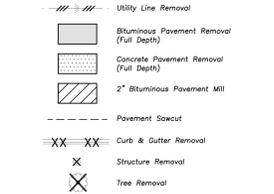




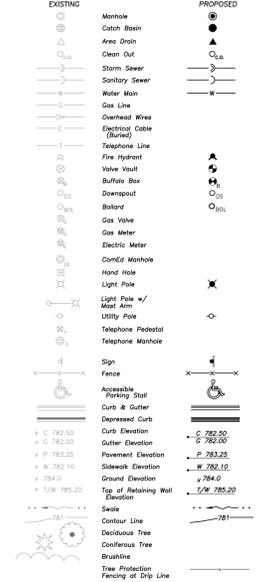
DEMOLITION NOTES

- All Signs to be Removed Shall be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
- Keep All Village Streets Free and Clear of Construction Related Dirt/Dust/Debris.
- Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
- The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall be Coordinated Prior to the Commencement of Construction Operations.
- All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevation of Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown are Approximate and May be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
- Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Right-of-Way.
- Perform Tree Pruning in All Locations Where Proposed Pavement and/or Utility Installation Encroaches Within the Existing Drip Line of Trees to Remain. All Treeing Within the Drip Line of Existing Trees to Remain Shall be Done Radially Away From Trunk if Route in Excess of 1" Diameter are Exposed. Roots Must be Cut by Reputable Tree Pruning Service Prior to Any Transverse Treeing. Obtain Approval of the Architect Prior to Operations For a Variance From This Procedure.
- Coordinate Tree Removal with Landscape Architect. All Trees to be Removed Shall be Removed in Their Entirety and Stumps Shall be Ground to Proposed Subgrade. Use as Much for Proposed Landscaping Where Applicable and Acceptable to Architect.
- Provide Tree Protection Fencing Prior to Construction Operations. Maintain Throughout Construction.

DEMOLITION LEGEND



LEGEND



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- Provide an As-Built Survey Prepared by a Licensed Professional Land Surveyor in Accordance With the Authorities Having Jurisdiction Which Shall include as a Minimum All Storm and Sanitary Sewers, Structure Locations, Sizes, Rims and Invert Elevations, Watermain and Valve and Appurtenance Locations.
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**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
 EAST BUILDING ADDITION PHASE II
 1 STEVENSON DRIVE
 LINCOLNSHIRE, ILLINOIS**

Reserved for Seal:
NOT FOR CONSTRUCTION

No.	Date	Description
	12/11/19	VILLAGE PRELIMINARY EVALUATION
	01/13/20	VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

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 Design By: JC Approved By: KC Date: 09/30/19

Sheet Title:
SITE DEMOLITION PLAN

Sheet No:
C1.01

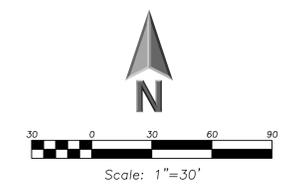
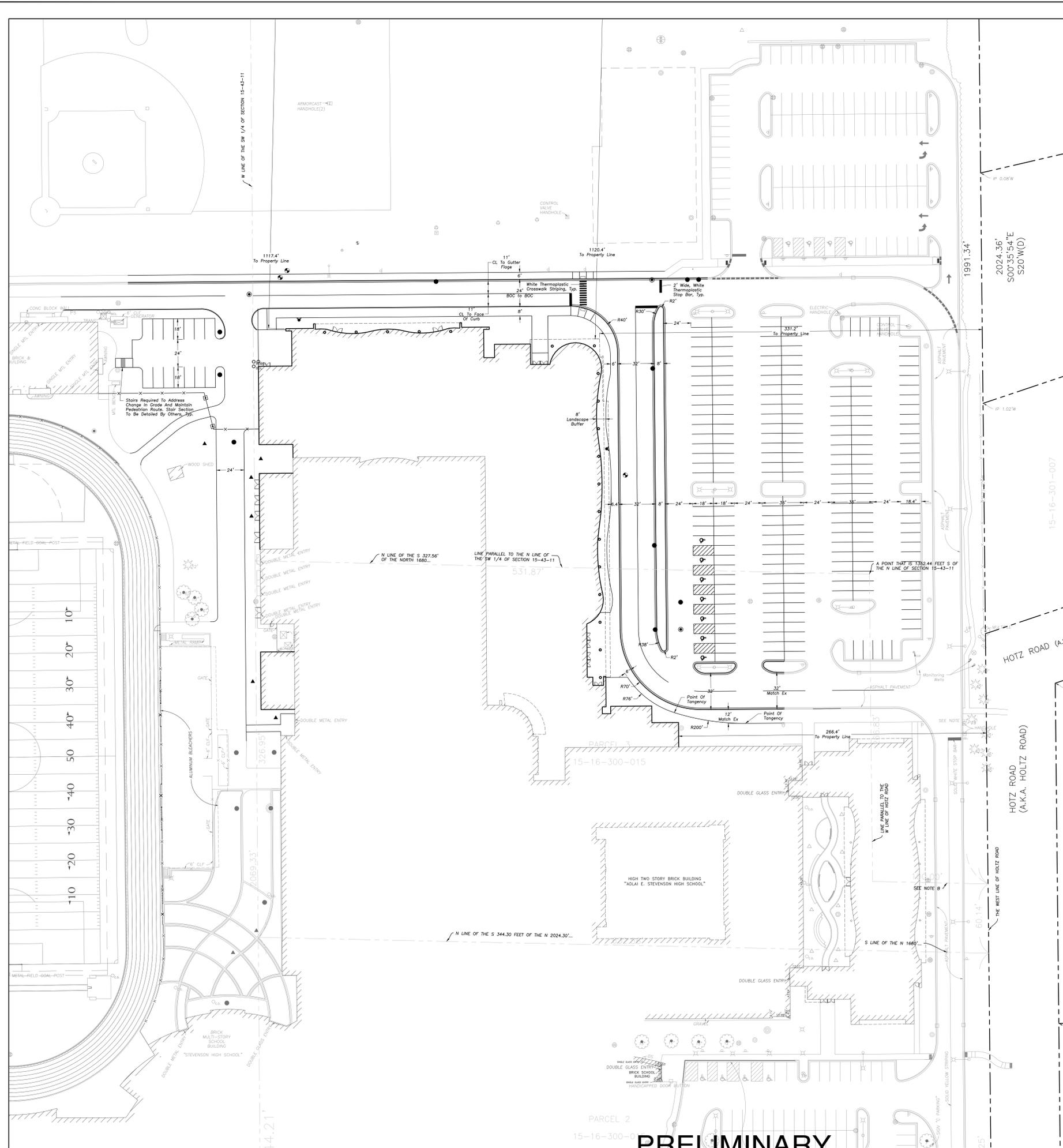
SURVEY PROVIDED BY:

Plot of Survey and Topography Provided by TFW For School District 125. File Number: 190360

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

PARCEL 2
 15-16-300-1
PRELIMINARY



GEOMETRY NOTES

- All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center Of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
- All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45' At 2" Centers.
- Refer to Architectural Drawings For Exact Locations of All Buildings.
- Refer to Architectural Drawings For Locations and Details of All Permanent Site Fencing.

LEGEND

EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Area Drain	Area Drain
Clean Out	Clean Out
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wire	Overhead Wire
Electric Cable (Buried)	Electric Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Subsoil Box	Subsoil Box
Downspout	Downspout
Boleard	Boleard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mail Box	Light Pole w/ Mail Box
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Spot	Accessible Parking Spot
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Outlet Elevation	Outlet Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection Fencing of Dig Line	Tree Protection Fencing of Dig Line

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**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
 EAST BUILDING ADDITION PHASE II**
 1 STEVENSON DRIVE
 LINCOLNSHIRE, ILLINOIS

Reserved for Seal:
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	01/13/20	VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

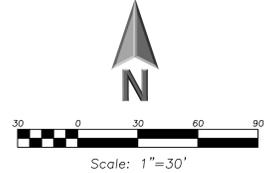
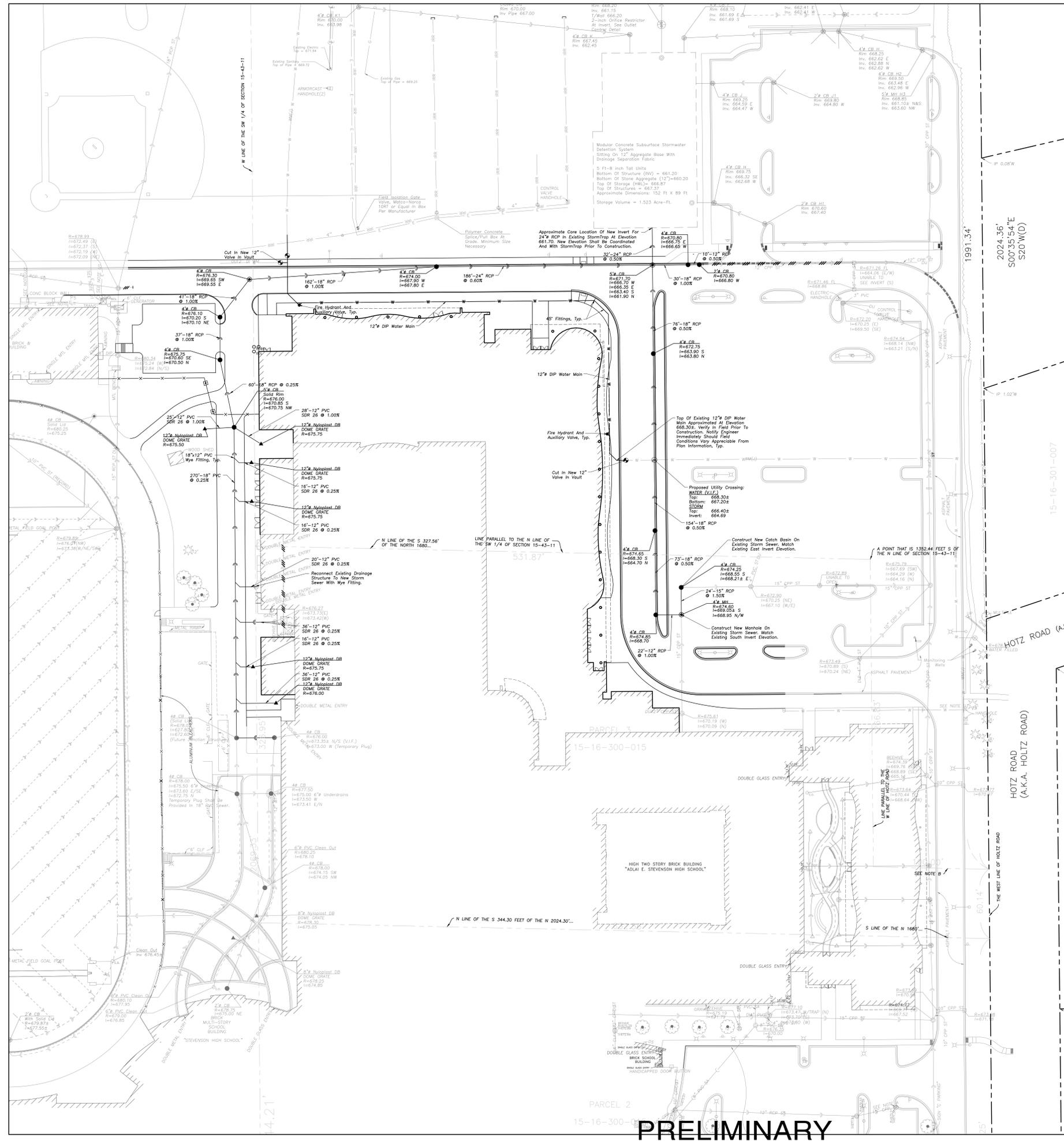
DESIGN BY: JC
 APPROVED BY: KC
 DATE: 09/30/19

SITE GEOMETRY PLAN

Sheet No:
C2.01

SURVEY PROVIDED BY:
 Plot of Survey and Topography Provided By TFW For School District 125. File Number: 190360
J.U.L.I.E.
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PARCEL 2
 15-16-300-015
PRELIMINARY



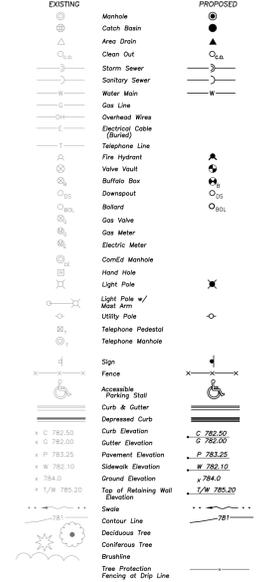
UTILITY NOTES

- Utility Service Lines as Shown Hereon are Approximate. Coordinate the Exact Locations With the Plumbing Drawings. Coordinate the Locations With the Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- Field Verify Invert and Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Soil Utility Shall Be Field Verified Prior to Installation of Any New Structures or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered and Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer if the Existing Utilities Vary Appreciably From the Plans.
- Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewer Works of Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clear Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.
- North Shore Sanitary District: The Ordinances of the MSD Relating to Sewers and Sewer Systems are in Effect. The Ordinances Give the District the Right to Inspect the Work Under Construction to See that it is Being Performed in Accordance With the Approved Plans, Specifications, and Permits. The Contractor Shall Give the District Twenty-Four (24) Hours Notice Prior to Starting Construction.

STRUCTURE NOTES

- All Catch Basins to Be Installed in Paved Areas Shall Have Neenoh R204-D Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenoh R434-B Frame & Grate or Approved Equal. For Concrete Slabs Install a Minimum of 4" Grade Rises For Topsoil Retention. For Flat Slab Tops Install the Following Minimum Height of Grade Rises:
4" Diameter Structure - 4"
6" Diameter Structure - 6"
8" Diameter Structure - 8"
- All Catch Basins to Be Installed Along Curb and Gutter (8-12) Shall Have Neenoh R3281-A Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed Along Depressed Curb and Gutter (8-12) Shall Have East Jordan Iron Works 5120 Catch Basin Level Frame and Grate, or Approved Equal.
- Where Structures are Shown Along the Curbs, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure is to Fall Within the Flange of the Gutter or at the Pavement Edge Where No Gutter Exists.
- All Manholes Shall Have Neenoh R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
- For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
- All Sanitary Manholes Shall include a Chimney Seal.

LEGEND



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**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
 EAST BUILDING ADDITION PHASE II**
 1 STEVENSON DRIVE
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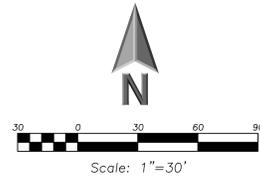
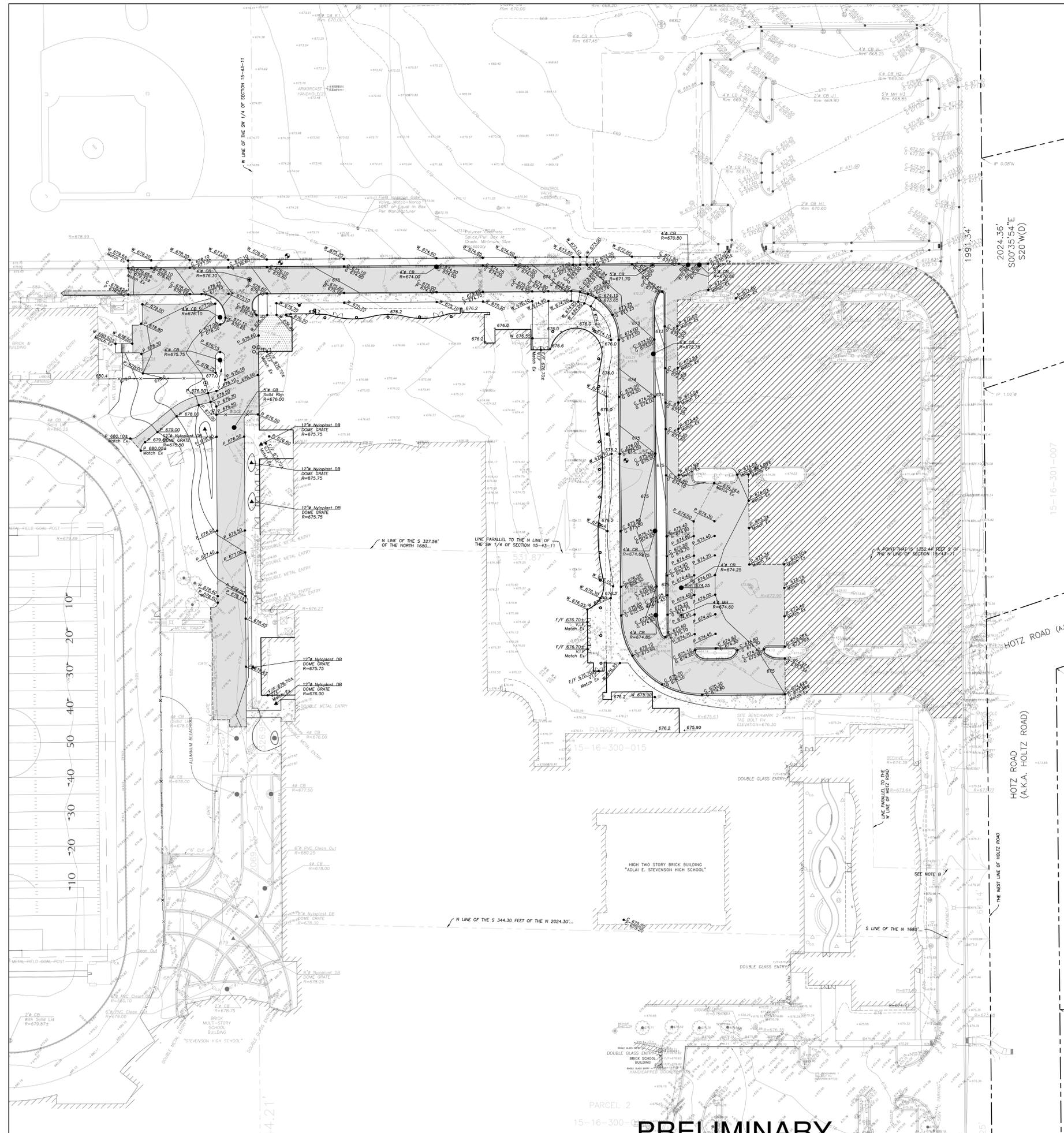
SHEET TITLE:
SITE UTILITY PLAN

SHEET NO.:
C3.01

SURVEY PROVIDED BY:
 Plot of Survey and Topography Provided by TFW For School District 125. File Number: 190360

J.U.L.I.E.
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PRELIMINARY



GRADING NOTES

1. Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
2. The Grading and Construction of Proposed Improvements Shall Be Done in a Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
3. All Landscaped Areas Disturbed by Construction Shall Be Reseeded With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Seed Unless Noted Otherwise On the Landscape Drawings.
4. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
5. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.2%. Maximum Longitudinal Sidewalk Slope Shall be 4.9%. Contact Engineer if Conflicts Exist.

PAVING & SURFACE LEGEND

- Asphalt Pavement Section (Parking Stalls)**
 - 1 1/2" Hot Mix Asphalt, A.C., IL-9.5, NSD
 - 2 7/8" Hot Mix Asphalt, L-19.0, NSD
 - Prime Coat (0.25 gal/sq yd)
 - 4" Aggregate Base Course, Type B, Crushed, CA-6
 - 4" Drainage Course, CA-7
 - Non-Woven Geotextile Fabric, 5 oz/sy
- Heavy-Duty Asphalt Pavement Section (Drive Lanes and Parking Ales)**
 - 1 1/2" Hot Mix Asphalt, A.C., IL-9.5, NSD
 - 3" Hot Mix Asphalt, L-19.0, NSD
 - Prime Coat (0.25 gal/sq yd)
 - 6" Aggregate Base Course, Type B, Crushed, CA-6
 - 4" Drainage Course, CA-7
 - Non-Woven Geotextile Fabric, 8 oz
- Concrete Sidewalk Section**
 - 3" Portland Cement Concrete
 - 0.54" W-1.401-4 Waxed Wire Fabric
 - 2" Aggregate Base Course, Type B, Crushed
- Concrete Driveway Section**
 - 8" Portland Cement Concrete
 - 0.54" W-1.401-4 Waxed Wire Fabric
 - 6" Aggregate Base Course, Type B, Crushed
- Asphalt Pavement Overlay**
 - 2" Hot Mix Asphalt, A.C., IL-9.5, NSD
 - Tack Coat (0.25 gal/sq yd)
 - Utilize Leveling Slides as Necessary to Achieve Proposed Grades.

LEGEND

- | EXISTING | PROPOSED |
|---------------------------------|---------------------------------|
| Monhole | Manhole |
| Catch Basin | Catch Basin |
| Area Drain | Area Drain |
| Clean Out | Clean Out |
| Storm Sewer | Storm Sewer |
| Sanitary Sewer | Sanitary Sewer |
| Water Main | Water Main |
| Gas Line | Gas Line |
| Overhead Power | Overhead Power |
| Electric Cable (Buried) | Electric Cable (Buried) |
| Telephone Line | Telephone Line |
| Fire Hydrant | Fire Hydrant |
| Valve Vault | Valve Vault |
| Surface Box | Surface Box |
| Downspout | Downspout |
| Boleard | Boleard |
| Gas Valve | Gas Valve |
| Gas Meter | Gas Meter |
| Electric Meter | Electric Meter |
| ComEd Manhole | ComEd Manhole |
| Hand Hole | Hand Hole |
| Light Pole | Light Pole |
| Mail Box w/ Utility Pole | Mail Box w/ Utility Pole |
| Telephone Pedestal | Telephone Pedestal |
| Telephone Manhole | Telephone Manhole |
| Sign | Sign |
| Fence | Fence |
| Accessible Parking Stall | Accessible Parking Stall |
| Curb & Gutter | Curb & Gutter |
| Depressed Curb | Depressed Curb |
| Curb Elevation | Curb Elevation |
| Outer Elevation | Outer Elevation |
| Pavement Elevation | Pavement Elevation |
| Sidewalk Elevation | Sidewalk Elevation |
| Ground Elevation | Ground Elevation |
| Top of Retaining Wall Elevation | Top of Retaining Wall Elevation |
| Swale | Swale |
| Contour Line | Contour Line |
| Deciduous Tree | Deciduous Tree |
| Coniferous Tree | Coniferous Tree |
| Bushline | Bushline |
| Utility Location | Utility Location |
| Facing of Dip Line | Facing of Dip Line |

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GRADING AND PAVING PLAN

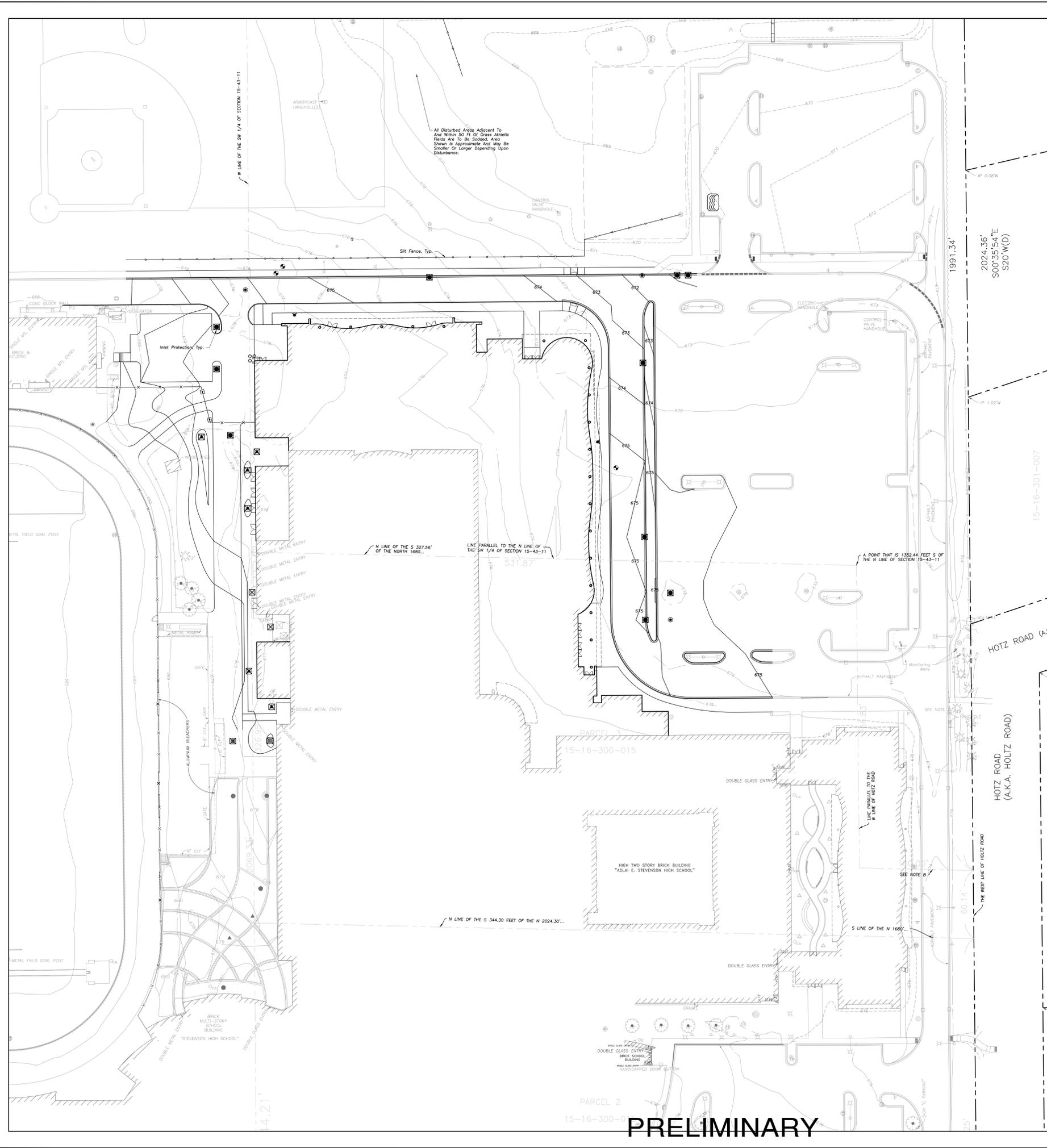
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PARCEL 2
 15-16-300-015
PRELIMINARY



SOIL EROSION & SEDIMENTATION CONTROL NOTES

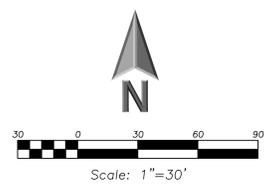
- Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
- Contractor Shall Be Responsible for Compliance With IEPA NPDES and LRTD Permit Requirements for Project.
- Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
- Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
- Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days. Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until the Site is Permanently Stabilized And all Inspectors Are Completely Satisfied. Permanent Stabilization Measures Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
- All Temporary and Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization is Achieved or After the Temporary Measures Are No Longer Needed. Trapped Sediment and Other Disturbed Soil Areas Shall Be Permanently Stabilized.
- Final Site Stabilization is Defined by the EPA General Permit as Meaning That All Soil Disturbing Activities At the Site Have Been Completed and That a Uniform Permanent Vegetative Cover With a Density of 70 Percent of the Cover for Ungrazed Areas Has Been Established or Equivalent Permanent Stabilization Measures (Such as the Use of Riprap, Gabions, or Geotextiles) Have Been Employed.
- All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, or Otherwise Treated to Remove Sediment. The General Contractor Shall Use and Maintain "Pork Chop" Silt Protectors (or equal) and Filter Wattles Around the Grate in Landscaped Areas and "Cotch-nut" Silt Protectors (or equal, such as Pork Chop Sedguard) in Paved Areas to Prevent Siltation and Discharge into Waterways.
- All Temporary and Permanent Sediment and Erosion Control Measures Must Be Maintained, Repaired, and Inspected in Conformance With All Applicable IEPA-NPDES Phase I and Lake County DEC Requirements.
- Following the Termination of Construction Activities and Issuance of the Required "Notice of Termination", the Permittee Must Keep a Copy of the Storm Water Pollution Prevention Plan, Inspection Reports, and Records of All the Data Used to Complete the Notice of Intent For a Period of At Least Three Years Following Final Stabilization.
- Install and Maintain Silt Fence at the Perimeter of the Construction Zone and Wetland Areas and As Shown on the Plans. Maintain Silt Fence Throughout Construction and Until Vegetation Has Been Fully Established.
- Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Coded on Inspection Logs.
- The Erosion Control Measures Indicated on the Drawings Are the Minimum Requirements. Additional Measures May Be Required As Directed by the Qualified Soil and Erosion Sediment and Control Inspector or Governing Agency.
- Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Slopes with North American Green Bioret SC500BN Erosion Control Bioret, or Approved Equal.
- Report Releases of Reportable Quantities of Oil or Hazardous Materials if They Occur in Accordance with IEPA NPDES Requirements.
- All Concrete Washout Shall Conform to the "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
- If Necessary, the SWPPP Shall Be Modified to Reflect Changes Required During the Effective Period of the IEPA NPDES General Permit No. 0010 and Local and County Permits.
- Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water into Storm Sewers Tributary to Open Water.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

- Install Stabilized Construction Entrance
- Install All Downslope and Slope-toe Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
- Do Not Disturb an Area Until it is Necessary for Construction to Proceed.
- Cover and Stabilize Disturbed Areas as Soon as Possible.
- When Precipitation Time Construction Activities to Limit Impact From Seasonal Climate Changes or Weather Events.
- Construct Sedimentation Basins and Structures.
- Perform Grading Operations and Installation of Site Infrastructure and Pavement.
- Install Permanent Seeding and Plantings.
- Remove Accumulated Sediment From Basins and Along Silt Fences.
- Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Draining Areas.
- Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Catch-All, Pork Chop Sedguard (or equal) Paved or Existing Stabilized Areas



EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Area Drain	Area Drain
Clean Out	Clean Out
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Power	Overhead Power
Electric Cable (Buried)	Electric Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Surface Box	Surface Box
Downspout	Downspout
Boleard	Boleard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mail Area	Light Pole w/ Mail Area
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Outer Elevation	Outer Elevation
Freeway Elevation	Freeway Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
1/4" W. 795.20	1/4" W. 795.20
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Bushline	Bushline
The Protection Facing of Dip Line	The Protection Facing of Dip Line

GENERAL NOTES

- The Location of Existing Underground Utilities, Such as Watermains, Sewers, Gas Lines, Etc., As Shown on the Plans, Has Been Determined From the Best Available Information and is Given For the Convenience of the Contractor. However, the Owner and the Engineer do Not Assume Responsibility in the Event That During Construction, Utilities Other Than Those Shown May Be Encountered, and That the Actual Location of Those Which are Shown May Be Different From the Location as Shown on the Drawings. Contact Engineer Immediately if Surface and/or Subsurface Features are Different Than Shown on the Drawings.
- Notify the Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
- Notify the Owner, Engineer and the Village of Lincolnshire a Minimum of 48 Hours in Advance of Performing Any Work.
- All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work as Shown Hereon Shall be Restored to Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is incumbent upon Contractor to Show that Disturbed Areas Were Not Disturbed by Construction Operations.
- These Drawings Assume That the Contractor Will Utilize An Electronic Drawing File (EDWG) and Stake All Site Improvements Accordingly.
- No Person May Utilize the Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
- The Engineer is Furnishing These Drawings For Construction Purposes As a Convenience to the Owner, Architect, Surveyor, or Contractor. Prior to the Use of These Drawings For Construction Purposes, the User of This Media Shall Verify All Dimensions and Locations of Buildings With the Foundation Drawings and Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist the User of This Information Shall Contact the Engineer Immediately.
- Provide An As-Built Survey Prepared by A Licensed Professional Land Surveyor in Accordance With the Authorities Having Jurisdiction Which Shall Include As a Minimum All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Watermain and Valve and Appurtenance Locations.
- The Illinois Department of Transportation Standard Specifications for Road and Bridge Construction Latest Edition, and All Addenda Thereto, Shall Govern the Earthwork and Paving Work Under this Contract Unless Noted Otherwise.

ERIKSSON ENGINEERING ASSOCIATES, LTD.
 145 COMMERCE DRIVE, SUITE A
 GRAYSLAKE, ILLINOIS 60030
 PHONE (847) 223-4864
 FAX (847) 223-4864
 EMAIL: INFO@EEA-LLC.COM
 PROFESSIONAL DESIGN FIRM
 LICENSE NO. 184-003220
 EXPIRES: 04/30/2021

**ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
 EAST BUILDING ADDITION PHASE II**
 1 STEVENSON DRIVE
 LINCOLNSHIRE, ILLINOIS

Reserved for Seal:
NOT FOR CONSTRUCTION

No.	Date	Description
12/11/19		VILLAGE PRELIMINARY EVALUATION
01/13/20		VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

DESIGN BY: JC APPROVED BY: KC DATE: 09/30/19

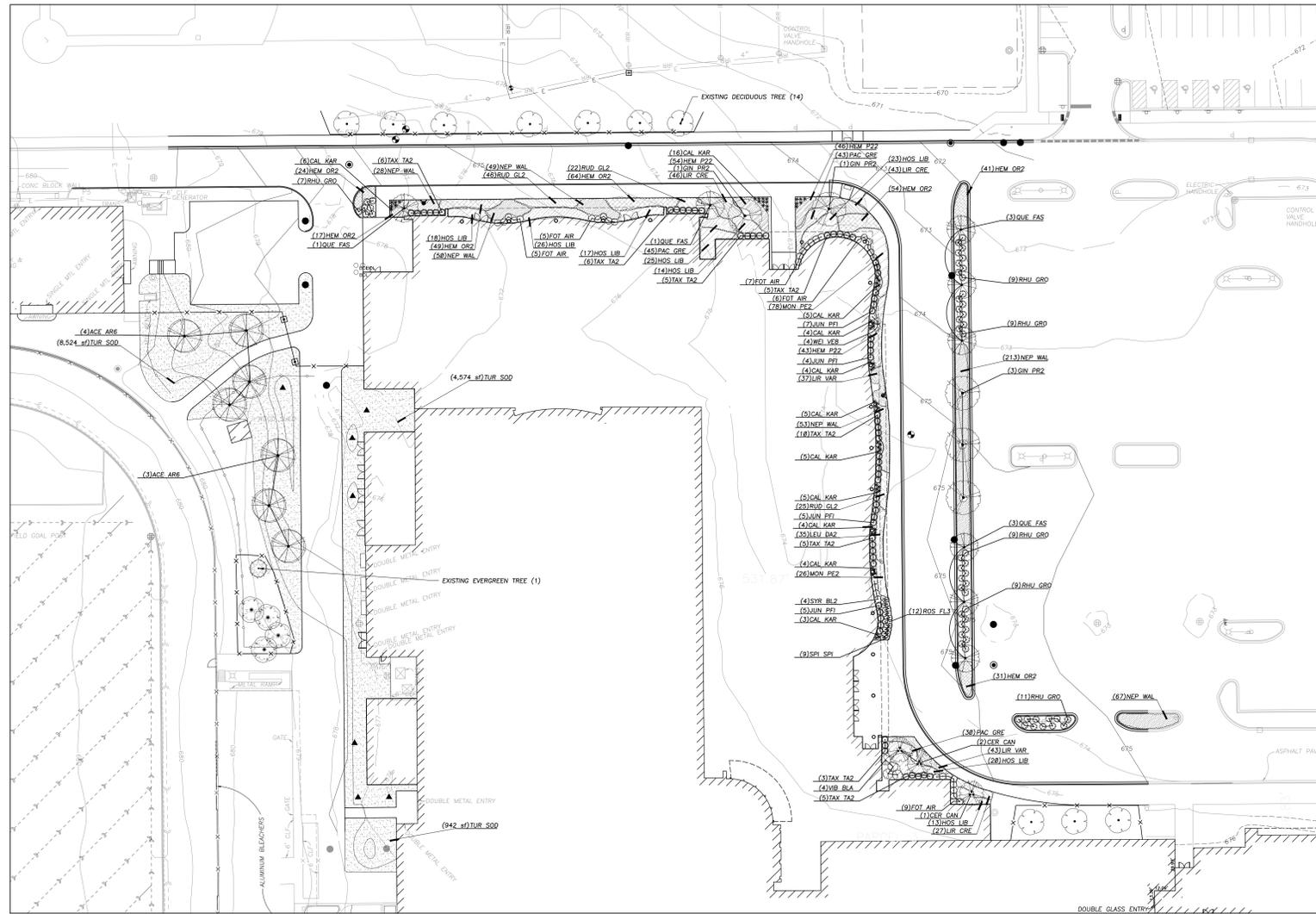
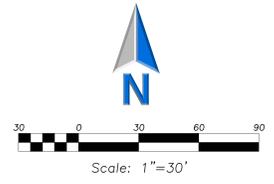
SITE EROSION AND SEDIMENT CONTROL PLAN

Sheet No:
C5.01

SURVEY PROVIDED BY:
 Plot of Survey and Topography Provided by TFW For School District 125. File Number: 190360

J.U.L.I.E.
 Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (800) 892-0123

PARCEL 2
 15-16-300-015
PRELIMINARY

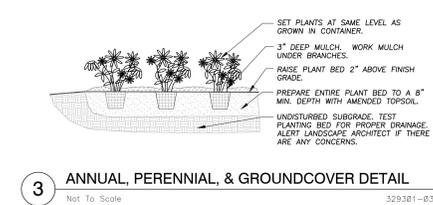
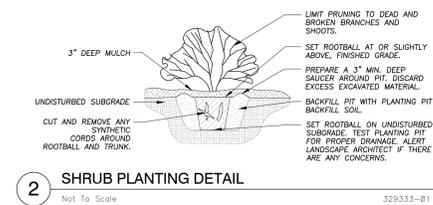
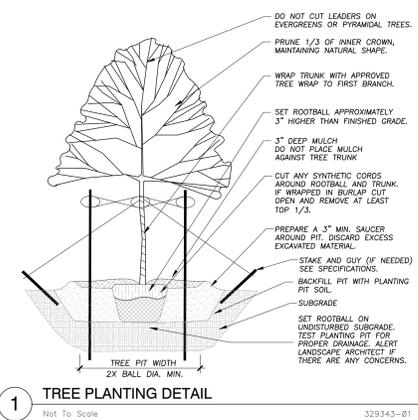


PLANT SCHEDULE

UNDERSTORY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CER CAN	CERCIS CANADENSIS / EASTERN REDBUD	B & B	8' CLUMP	3
DECIDUOUS TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ACE AR6	ACER X FREEMANI 'ARMSTRONG' / ARMSTRONG FREEMAN MAPLE	B & B	4" CAL.	7
GIN PR2	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	B & B	4" CAL.	5
QUE FAS	QUERCUS ROBUR 'FASTIGIATA' / PYRAMIDAL ENGLISH OAK	B & B	4" CAL.	8
DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
FOT AIR	FOTHERGILLA GARDENII 'M. AIRY' / DWARF WITCHALDER	B & B	24" HT.	32
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	B & B	24" HT.	54
ROS FL3	ROSA X 'FLOWER CARPET CORAL' / ROSE	B & B	24" SPREAD	12
SPI SPI	SPHRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPHREA	B & B	24" HT.	9
SYR BL2	SYRINGA X 'BLOOMERANG' / LILAC	B & B	30" HT.	4
VIB BLA	VIBURNUM PRUNIFOLIUM / BLACKHAW VIBURNUM	B & B	48" HT.	4
WEI VEB	WEIGELA FLORIDA 'VERWEIG 6' / SONIC BLOOM RED WEIGELA	CONT.	#5	4
EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
JUN PF1	JUNIPERUS CHINENSIS 'KALLAYS COMPACT' / KALLAY COMPACT PFTZER JUNIPER	B & B	24" SPREAD	21
TAX TA2	TAXUS X MEDIA 'TAUTONI' / TAUTON YEW	B & B	24" HT.	45
GRASSES	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	#1	61
GROUND COVERS	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
HEM P22	HEMEROCALLIS X 'PURPLE D'ORO' / PURPLE D'ORO DAYLILY	CONT.	#1	143
HOS OR2	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	#1	280
HOS LIB	HOSTA X 'LIBERTY' / PLANTAIN LILY	CONT.	#1	156
LEU DA2	LEUCANTHEMUM X SUPERBUM 'DAISY MAY' / SHASTA DAISY	CONT.	QUART	35
LIR VAR	LIRIOPE MUSCARI 'VARIEGATA' / VARIEGATED LILY TURF	CONT.	QUART	80
LIR CRE	LIRIOPE SPICATA / CREEPING LILY TURF	CONT.	QUART	116
MON PE2	MONARDIA QUINCYA 'PETITE DELIGHT' / PETITE DELIGHT BEE BALM	CONT.	QUART	104
NEP WAL	NETETA X FRAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	QUART	460
PAC GRE	PACHYSANDRA TERMINALIS 'GREEN CARPET' / JAPANESE SPURGE	CONT.	QUART	118
RUD CL2	RUDEBECKIA FULGIDA 'GLOOSTRIUM' / BLACK-EYED SUSAN	CONT.	QUART	93
TUR SOD	TURF SOD / DROUGHT TOLERANT FESCUE BLEND	SOD	S.F.	14,040

LANDSCAPE NOTES

- PLANT QUALITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUALITIES.
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISTORTED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM.
- ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
- ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND CULIVING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
- ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
- THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
- ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/REPLACE AND UTILITY, PAVING, CURBING, ETC. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- REFER TO PLAN OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE VILLAGE IN WRITING.
- ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
- ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
- ALL PARKWAYS AND PARKING LOT ISLANDS SHALL HAVE LAWN ESTABLISHED WITH SOD AS A GROUNDCOVER, UNLESS OTHERWISE NOTED.
- ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 4" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL.
- THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
- LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.



Reserved for Seal:
NOT FOR CONSTRUCTION

No.	Date	Description
12/11/19		VILLAGE PRELIMINARY EVALUATION
01/13/20		VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

DESIGN BY: J.C. APPROVED BY: KC DATE: 09/30/19

Sheet Title:
LANDSCAPE PLAN

Sheet No.:
L1.01

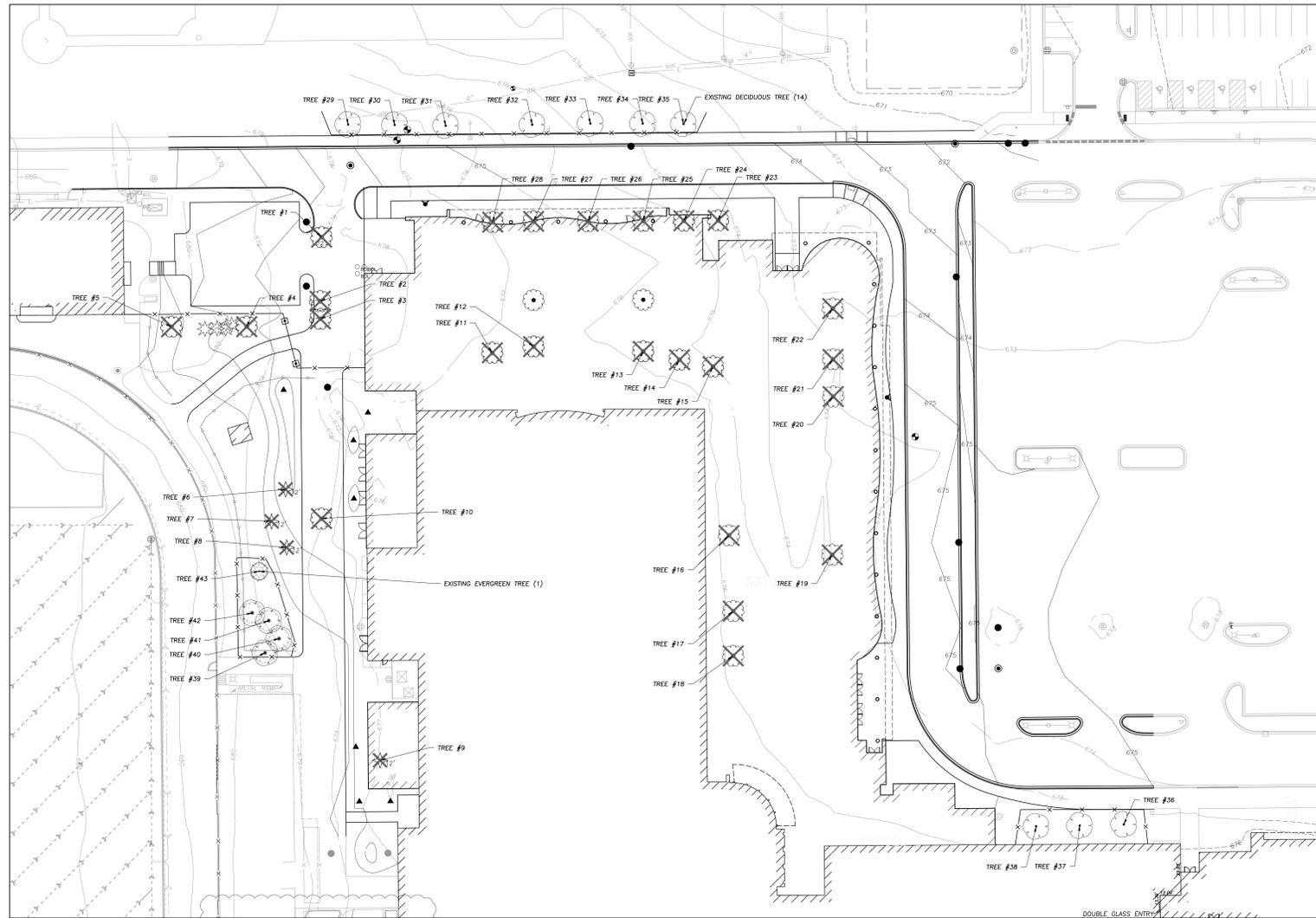
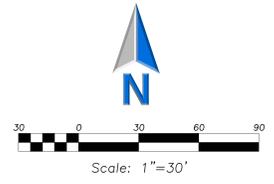
SURVEY PROVIDED BY:

Plot of Survey and Topography Provided by ITW For School District 125. File Number 190360

J.U.L.I.E.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call: J.U.L.I.E. 1 (600) 892-0123

PRELIMINARY



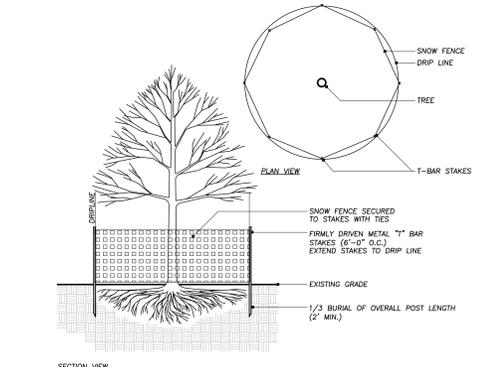
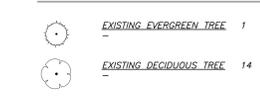
EXISTING TREE INVENTORY

Tree #	BOTANICAL NAME	COMMON NAME	TREE SIZE	CONDITION/COMMENTS
1	Gleditsia inaequalis	Thornless Honeylocust	11" Cal.	Good
2	Malus spp.	Crabapple	7" Cal.	Good
3	Malus spp.	Crabapple	7" Cal.	Good
4	Gymnocladus dioica	Kentucky Coffeetree	12" Cal.	Good
5	Pinus nigra	Austrian Pine	12" Cal.	Good
6	Pinus nigra	Austrian Pine	12" Cal.	Good
7	Pinus nigra	Austrian Pine	12" Cal.	Good
8	Pinus nigra	Austrian Pine	12" Cal.	Fair
9	Gymnocladus dioica	Kentucky Coffeetree	12" Cal.	Good
10	Gleditsia inaequalis	Thornless Honeylocust	11" Cal.	Good
11	Acer x freemanii	Autumn Blaze Maple	6" Cal.	Good
12	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
13	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
14	Acer x freemanii	Autumn Blaze Maple	8" Cal.	Good
15	Acer x freemanii	Autumn Blaze Maple	9" Cal.	Good
16	Acer x freemanii	Autumn Blaze Maple	8" Cal.	Good
17	Acer x freemanii	Autumn Blaze Maple	9" Cal.	Good
18	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
19	Pyrus Calleryana	Bradford Pear	7" Cal.	Fair
20	Pyrus Calleryana	Bradford Pear	6" Cal.	Fair
21	Pyrus Calleryana	Bradford Pear	6" Cal.	Fair
22	Pyrus Calleryana	Bradford Pear	7" Cal.	Good
23	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
24	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
25	Acer x freemanii	Autumn Blaze Maple	6" Cal.	Good
26	Acer x freemanii	Autumn Blaze Maple	7" Cal.	Good
27	Acer x freemanii	Autumn Blaze Maple	5" Cal.	Fair
28	Acer x freemanii	Autumn Blaze Maple	6" Cal.	Good
29	Acer platanoides	Norway Maple	12" Cal.	Good
30	Acer platanoides	Norway Maple	12" Cal.	Good
31	Acer platanoides	Norway Maple	12" Cal.	Good
32	Acer x freemanii	Autumn Blaze Maple	5" Cal.	Good
33	Acer x freemanii	Autumn Blaze Maple	5" Cal.	Good
34	Acer x freemanii	Autumn Blaze Maple	5" Cal.	Good
35	Acer x freemanii	Autumn Blaze Maple	5" Cal.	Good
36	Gleditsia inaequalis	Thornless Honeylocust	10" Cal.	Good
37	Gleditsia inaequalis	Thornless Honeylocust	10" Cal.	Good
38	Gleditsia inaequalis	Thornless Honeylocust	10" Cal.	Good
39	Cercis canadensis	Eastern Redbud	3 @ 6" Cal.	Good
40	Cercis canadensis	Eastern Redbud	4 @ 6" Cal.	Fair
41	Cercis canadensis	Eastern Redbud	12" Cal.	Fair
42	Cercis canadensis	Eastern Redbud	3 @ 6" Cal.	Fair
43	Pinus nigra	Austrian Pine	12" Cal.	Good

TREE PRESERVATION NOTES

- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
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- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
- PRUNE AND FERTILIZE ALL EXISTING VEGETATION TO REMAIN ON SITE.
- TREE SYMBOL WITH NUMBER INDICATES EXISTING TREE TO REMAIN.
- TREE SYMBOL WITH NUMBER AND AN "X" INDICATES EXISTING TREE TO BE REMOVED.

EXISTING TREES TO REMAIN



1 TREE PROTECTION DETAIL
Not To Scale 329383-01

SURVEY PROVIDED BY:
Plot of Survey and Topography Provided by TIF For School District 125. File Number 190360
J.U.L.I.E.
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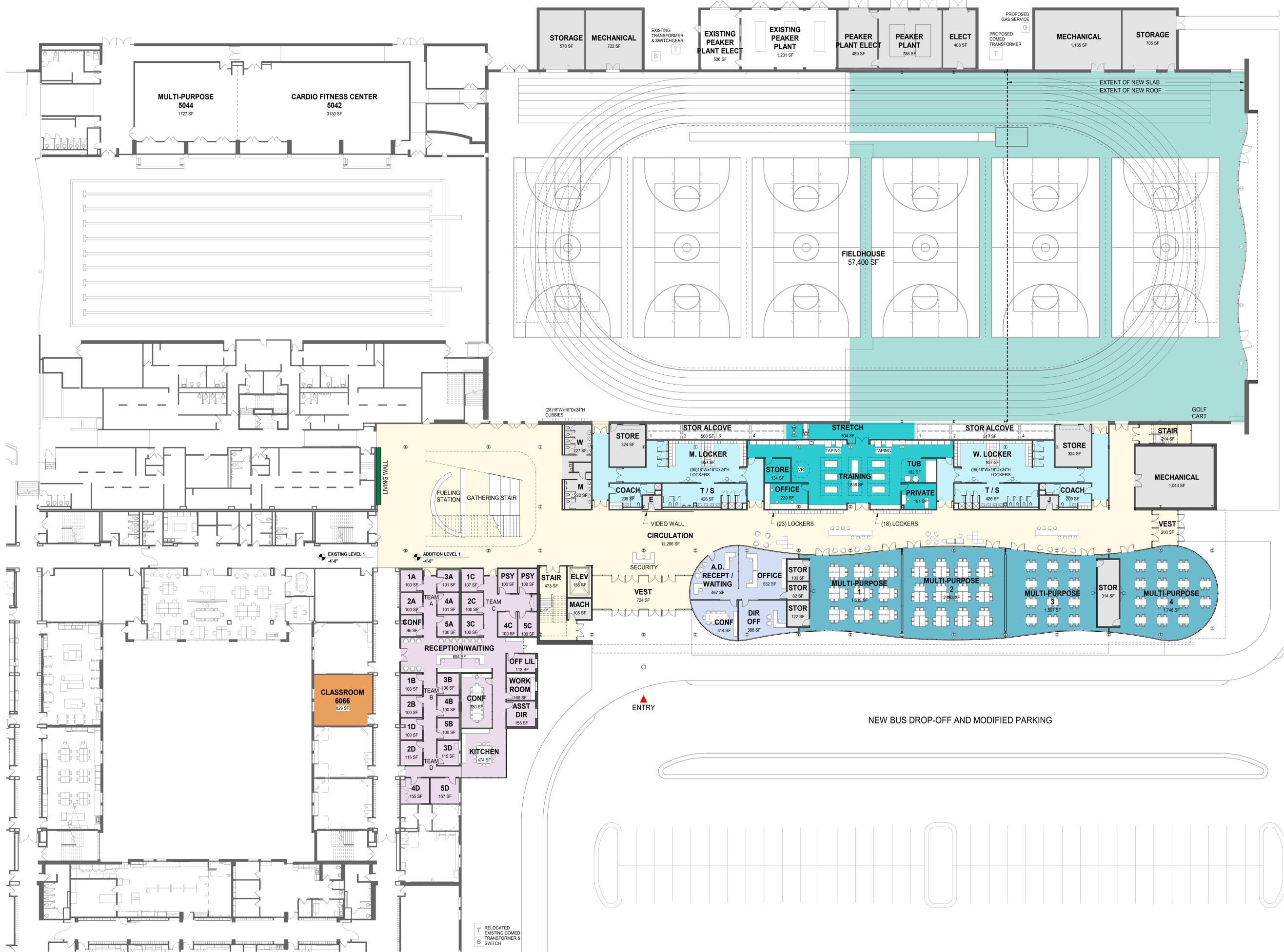
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Design By: J.C. Approved By: KC Date: 09/30/19
Sheet Title:

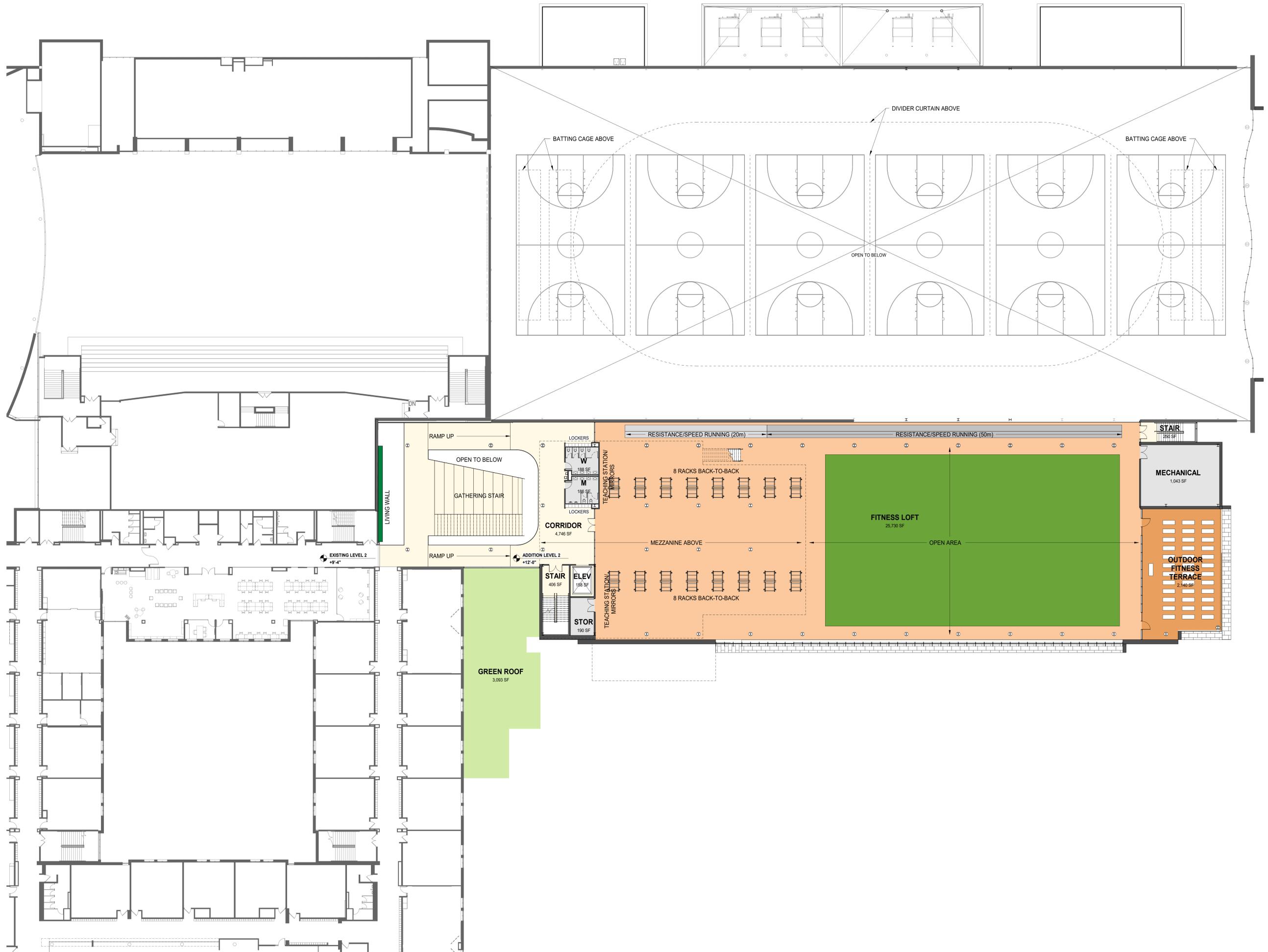
TREE PRESERVATION PLAN

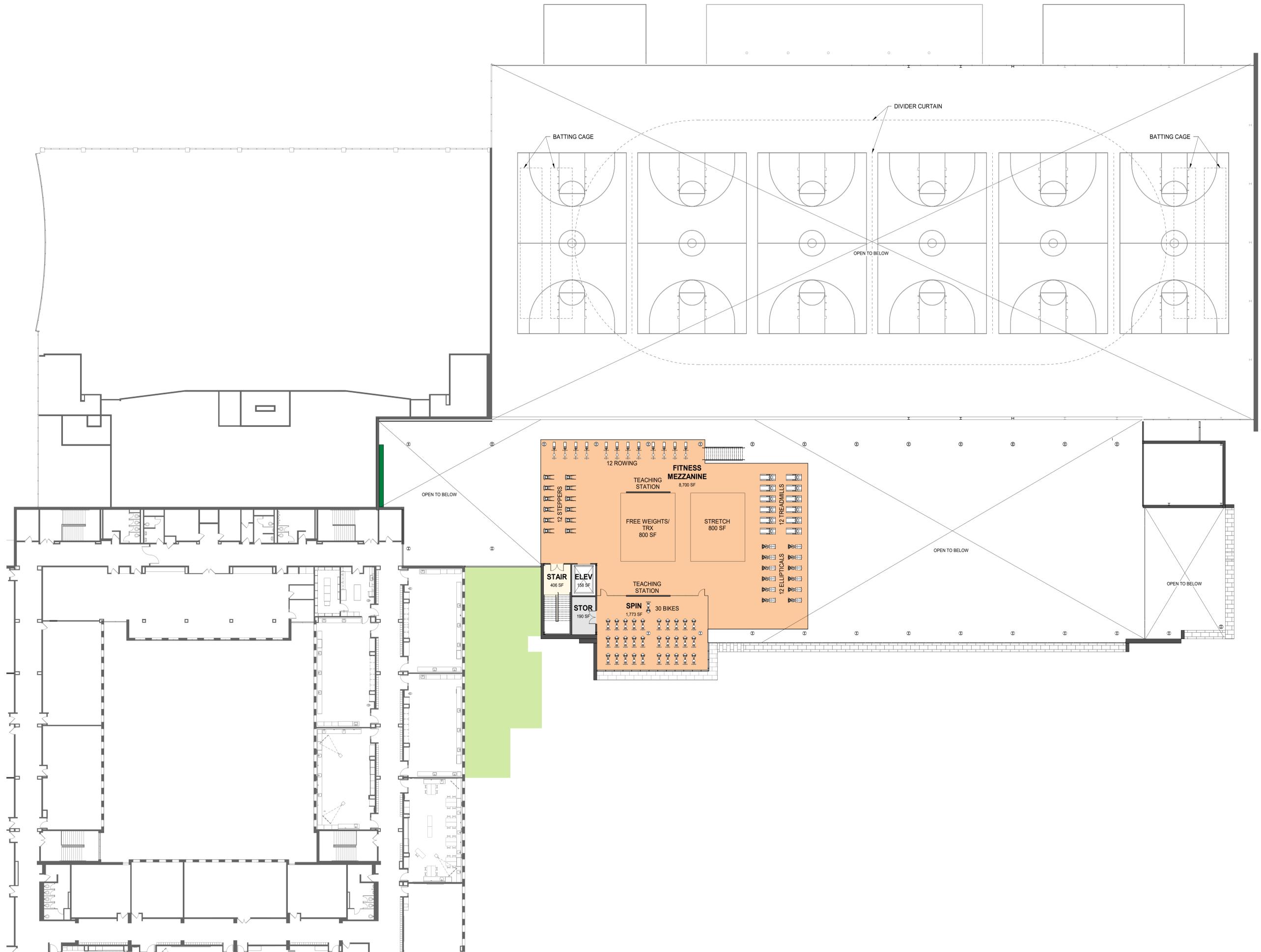
Sheet No:
TP1.01

PRELIMINARY



T RELOCATED EXISTING COMED TRANSFORMER & SWITCH
 S SWITCH



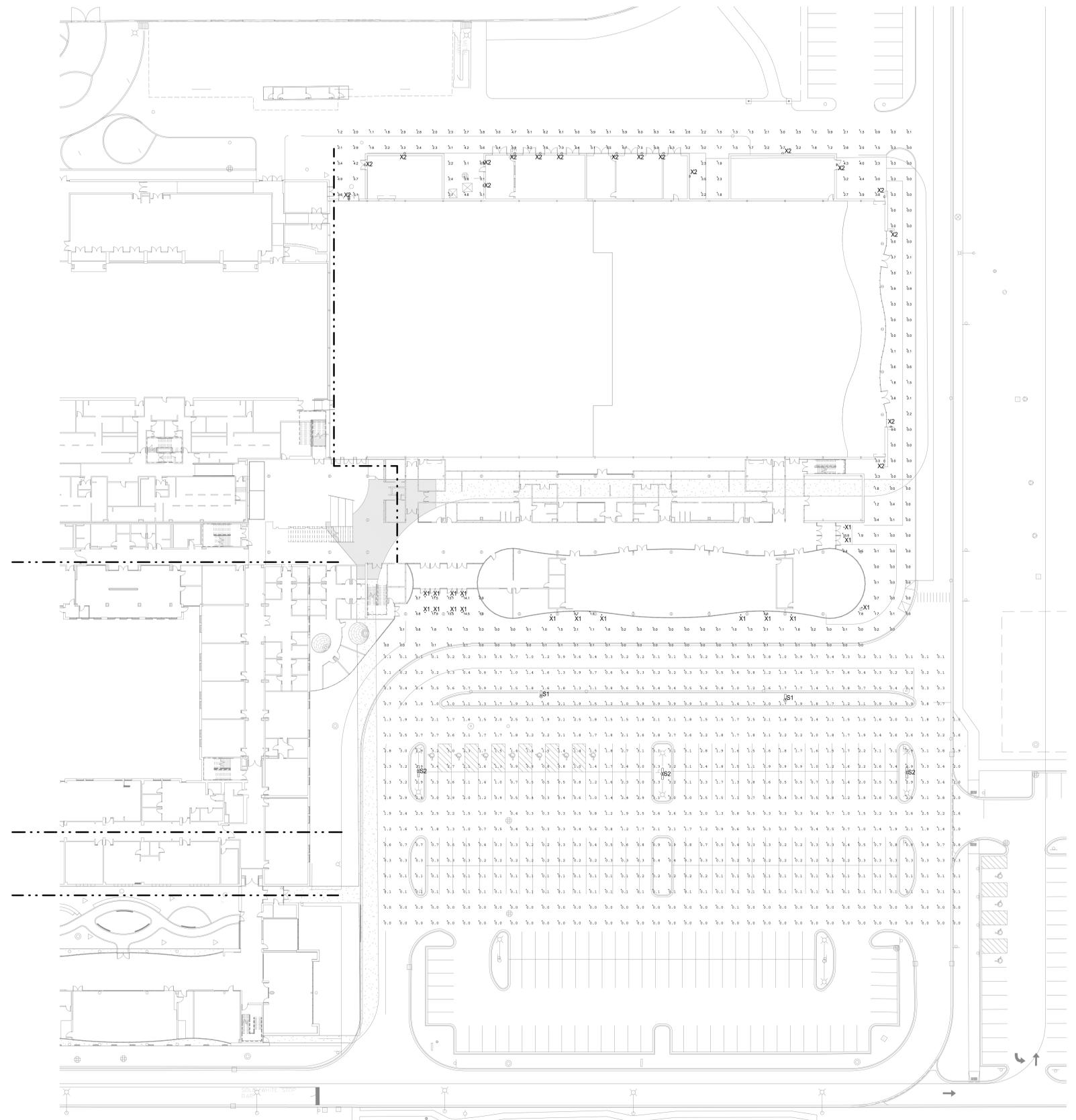
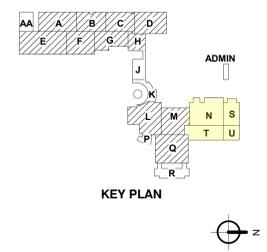




ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125

Wight

Wight & Company
wightco.com
2500 North Frontage Road
Darien, IL 60561
P 630.969.7000
F 630.969.7979



NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE
	VILLAGE PRELIMINARY EVALUATION	12/11/2019
	VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION	01/13/2020

EAST BUILDING ADDITION PHASE II

1 STEVENSON DRIVE
LINCOLNSHIRE, IL 60069

ELECTRICAL SITE PLAN

Project Number:
PROJECT NUMBER
Drawn By:
Author
Sheet:

E1.00

Qty	Tag	Description	Lum.	Lumens	Lum. Watts	Total Watts	LLF
17	X1	HC420010-HM412935-41WDH					
18	X2	ISS-AF-1000-LED-E1-T4W-8030					

Qty	Tag	Description	Lum.	Lumens	Lum. Watts	Total Watts	LLF
8	S1-S2	CREE ARE-EDG-3M-xx-06-E-UL-xx-700-xxxx-40K 11300	135.44		1083.52	0.850	

Label	Units	Avg	Max	Min	Avg/Min	Max/Min
UNDER CANOPY		1.52	17.9	0.0	N/A	
WALKWAY		2.61	7.5	0.0	N/A	

Type Mark	Manufacturer	Model	Comments
S1	CREE	ARE-EDG-3M-xx-06-E-UL-82-700	22.5FT AFF - EXISTING LIGHT TO BE RELOCATED
S2	CREE	ARE-EDG-3M-xx-06-E-UL-82-700	22.5FT AFF - EXISTING TO REMAIN
X1	HALO	HM4 20 935 41 WD	11.5FT AFF - NEW
X2	MCGRAW EDISON	ISS AF 1000 LED E1 T4W 8030	10.0FT AFF - NEW WALL MOUNTED

1 ELECTRICAL SITE PLAN
SCALE: 1" = 30'-0"

12/11/2019 1:27:24 PM
C:\Users\andrea\Documents\Revit\190194_East Building Addition Phase 2_MEFPP_2019_ranagp.rvt
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Cree Edge® Series

LED Area/Flood Luminaire

Rev. Date: V8 R2 08/29/2019

Product Description

The Cree Edge® Series has a slim, low profile design. Its rugged cast aluminum housing minimizes wind load requirements and features an integral, weathertight LED driver compartment and high performance aluminum heat sinks. Various mounting choices: Adjustable Arm, Direct Arm, Direct Arm Long, or Side Arm (details on page 2). Includes a leaf/debris guard.

Applications: Parking lots, walkways, campuses, car dealerships, office complexes, and internal roadways

Performance Summary

- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- CRI:** Minimum 70 CRI
- CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- Limited Warranty*:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

*See <http://creelighting.com/warranty> for warranty terms

Accessories

Field-Installed	
Bird Spikes XA-BRDSPK Hand-Held Remote XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required	Backlight Control Shields XA-20BLS-4 - Four-pack - Unpainted stainless steel

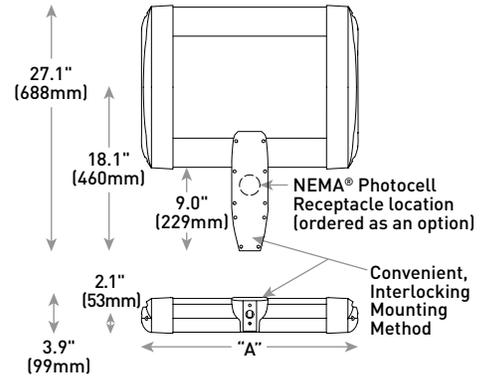
Ordering Information

Example: ARE-EDG-2M-AA-12-E-UL-SV-350

Product	Optic	Mounting*	LED Count (x10)	Series	Voltage	Color Options	Drive Current	Options		
ARE-EDG	2M Type II Medium	3MB Type III Medium w/BLS	4MP Type IV Medium w/Partial	AA Adjustable Arm	02	E	UL Universal 120-277V	350 350mA	DIM 0-10V Dimming - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current - Not available with PML options HL Hi/Low (Dual Circuit Input) - Refer to HL spec sheet for details - Sensor not included P Photocell - Refer to PML spec sheet for availability with PML options - Available with UL voltage only PML Programmable Multi-Level, 20-40° Mounting Height - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt PML2 Programmable Multi-Level, 10-30° Mounting Height - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt R NEMA® 3-Pin Photocell Receptacle - 3-pin receptacle per ANSI C136.10 - Intended for downlight applications with maximum 45° tilt - Photocell and shorting cap by others - Refer to PML spec sheet for availability with PML options 40K 4000K Color Temperature - Minimum 70 CRI - Color temperature per luminaire	
					04					
	2MB Type II Medium w/BLS	3MP Type III Medium w/Partial	5M Type V Medium	DA Direct Arm	06	UH Universal 347-480V	700 700mA			
					08					
	2MP Type II Medium w/Partial BLS	3M Type III Medium	5S Type V Short	DL Direct Long Arm	10		- Available with 20-60 LEDs			
					12					
	3M Type III Medium	4MB Type IV Medium w/BLS			14					
					16					
	FLD-EDG	25 25° Flood	70 70° Flood	N6 NEMA® 6	AA Adjustable Arm	E	UL Universal 120-277V	350 350mA		

* Reference EPA and pole configuration suitability data beginning on page 19

DA Mount



LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	16.1" (408mm)	28 lbs. (13kg)
10	18.1" (459mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (560mm)	37 lbs. (17kg)
16	24.1" (611mm)	41 lbs. (19kg)

AA/DL/SA Mount - see page 22 for weight & dimensions



Cree Edge® LED Area/Flood Luminaire

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile, minimizing wind load requirements
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment and high performance heat sinks
- DA and DL mount utilizes convenient interlocking mounting method. Mounting is rugged die cast aluminum, mounts to 3-6" (76-152mm) square or round pole and secures to pole with 5/16-18 UNC bolts spaced on 2" (51mm) centers
- AA and SA mounts are rugged die cast aluminum and mount to 2" (51mm) IP, 2.375" (60mm) O.D. tenons
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available
- **Weight:** See Dimensions and Weight Charts on pages 1 and 22

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- DA and DL mounts designed with integral weathertight electrical box with terminal strips (12Ga-20Ga) for easy power hookup
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Consult factory if in-luminaire fusing is required
- **Maximum 10V Source Current:** 20 LED (350mA): 10mA; 20 LED (525 & 700mA) and 40-80 LED: 0.15mA; 100-160 LED: 0.30mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without P or R options
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards when ordered with AA, DA and DL mounts
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- DLC qualified with select SKUs. Refer to <https://www.designlights.org/search/> for most current information
- Meets Buy American requirements within ARRA
- **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*							
LED Count (x10)	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
350mA							
02	25	0.21	0.13	0.11	0.10	0.08	0.07
04	46	0.36	0.23	0.21	0.20	0.15	0.12
06	66	0.52	0.31	0.28	0.26	0.20	0.15
08	90	0.75	0.44	0.38	0.34	0.26	0.20
10	110	0.92	0.53	0.47	0.41	0.32	0.24
12	130	1.10	0.63	0.55	0.48	0.38	0.28
14	158	1.32	0.77	0.68	0.62	0.47	0.35
16	179	1.49	0.87	0.77	0.68	0.53	0.39
525mA							
02	37	0.30	0.19	0.17	0.16	0.12	0.10
04	70	0.58	0.34	0.31	0.28	0.21	0.16
06	101	0.84	0.49	0.43	0.38	0.30	0.22
08	133	1.13	0.66	0.58	0.51	0.39	0.28
10	171	1.43	0.83	0.74	0.66	0.50	0.38
12	202	1.69	0.98	0.86	0.77	0.59	0.44
14	232	1.94	1.12	0.98	0.87	0.68	0.50
16	263	2.21	1.27	1.11	0.97	0.77	0.56
700mA							
02	50	0.41	0.25	0.22	0.20	0.15	0.12
04	93	0.78	0.46	0.40	0.36	0.27	0.20
06	134	1.14	0.65	0.57	0.50	0.39	0.29

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%

Cree Edge® Series Ambient Adjusted Lumen Maintenance ¹					
Ambient	Initial LMF	25K hr Reported ² LMF	50K hr Reported ² LMF	75K hr Estimated ³ LMF	100K hr Estimated ³ LMF
5°C (41°F)	1.04	1.01	0.99	0.98	0.96
10°C (50°F)	1.03	1.00	0.98	0.97	0.95
15°C (59°F)	1.02	0.99	0.97	0.96	0.94
20°C (68°F)	1.01	0.98	0.96	0.95	0.93
25°C (77°F)	1.00	0.97	0.95	0.94	0.92

¹ Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the [Temperature Zone Reference Document](#) for outdoor average nighttime ambient conditions

² In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED

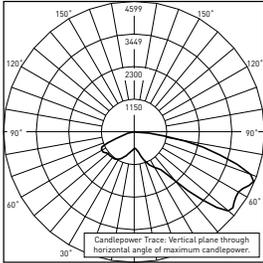
³ Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED

Cree Edge® LED Area/Flood Luminaire

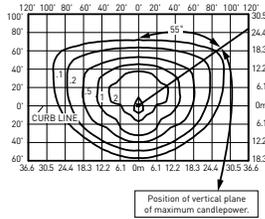
Photometry

All published luminaire photometric testing performed to IESNA LM-79-08 standards. To obtain an IES file specific to your project consult: <http://creelighting.com/products/outdoor/area/cree-edge-series-1>

3M



RESTL Test Report #: PL09405-001A
 ARE-EDG-3M-**-06-E-UL-525-40K
 Initial Delivered Lumens: 9,460



ARE-EDG-3M-**-10-E-UL-525-40K
 Mounting Height: 25' (7.6m) A.F.G.
 Initial Delivered Lumens: 16,594
 Initial FC at grade

Type III Medium Distribution				
LED Count (x10)	4000K		5700K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA				
02	2,371	B1 U0 G1	2,418	B1 U0 G1
04	4,743	B1 U0 G1	4,837	B1 U0 G1
06	7,033	B2 U0 G2	7,172	B2 U0 G2
08	9,377	B2 U0 G2	9,563	B2 U0 G2
10	11,693	B3 U0 G3	11,925	B3 U0 G3
12	14,032	B3 U0 G3	14,310	B3 U0 G3
14	16,267	B3 U0 G3	16,589	B3 U0 G3
16	18,591	B3 U0 G3	18,959	B3 U0 G3
525mA				
02	3,365	B1 U0 G1	3,436	B1 U0 G1
04	6,731	B2 U0 G2	6,872	B2 U0 G2
06	9,981	B3 U0 G3	10,190	B3 U0 G3
08	13,307	B3 U0 G3	13,586	B3 U0 G3
10	16,594	B3 U0 G3	16,942	B3 U0 G3
12	19,913	B3 U0 G3	20,330	B3 U0 G3
14	23,085	B3 U0 G3	23,569	B3 U0 G3
16	26,383	B4 U0 G4	26,936	B4 U0 G4
700mA				
02	3,972	B1 U0 G1	4,053	B1 U0 G1
04	7,944	B2 U0 G2	8,105	B2 U0 G2
06	11,779	B3 U0 G3	12,019	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens

** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: <https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf>

Cree Edge® LED Area/Flood Luminaire

Luminaire EPA

Fixed Arm Mount – ARE-EDG-DA						
LED Count (x10)	Single	2 @ 90°	2 @ 180°	3 @ 90°	3 @ 120°	4 @ 90°
						
02	0.60	0.87	1.20	1.47	1.47	1.75
04	0.60	0.87	1.20	1.47	1.47	1.75
06	0.60	0.92	1.20	1.51	1.51	1.83
08	0.60	0.96 N/A with 3" poles	1.20	1.55 N/A with 3" poles	1.55	1.91 N/A with 3" poles
10	0.60	1.00 N/A with 3" poles	1.20	1.60 N/A with 3" poles	1.60	2.00 N/A with 3" poles
12	0.60	1.04 N/A with 3" poles	1.20	1.64 N/A with 3" poles	1.64	2.08 N/A with 3" poles
14	0.60	1.08 N/A with 3" or 4" poles	1.20	1.68 N/A with 3" or 4" poles	1.68	2.16 N/A with 3" or 4" poles
16	0.60	1.12 N/A with 3" or 4" poles	1.20	1.72 N/A with 3" or 4" poles	1.72	2.24 N/A with 3" or 4" poles
Fixed Arm Mount – ARE-EDG-DL						
02	0.75	1.02	1.50	1.77	1.77	1.91
04	0.75	1.02	1.50	1.77	1.77	1.91
06	0.75	1.07	1.50	1.82	1.82	1.98
08	0.75	1.11	1.50	1.86	1.86	2.04
10	0.75	1.15	1.50	1.90	1.90	2.10
12	0.75	1.19	1.50	1.94	1.94	2.16
14	0.75	1.23	1.50	1.98	1.98	2.22
16	0.75	1.27	1.50	2.02	2.02	2.28

Adjustable Arm Mount – ARE-EDG-AA/FLD-EDG-AA/SA									
LED Count (x10)	Single	2 @ 90°	2 @ 180°	In-Line 2 @ 180°	3 @ 90°	3 @ 120°	In-Line 3 @ 180°	4 @ 90°	In-Line 4 @ 180°
Tenon Configuration If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA									
									
	Vertical: PB-1A*; PT-1; PW-1A3** Horizontal: By others	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(90); PT-2(90)	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(180); PT-2(180)	Vertical: PB-2A*; PB-2R2.375	Vertical: PB-3A*; PB-3R2.375 Horizontal: PD-3A4(90); PT-3(90)	Vertical: PB-3A*; PB-3R2.375 Horizontal: PT-3(120)	Vertical: PB-3A*; PB-3R2.375	Vertical: PB-4A*(90); PB-4R2.375 Horizontal: PD-4A4(90) PT-4(90)	Vertical: PB-4A*(180); PB-4R2.375
0° Tilt									
02	0.66	0.98	1.32	1.32	1.77	1.64	1.98	1.91	2.64
04	0.66	0.98	1.32	1.32	1.64	1.64	1.98	1.97	2.64
06	0.66	1.02	1.32	1.32	1.68	1.68	1.98	2.05	2.64
08	0.66	1.07	1.32	1.32	1.80	1.72	1.98	2.29	2.64
10	0.66	1.11	1.32	1.32	1.76	1.76	1.98	2.21	2.64
12	0.66	1.15	1.32	1.32	1.80	1.80	1.98	2.29	2.64
14	0.66	1.19	1.32	1.32	1.84	1.84	1.98	2.38	2.64
16	0.66	1.23	1.32	N/A	1.89	1.89	N/A	2.46	N/A

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
 ** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Cree Edge® LED Area/Flood Luminaire

Luminaire EPA

Adjustable Arm Mount – ARE-EDG-AA/FLD-EDG-AA/SA									
LED Count (x10)	Single	2 @ 90°	2 @ 180°	In-Line 2 @ 180°	3 @ 90°	3 @ 120°	In-Line 3 @ 180°	4 @ 90°	In-Line 4 @ 180°
Tenon Configuration If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA									
									
	Vertical: PB-1A*; PT-1; PW-1A3** Horizontal: By others	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(90); PT-2(90)	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(180); PT-2(180)	Vertical: PB-2A*; PB-2R2.375	Vertical: PB-3A*; PB-3R2.375 Horizontal: PD-3A4(90); PT-3(90)	Vertical: PB-3A*; PB-3R2.375 Horizontal: PT-3(120)	Vertical: PB-3A*; PB-3R2.375	Vertical: PB-4A*(90); PB-4R2.375 Horizontal: PD-4A4(90) PT-4(90)	Vertical: PB-4A*(180); PB-4R2.375
30° Tilt									
02	0.71	1.37	1.42	1.42	2.08	2.08	2.13	2.73	2.84
04	0.71	1.37	1.42	1.42	2.08	2.08	2.13	2.73	2.84
06	0.82	1.48	1.64	1.64	2.30	2.30	2.46	2.95	3.28
08	0.93	1.59	1.86	1.86	2.52	2.52	2.79	3.17	3.72
10	1.04	1.70	2.08	2.08	2.74	2.74	3.12	3.40	4.16
12	1.15	1.81	2.30	2.30	2.96	2.96	3.45	3.62	4.60
14	1.26	1.92	2.52	2.52	3.18	3.18	3.78	3.84	5.04
16	1.37	2.03	2.74	N/A	3.40	3.40	N/A	4.06	N/A
45° Tilt									
02	0.89	1.55	1.78	1.78	2.45	2.45	2.67	3.10	3.56
04	0.89	1.55	1.78	1.78	2.45	2.45	2.67	3.10	3.56
06	1.03	1.69	2.06	2.06	2.72	2.72	3.09	3.38	4.12
08	1.17	1.83	2.34	2.34	3.00	3.00	3.51	3.66	4.68
10	1.31	1.97	2.62	2.62	3.28	3.28	3.93	3.94	5.24
12	1.45	2.11	2.90	2.90	3.56	3.56	4.35	4.21	5.80
14	1.59	2.25	3.18	3.18	3.83	3.83	4.77	4.49	6.36
16	1.73	2.38	3.46	N/A	4.11	4.11	N/A	4.77	N/A
60° Tilt									
02	1.20	1.86	2.40	2.40	3.06	3.06	3.60	3.72	4.80
04	1.20	1.86	2.40	2.40	3.06	3.06	3.60	3.72	4.80
06	1.39	2.05	2.78	2.78	3.44	3.44	4.17	4.10	5.56
08	1.58	2.23	3.16	3.16	3.81	3.81	4.74	4.47	6.32
10	1.77	2.42	3.54	3.54	4.19	4.19	5.31	4.84	7.08
12	1.95	2.61	3.90	3.90	4.56	4.56	5.85	5.22	7.80
14	2.14	2.80	4.28	4.28	4.94	4.94	6.42	5.59	8.56
16	2.33	2.98	4.66	N/A	5.31	5.31	N/A	5.97	N/A

* Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"] for single, double or triple luminaire orientation or 4 [4"], 5 [5"], or 6 [6"] for quad luminaire orientation
 ** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"]

Cree Edge® LED Area/Flood Luminaire

Luminaire EPA

Adjustable Arm Mount – ARE-EDG-AA/FLD-EDG-AA/SA									
LED Count (x10)	Single	2 @ 90°	2 @ 180°	In-Line 2 @ 180°	3 @ 90°	3 @ 120°	In-Line 3 @ 180°	4 @ 90°	In-Line 4 @ 180°
Tenon Configuration If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA									
									
	Vertical: PB-1A*; PT-1; PW-1A3** Horizontal: By others	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(90); PT-2(90)	Vertical: PB-2A*; PB-2R2.375; PW-2A3** Horizontal: PD-2A4(180); PT-2(180)	Vertical: PB-2A*; PB-2R2.375	Vertical: PB-3A*; PB-3R2.375 Horizontal: PD-3A4(90); PT-3(90)	Vertical: PB-3A*; PB-3R2.375 Horizontal: PT-3(120)	Vertical: PB-3A*; PB-3R2.375	Vertical: PB-4A*(90); PB-4R2.375 Horizontal: PD-4A4(90) PT-4(90)	Vertical: PB-4A*(180); PB-4R2.375
90° Tilt									
02	1.85	2.51	3.70	3.64	4.36	4.36	5.55	5.02	7.40
04	1.85	2.51	3.70	3.64	4.36	4.36	5.55	5.02	7.40
06	2.14	2.80	4.28	4.22	4.94	4.94	6.42	5.59	8.56
08	2.43	3.09	4.86	4.78	5.51	5.51	7.29	6.17 N/A with horizontal tenon	9.72
10	2.71	3.37	5.42	5.34	6.08	6.08	8.13	6.74 N/A with horizontal tenon	10.84
12	3.00	3.66	6.00	5.90	6.66	6.66	9.00	7.31 N/A with horizontal tenon	12.00
14	3.29	3.95 N/A with PW-2A3**	6.58	6.48	7.23	7.23	9.87	7.89 N/A with horizontal tenon	13.16
16	3.57	4.23 N/A with PW-2A3**	7.14	N/A	7.81	7.81	N/A	8.46 N/A with horizontal tenon	N/A

* Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"] for single, double or triple luminaire orientation or 4 [4"], 5 [5"], or 6 [6"] for quad luminaire orientation
 ** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"]

Tenon EPA

Part Number	EPA
PB-1A*	None
PB-2A*	0.82
PB-3A*	1.52
PB-4A*(180)	2.22
PB-4A*(90)	1.11
PB-2R2.375	0.92
PB-3R2.375	1.62
PB-4R2.375	2.32
PD Series Tenons	0.09
PT Series Tenons	0.10
PW-1A3**	0.47
PW-2A3**	0.94
WM-2	0.08
WM-4	0.25
WM-DM	None

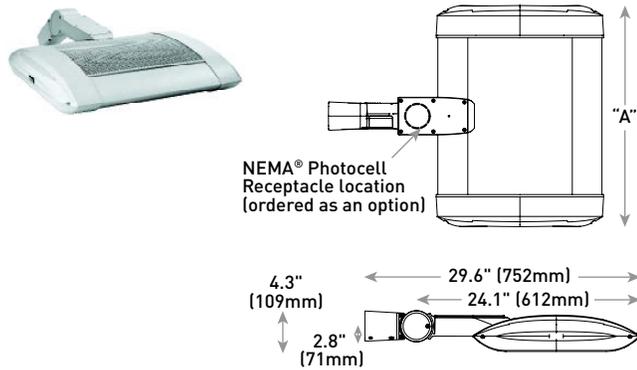
* Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"] for single, double or triple luminaire orientation or 4 [4"], 5 [5"], or 6 [6"] for quad luminaire orientation
 ** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 [3"], 4 [4"], 5 [5"], or 6 [6"]

Tenons and Brackets [†] (must specify color)	
<p>Square Internal Mount Vertical Tenons (Steel) - Mounts to 3-6" [76-152mm] square aluminum or steel poles PB-1A* – Single PB-4A*(90) – 90° Quad PB-2A* – 180° Twin PB-4A*(180) – 180° Quad PB-3A* – 180° Triple</p> <p>Square Internal Mount Horizontal Tenons (Aluminum) - Mounts to 4" [102mm] square aluminum or steel poles PD-2A4(90) – 90° Twin PD-3A4(90) – 90° Triple PD-2A4(180) – 180° Twin PD-4A4(90) – 90° Quad</p> <p>Wall Mount Brackets - Mounts to wall or roof WM-2 – Horizontal for AA and SA mounts WM-4 – L-Shape for AA and SA mounts WM-DM – Plate for DA and DL mounts</p>	<p>Round External Mount Vertical Tenons (Steel) - Mounts to 2.375" [60mm] O.D. round aluminum or steel poles or tenons PB-2R2.375 – Twin PB-4R2.375 – Quad PB-3R2.375 – Triple</p> <p>Round External Mount Horizontal Tenons (Aluminum) - Mounts to 2.375" [60mm] O.D. round aluminum or steel poles or tenons - Mounts to square pole with PB-1A* tenon PT-1 – Single (Vertical) PT-3(90) – 90° Triple PT-2(90) – 90° Twin PT-3(120) – 120° Triple PT-2(180) – 180° Twin PT-4(90) – 90° Quad</p> <p>Mid-Pole Bracket - Mounts to square pole PW-1A3** – Single PW-2A3** – Double</p> <p>Ground Mount Post - For ground mounted flood luminaires PGM-1 - For use with AA and SA mounts</p>

[†] Refer to the [Bracket and Tenons spec sheet](#) for more details

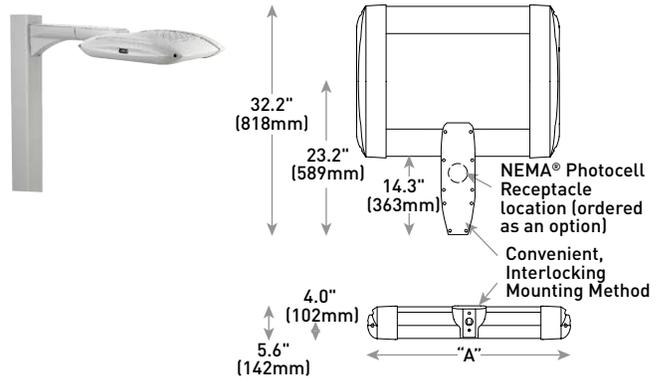
Cree Edge® LED Area/Flood Luminaire

AA Mount



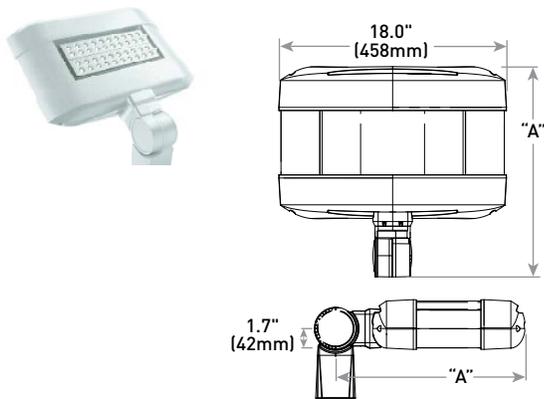
LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	21 lbs. (10kg)
04	12.1" (306mm)	24 lbs. (11kg)
06	14.1" (357mm)	27 lbs. (12kg)
08	16.1" (408mm)	28 lbs. (13kg)
10	18.1" (459mm)	32 lbs. (15kg)
12	20.1" (510mm)	34 lbs. (15kg)
14	22.1" (560mm)	37 lbs. (17kg)
16	24.1" (611mm)	41 lbs. (19kg)

DL Mount



LED Count (x10)	Dim. "A"	Weight
02	12.1" (306mm)	23 lbs. (10kg)
04	12.1" (306mm)	26 lbs. (12kg)
06	14.1" (357mm)	29 lbs. (13kg)
08	16.1" (408mm)	30 lbs. (14kg)
10	18.1" (459mm)	34 lbs. (15kg)
12	20.1" (510mm)	36 lbs. (16kg)
14	22.1" (560mm)	42 lbs. (19kg)
16	24.1" (611mm)	44 lbs. (20kg)

SA Mount



LED Count (x10)	Dim. "A"	Weight
02	16.0" (406mm)	25 lbs. (11kg)
04	18.0" (457mm)	26 lbs. (12kg)
06	20.0" (508mm)	28 lbs. (13kg)

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DESCRIPTION

Recessed 4-inch LED downlight provides narrow, medium or wide distribution patterns ideal for general area lighting. Lumen packages range from 1000 to 4000 lumens in color temperatures of 2700K, 3000K, 3500K, and 4000K; in 80 or 90CRI. Luminaire is airtight and can be installed in new construction or below the finished ceiling in remodeling applications. Intended applications include office spaces, healthcare, hospitality, schools, house of worship and other institutional uses.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Housing Frame

- Boat shaped galvanized steel plaster frame with adjustable plaster lip accommodates 1/2" to 1-1/2" thick ceilings
- May be installed in new construction; or from below the finished (non-accessible) ceiling in remodeling.
- Provided with (2) old work remodel clips to secure the frame to the ceiling

Universal Mounting Bracket

- Mounting bracket adjusts 2" vertically from above the ceiling or thru the aperture
- Use with the included mounting bars or with 1/2" EMT
- Removable to facilitate installation from below the finished ceiling

Mounting Bars

- Captive preinstalled No Fuss™ mounting bars lock to tee grid with screwdriver or pliers
- Centering mechanism allows for consistent positioning of fixtures

LED Module

- Proximity phosphors over chip on board LEDs provide a uniform source with high efficiency and no pixilation
- Available in 80 or 90 CRI minimum, accuracy within 3 SDCM provides color uniformity
- 90 CRI, R9>50 (refer to chromaticity tech sheet online for details www.eaton.com/lighting)
- Correlated color temperature options
 - 2700K
 - 3000K
 - 3500K
 - 4000K
- Passive thermal management achieves L70 at 50,000 hours in IC and non IC applications
- Integral diffuse lens provides visual shielding
- Integral connector allows quick connection to housing flex

Lumen Options

- Nominal lumen values
 - 1000 lm
 - 1500 lm
 - 2000 lm
 - 3000 lm
 - 4000 lm

Reflector

- Self-flanged aluminum reflectors are available in narrow, medium or wide distribution patterns
- Medium distribution polymer non-conductive reflector may be used to meet local codes for 'dead front' applications
- Wall wash reflector features a rotatable insert assembly with integral linear spread lens for alignment of vertical illumination.
- Reflectors attach to LED module with (3) speed clamps
- Multiple painted or plated finishes are available

Reflector / Module Retention

- Reflector / module assembly is securely retained in the housing with (2) torsion springs

Driver

- Field replaceable constant current driver provides low noise operation
- UNV 120-277VAC 50/60Hz input standard
- 347VAC 50/60Hz input option (Canada only)
- Continuous, flicker-free 1% - 100% dimming with 0 -10V analog control
- Optional low voltage DC driver for use with Eaton's DLVP distributed low voltage power system combines power and control

Emergency Option

- Provides 90 minutes of standby lighting meeting most life safety codes for egress lighting
- Available with integral or remote charge indicator and test switch

Connected Lighting System Options

- WaveLinX tile mount daylight sensor includes control module, sensor and cable providing comprehensive lighting control
- LumaWatt Pro (powered by Enlighted) wireless tile mount sensor and control kit

Junction Box

- Galvanized steel junction box
- 20in³ internal volume excluding voltage barrier
- 25 in³ internal total volume
- Voltage barrier for 0-10V dimming wires [occupies (1) 1/2" pry-out space]
- Listed for (8) #12 AWG (four in, four out) 90° C conductors and feed-thru branch wiring
- (3) 1/2" and (2) 3/4" trade size pry-outs available
- (3) 4-port push wire nuts for mains voltage, with 1-port for fixture connection

Compliance

- cULus damp and wet location listed in protected ceilings; and IP20 - Above finished ceiling; IP64 - Below finished ceiling
- Non-IC rated for 2000, 3000 and 4000 lumen models. Insulation must be kept 3" from top and sides.
- IC rated for 1000 and 1500 lumen models, and suitable for direct contact to air permeable insulation
- Not for use in direct contact with spray foam insulation, consult NEMA LSD57-2013
- Airtight per ASTM-E283-04
- Suitable for use in clothes closets when installed in accordance with the NEC 410.16 spacing requirements
- EMI/RFI emissions FCC CFR Title 47 Part 15 Class A at 120/277V & Class B at 120V
- Contains no mercury or lead and RoHS compliant
- Photometric testing in accordance of IES LM-79-08
- Lumen maintenance projection in accordance of IES LM-80-08 and TM-21-11
- 1000 and 1500 lumen 90CRI ICAT models may be used to comply with State of California Title 24 residential code, with JA8-2016-E database certification
- May be used to comply with State of California Title 24 non-residential code, as a dimmable LED luminaire
- ENERGY STAR certified, reference certified light fixtures database

Warranty

- Five year limited warranty, consult website for details. www.eaton.com/lighting/legal



HC4
Housing Frame

HM4
LED Module

41
41PS
Series Reflectors

4-inch Lens Downlight and Lens Wall Wash

1000/1500/2000/3000/4000 Lumen



ENERGY DATA

Series	1000 lumen	
Input Voltage (VAC)	120V	277V
Input Current (A)	0.085	0.042
Input Power (W)	10.1	10.9
In-rush Current (A)	0.644	1.95
In-rush Duration (ms)	0.125	0.24
THDi (%)	8.6	15.6
PF:	≥ 0.90	
(Nominal input 120-277VAC & 100% of rated output power)		
Minimum starting temperature -40°C (-40°F)		
Sound Rating: Class A standards		

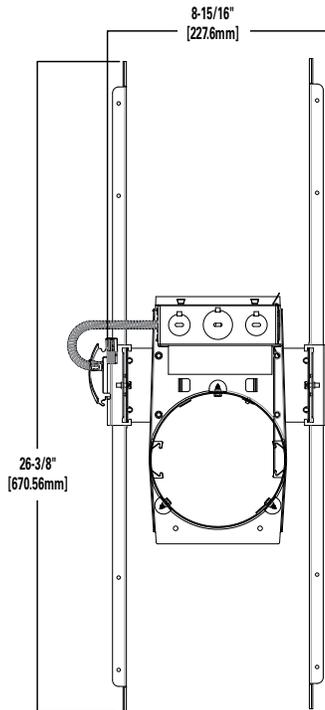
Series	1500 lumen	
Input Voltage (VAC)	120V	277V
Input Current (A)	0.119	0.055
Input Power (W)	14.2	14.9
In-rush Current (A)	0.212	0.85
In-rush Duration (ms)	0.28	0.32
THDi (%)	7.8	16.3
PF:	≥ 0.90	
(Nominal input 120-277VAC & 100% of rated output power)		
Minimum starting temperature -40°C (-40°F)		
Sound Rating: Class A standards		

Series	2000 lumen	
Input Voltage (VAC)	120V	277V
Input Current (A)	0.176	0.082
Input Power (W)	21.1	21.4
In-rush Current (A)	0.588	0.624
In-rush Duration (ms)	0.3	0.38
THDi (%)	8.8	11.2
PF:	≥ 0.90	
(Nominal input 120-277VAC & 100% of rated output power)		
Minimum starting temperature -40°C (-40°F)		
Sound Rating: Class A standards		

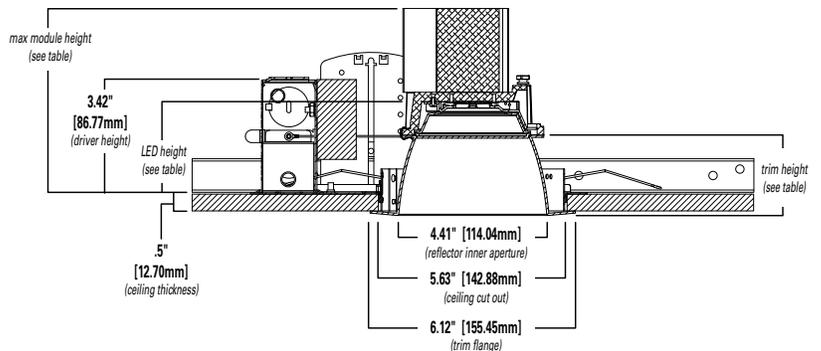
Series	3000 lumen	
Input Voltage (VAC)	120V	277V
Input Current (A)	0.228	0.102
Input Power (W)	27.2	27
In-rush Current (A)	0.898	1.7
In-rush Duration (ms)	0.36	0.38
THDi (%)	9.7	9.3
PF:	≥ 0.90	
(Nominal input 120-277VAC & 100% of rated output power)		
Minimum starting temperature -40°C (-40°F)		
Sound Rating: Class A standards		

Series	4000 lumen	
Input Voltage (VAC)	120V	277V
Input Current (A)	0.345	0.15
Input Power (W)	41.3	40.7
In-rush Current (A)	1.05	2.23
In-rush Duration (ms)	0.32	0.34
THDi (%)	10.06	14.01
PF:	≥ 0.90	
(Nominal input 120-277VAC & 100% of rated output power)		
Minimum starting temperature -40°C (-40°F)		
Sound Rating: Class A standards		

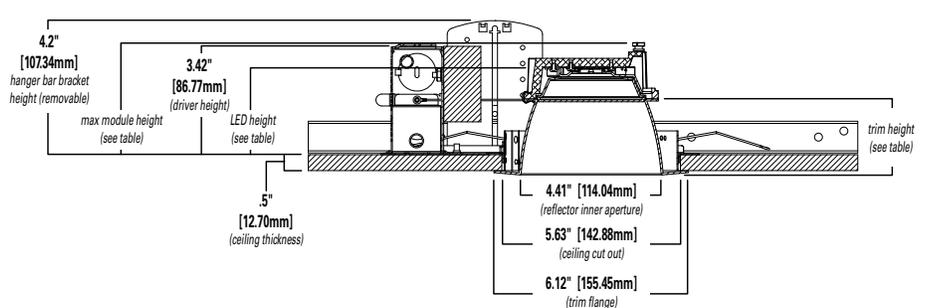
DIMENSIONS



NEW CONSTRUCTION - HIGH LUMEN
3000 AND 4000 LUMEN



NEW CONSTRUCTION - LOW LUMEN
1000, 1500, AND 2000 LUMENS



High Lumen (3000 & 4000 Lumens)

Distribution	Max. Module Height	Trim Height	LED Height
Narrow	5.6"	2.5"	2.9"
Medium	5.7"	2.6"	3.0"
Wide	5.5"	2.4"	2.8"
Baffle	5.5"	2.4"	2.8"

Low Lumen (1000, 1500 & 2000 Lumens)*

Max. Module Height	Trim Height	LED Height
3.6"	2.5"	2.7"
3.7"	2.6"	2.8"
3.5"	2.4"	2.6"
3.1"	2.4"	2.6"

*Max. height w/hanger bar bracket 4.2"

Ordering Information

Sample Number: HC420D010REM7 - HM412835 - 41MDC

A complete luminaire consists of a housing frame, LED module, and reflector (ordered separately)

Mounting Frame	Lumens	Input / Control
HC4 = 4" new construction and remodeler housing HC4CP = 4" new construction and remodeler housing, CCEA Chicago Plenum rated	10 = 1000 lumens (nominal) 15 = 1500 lumens (nominal) 20 = 2000 lumens (nominal) 30 = 3000 lumens (nominal) 40 = 4000 lumens (nominal)	D010 = 120-277VAC 50/60Hz 0-10V analog 1%-100% dimming D010347 = 347VAC 50/60Hz 0-10V analog 1%-100% dimming (Canada only) ¹ DLV = Distributed Low Voltage driver, 1%-100% dimming DLV for use with Eaton's DLVP system only. Refer to DLVP low-voltage power module and DLVP specifications for details. ¹

Options	Accessories
REM7 = 7 watt emergency module with remote test / indicator light, use with D010 only ¹ REM14 = 14 watt emergency module with remote test / indicator light, use with D010 only ¹ REMV7 = 7 watt emergency module with remote test / indicator light, use with DLV only ^{1, 2} REMV14 = 14 watt emergency module with remote test / indicator light, use with DLV only ^{1, 2} IEM7 = integral 7 watt emergency module with integral test / indicator light, use with D010 only ¹ IEM14 = integral 14 watt emergency module with integral test / indicator light, use with D010 only ¹ IEMV7 = integral 7 watt emergency module with integral test / indicator light, use with DLV only ^{1, 2} IEMV14 = integral 14 watt emergency module with integral test / indicator light, use with DLV only ^{1, 2} LWTPD1 = factory installed LumaWatt Pro wireless tile mount sensor kit, use with D010 only ¹ SWPD1 = factory installed WaveLinX tile mount daylight sensor, includes control module, sensor, and cable, use with D010 only ¹	HB128APK = L channel hanger bar, 26", pair (replacement) RMB22 = Adjustable wood joist mounting bars, pair, extend to 22" long H347 = 347 to 120V step down transformer, 75VA H347200 = 347 to 120V step down transformer, 200VA PORLWTPD1 = LumaWatt Pro wireless sensor kit, field installed, use with D010 only ¹ TMSWPD1 = WaveLinX wireless sensor kit, field installed, use with D010 only ¹

LED Module	Lumens	CRI/CCT
HM4 = 4" LED module	12 =1000, 1500 and 2000 lumens (nominal), use with HC410*, HC415*, HC420* housings 34 =3000 and 4000 lumens (nominal), use with HC430*, HC440* housings	827 = 80 CRI (minimum), 2700K CCT 830 = 80 CRI (minimum), 3000K CCT 835 = 80 CRI (minimum), 3500K CCT 840 = 80 CRI (minimum), 4000K CCT 927 = 90 CRI (minimum), 2700K CCT 930 = 90 CRI (minimum), 3000K CCT 935 = 90 CRI (minimum), 3500K CCT 940 = 90 CRI (minimum), 4000K CCT

Reflector	Distribution ³	Finish	Flange	Accessories
41 = 4" conical reflector	ND = narrow 50° beam angle 0.84 SC (nominal) MD = medium 60° beam angle 1.00 SC (nominal) WD = wide 75° beam angle 1.24 SC (nominal) RWW = rotatable wall wash with linear spread lens	C = Specular clear H = Semi-specular clear W = White (white flange)	Blank = Polished flange standard with C & H reflectors Blank = White flange standard with W reflector WF = White flange option available with C & H reflectors	41RWWPK = rotatable wall wash insert for 4" reflector –replacement part kit

Baffle	Distribution ³	Finish	Flange	Accessories
41 = 4" baffle reflector	WD = wide 75° beam angle 1.24 SC (nominal) RWW = rotatable wall wash with linear spread lens	BB = Black baffle (white flange) WB = White baffle (white flange)	Blank = White flange standard with BB, & WB	41RWWPK = rotatable wall wash insert for 4" reflector –replacement part kit

IEM Reflector	Distribution ³	Finish	Flange	Integral Emergency
41 = 4" conical reflector for integral emergency only	ND = narrow 50° beam angle 0.84 SC (nominal) MD = medium 60° beam angle 1.00 SC (nominal) WD = wide 75° beam angle 1.24 SC (nominal)	C = Specular clear H = Semi-specular clear W = White (white flange)	Blank = Polished flange standard with C & H reflectors Blank = White flange standard with W reflector WF = White flange option available with C & H reflectors	IEM = Reflector for integral emergency only

IEM Baffle	Distribution ³	Finish	Flange	Integral Emergency
41 = 4" baffle reflector for integral emergency only	WD = wide 75° beam angle 1.24 SC (nominal)	BB = Black baffle (white flange) WB = White baffle (white flange)	Blank = White flange standard with BB, & WB	IEM = Reflector for integral emergency only

Reflector	Distribution ³	Finish	Flange
41PS = 4" non-conductive polymer 'dead front' conical reflector ⁴	MD = medium 60° beam angle 1.00 SC (nominal)	W = White (white flange)	Blank = White flange standard with W reflector

Notes:

1. Not available with CP version
2. ULus for U.S. only
3. Values are nominal for white reflector, others may vary.
4. 41PS reflector only available in NON-IC environments and up to 3000 lumens.

PHOTOMETRY

NARROW DISTRIBUTION - SPECULAR CLEAR FINISH, 2000 LUMEN MODEL, 80 CRI, 3500K

NARROW (50° BEAM*)		CANDLEPOWER DISTRIBUTION		CONE OF LIGHT				CANDELA TABLE		ZONAL LUMEN SUMMARY			LUMINANCE	
Test Number	P255618							Degrees Vertical	Candela	Zone	Lumens	% Fixture	Average Candela Degrees	Average 0° Luminance
Housing	HC420D010							0	2112	0-30	1219	73.1	45	15974
Module	HM412835			5	2079	0-40	1553	93.1						
Reflector	41NDC			15	1784	0-60	1666	99.9						
Lumens	1667 Lm			25	1157	0-90	1667	100	65	0				
Efficacy	83.4 Lm/W			35	534	90-180	0	0	75	0				
SC	0.84	45	116	0-180	1667	100	85	0						
UGR	12.2	55	13											
		65	0											
		75	0											
		85	0											
		90	0											
				MH	FC	L	W							
				5.5'	69.8	4.4	4.4							
				7'	43.1	5.6	5.6							
				8'	33	6.4	6.4							
				9'	26.1	7.2	7.2							
				10'	21.1	8.2	8.2							
				12'	14.7	9.8	9.8							

MEDIUM DISTRIBUTION - SPECULAR CLEAR FINISH, 2000 LUMEN MODEL, 80 CRI, 3500K

MEDIUM (60° BEAM*)		CANDLEPOWER DISTRIBUTION		CONE OF LIGHT				CANDELA TABLE		ZONAL LUMEN SUMMARY			LUMINANCE	
Test Number	P255618							Degrees Vertical	Candela	Zone	Lumens	% Fixture	Average Candela Degrees	Average 0° Luminance
Housing	HC420D010							0	1761	0-30	1209	67.4	45	22576
Module	HM412835			5	1764	0-40	1615	90.1						
Reflector	41MDC			15	1686	0-60	1784	99.5						
Lumens	1793 Lm			25	1257	0-90	1793	100	65	1753				
Efficacy	89.7 Lm/W			35	655	90-180	0	0	75	941				
SC	1.0	45	164	0-180	1793	100	85	0						
UGR	13.6	55	28											
		65	8											
		75	2											
		85	0											
		90	0											
				MH	FC	L	W							
				5.5'	58.2	5.2	5.2							
				7'	35.9	6.6	6.6							
				8'	27.5	7.6	7.6							
				9'	21.7	8.6	8.6							
				10'	17.6	9.6	9.6							
				12'	12.2	11.6	11.6							

WIDE DISTRIBUTION - SPECULAR CLEAR FINISH, 2000 LUMEN MODEL, 80 CRI, 3500K

WIDE (75° BEAM*)		CANDLEPOWER DISTRIBUTION		CONE OF LIGHT				CANDELA TABLE		ZONAL LUMEN SUMMARY			LUMINANCE	
Test Number	P256018							Degrees Vertical	Candela	Zone	Lumens	% Fixture	Average Candela Degrees	Average 0° Luminance
Housing	HC420D010							0	1257	0-30	1054	55.8	45	43057
Module	HM412835			5	1265	0-40	1571	83.2						
Reflector	41WDC			15	1295	0-60	1871	99.1						
Lumens	1889 Lm			25	1247	0-90	1889	100	65	2906				
Efficacy	94.4 Lm/W			35	841	90-180	0	0	75	1883				
SC	1.24	45	312	0-180	1889	100	85	0						
UGR	15.7	55	50											
		65	13											
		75	5											
		85	0											
		90	0											
				MH	FC	L	W							
				5.5'	41.6	6.6	6.6							
				7'	25.7	8.6	8.6							
				8'	19.7	9.8	9.8							
				9'	15.5	11	11							
				10'	12.6	12.2	12.2							
				12'	8.7	14.6	14.6							

*Value are nominal for specular clear reflectors, others may vary.
SC = Spacing Criteria
UGR = Unified Glare Rating

Photometric Multipliers (nominal lumen values)

1000 Lumen	1500 Lumen	2000 Lumen	3000 Lumen	4000 Lumen
0.53	0.72	1.00	1.38	1.87

Multipliers for relative lumen values with other series models.

CCT Multipliers – 80CRI

2700K	3000K	3500K	4000K
0.91	0.94	1.00	1.01

Multipliers for relative lumen values with other series color temperatures.

Color Finish Multipliers

Finish code	C	H	W/WB	BB
Finish	Specular Clear	Semi-Specular	Matte White White Baffle	Black Baffle
Multiplier	1.00	0.95	0.97	0.82

Multipliers for relative lumen values with other color finishes.

CCT Multipliers – 90CRI

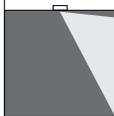
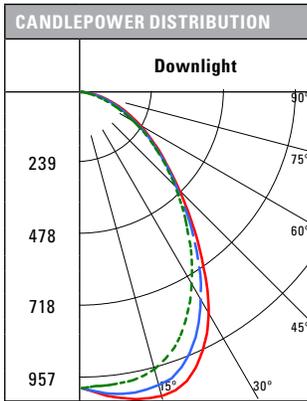
2700K	3000K	3500K	4000K
0.75	0.82	0.89	0.89

Multipliers for relative lumen values with other series color temperatures.

PHOTOMETRY

WALL WASH DISTRIBUTION - SPECULAR CLEAR FINISH, 2000 LUMEN MODEL, 80 CRI, 3500K

WALL WASH	
Test Number	P256338
Housing	HC420D010
Module	HM412835
Reflector	41RWWC
Lumens	1816 Lm
Efficacy	90.8 Lm/W
SC	1.20

CANDELA TABLE	
Degrees Vertical	Candela
0	901
5	929
15	957
25	871
35	647
45	420
55	267
65	156
75	70
85	8
90	0

ZONAL LUMEN SUMMARY		
Zone	Lumens	% Fixture
0-30	700	38.5
0-40	1078	59.3
0-60	1630	89.8
0-90	1816	100
90-180	0	0
0-180	1816	100

LUMINANCE	
Average Candela Degrees	Average 0° Luminance
45	57956
55	45350
65	35998
75	26547
85	8498

SC = Spacing Criteria, nominal for specular clear reflector, others may vary.

SINGLE UNIT FOOTCANDLES							
2.5' from wall (distance from fixture along wall)							
1	9.4	6.9	3.2	1.1	0.3	0.1	0
2	12.4	9.5	5.2	2.4	0.9	0.3	0.1
3	13.7	11.1	5.9	2.5	1.1	0.4	0.2
4	10.7	9.4	6.1	3	1.2	0.5	0.2
5	7.7	7	5.4	3.1	1.5	0.6	0.2
6	5.5	5.2	4.3	3	1.6	0.8	0.3
7	4	3.9	3.4	2.6	1.6	0.9	0.4
8	3	2.9	2.6	2.1	1.5	0.9	0.5
9	2.3	2.2	2.1	1.8	1.4	1	0.6
10	1.8	1.8	1.6	1.4	1.2	0.9	0.6

MULTIPLE UNIT FOOTCANDLES						
2.5' from wall (distance from fixture along wall)			2.5' from wall (distance from fixture along wall)			
1	10.5	9.8	10.5	10.5	9.8	10.5
2	14.8	14.5	14.8	14.8	14.5	14.8
3	16.2	17	16.2	16.2	17	16.2
4	13.7	15.8	13.7	13.7	15.8	13.7
5	10.8	12.6	10.8	10.8	12.6	10.8
6	8.5	9.6	8.5	8.5	9.6	8.5
7	6.6	7.3	6.6	6.6	7.3	6.6
8	5.2	5.6	5.2	5.2	5.6	5.2
9	4.1	4.4	4.1	4.1	4.4	4.1
10	3.2	3.4	3.2	3.2	3.4	3.2

Photometric Multipliers (nominal lumen values)

1000 Lumen	1500 Lumen	2000 Lumen	3000 Lumen	4000 Lumen
0.53	0.72	1.00	1.38	1.87

Multipliers for relative lumen values with other series models.

CCT Multipliers – 80CRI

2700K	3000K	3500K	4000K
0.91	0.94	1.00	1.01

Multipliers for relative lumen values with other series color temperatures.

Color Finish Multipliers

Finish code	C	H	W/WB	BB
Finish	Specular Clear	Semi-Specular	Matte White White Baffle	Black Baffle
Multiplier	1.00	0.95	0.97	0.82

Multipliers for relative lumen values with other color finishes.

CCT Multipliers – 90CRI

2700K	3000K	3500K	4000K
0.75	0.82	0.89	0.89

Multipliers for relative lumen values with other series color temperatures.

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightSquares technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type	
Project			
Comments		Date	
Prepared by			

SPECIFICATION FEATURES

Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics

Choice of 10 patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 5700K CCT.

Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightSquares feature an IP66 enclosure rating and maintain greater than 90% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish

Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

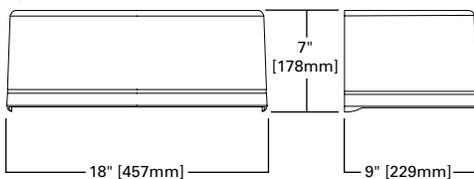
Warranty

Five-year warranty.

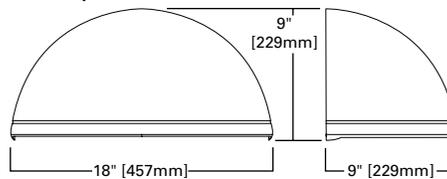


DIMENSIONS

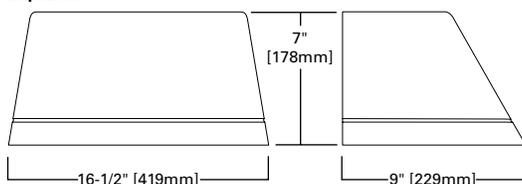
Cylinder



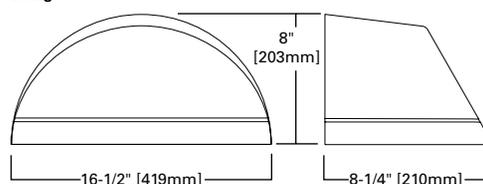
Quarter Sphere



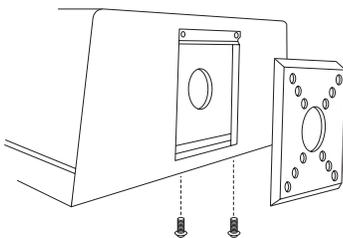
Trapezoid



Wedge



HOOK-N-LOCK MOUNTING



ISC/ISS/IST/ISW IMPACT ELITE LED

1 LightSquare
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA

UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightSquare
DesignLights Consortium® Qualified*
ISO 9001

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz,
480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA

Approximate Net Weight:
18 lbs. (8 kgs.)

POWER AND LUMENS

1 LightSquare (AF)		Cylinder (ISC) and Quarter Sphere (ISS)						Trapezoid (IST) and Wedge (ISW)					
Drive Current (mA)		350	450	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts) 120-277V		20.3	25.5	33.4	43.9	55.1	66.2	20.3	25.5	33.4	43.9	55.1	66.2
Current (A)	120V	0.17	0.22	0.29	0.38	0.48	0.56	0.17	0.22	0.29	0.38	0.48	0.56
	277V	0.09	0.10	0.13	0.17	0.21	0.25	0.09	0.10	0.13	0.17	0.21	0.25
Power (Watts) 347V or 480V		23.3	28.7	36.6	49.5	60.7	70.1	23.3	28.7	36.6	49.5	60.7	70.1
Current (A)	347V	0.07	0.08	0.11	0.15	0.18	0.21	0.07	0.08	0.11	0.15	0.18	0.21
	480V	0.05	0.06	0.08	0.11	0.13	0.16	0.05	0.06	0.08	0.11	0.13	0.16
Optics													
T2	Lumens	2,390	3,001	3,915	4,901	5,793	6,592	2,555	3,208	4,185	5,239	6,193	7,047
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T3	Lumens	2,440	3,063	3,996	5,001	5,912	6,728	2,561	3,216	4,195	5,251	6,207	7,063
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T4FT	Lumens	2,414	3,031	3,955	4,950	5,851	6,658	2,589	3,250	4,240	5,308	6,274	7,139
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
T4W	Lumens	2,441	3,065	3,998	5,004	5,916	6,732	2,557	3,211	4,189	5,244	6,198	7,053
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SL2	Lumens	2,309	2,899	3,782	4,734	5,596	6,368	2,469	3,100	4,044	5,062	5,983	6,809
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL3	Lumens	2,271	2,851	3,719	4,656	5,503	6,262	2,419	3,038	3,963	4,961	5,864	6,673
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL4	Lumens	2,158	2,710	3,535	4,425	5,230	5,951	2,286	2,870	3,744	4,686	5,539	6,303
	BUG Rating	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B0-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SLL/SLR	Lumens	2,036	2,555	3,334	4,174	4,934	5,614	2,204	2,767	3,610	4,519	5,341	6,078
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2	B1-U1-G2
RW	Lumens	2,435	3,057	3,987	4,992	5,900	6,715	2,521	3,166	4,130	5,170	6,111	6,954
	BUG Rating	B1-U0-G0	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B1-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B3-U1-G1

LUMEN MAINTENANCE

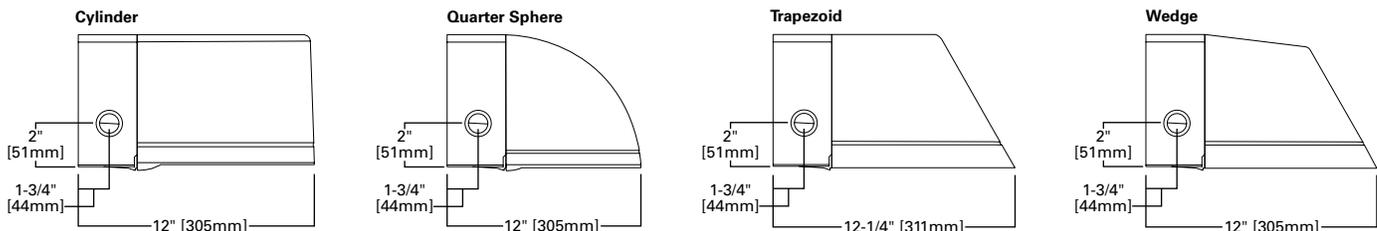
Current	Ambient Temperature	25000 Hours*	50000 Hours*	60000 Hours*	100000 Hours*	Theoretical L70 (Hours)*
Up to 1.2A	Up to 40°C	>95%	>91%	>90%	>83%	20,4000

*Data calculated based on TM-21 calculator.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

THRUWAY BACK BOX



CONTROL OPTIONS

0-10V

This fixture is offered standard with 0-10V dimming driver.

Photocontrol (PC1, PC2 and PER7)

Optional button-type photocontrol provides a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels.

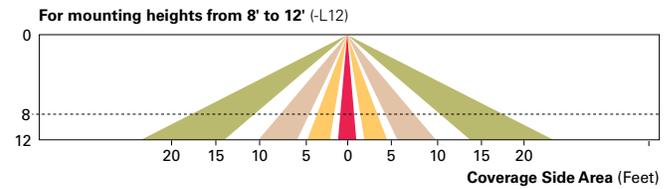
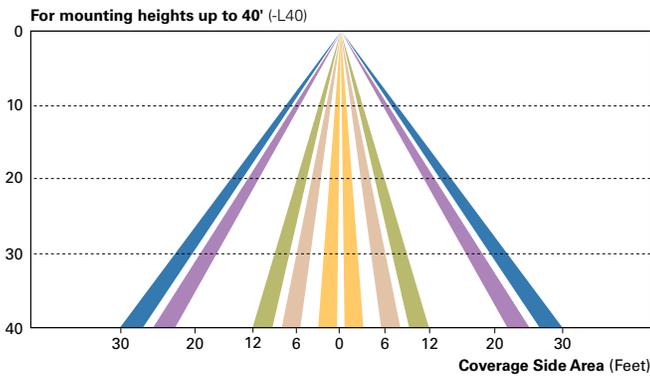
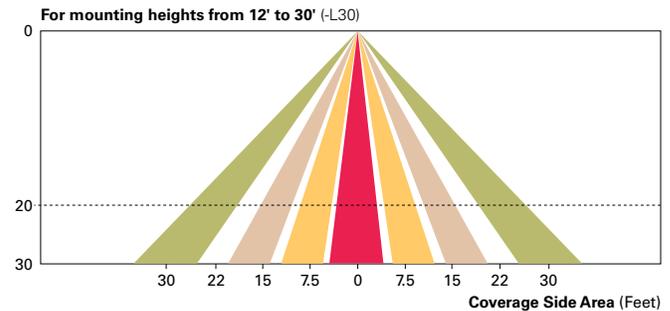
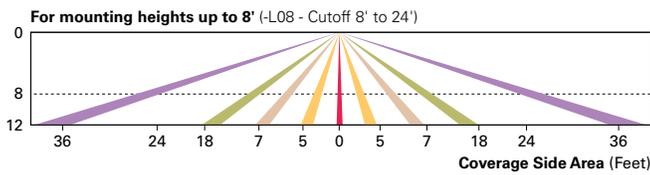
After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (MS/DIM-LXX)

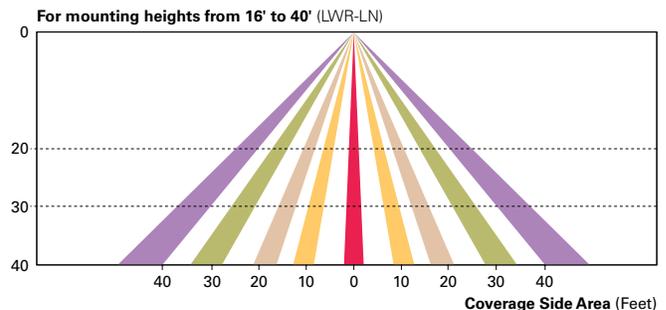
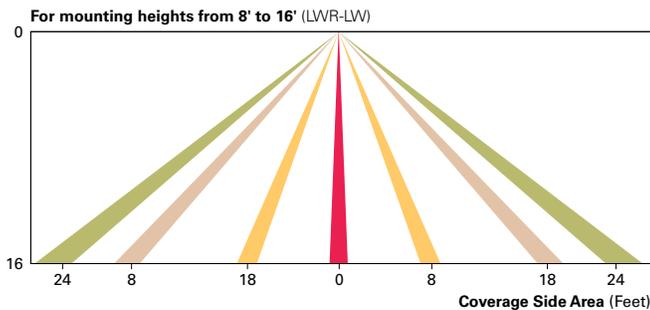
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for “dusk-to-dawn” control or daylight harvesting -- the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-40'.



LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)

The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.



WaveLinX Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinX to control outdoor area, site and flood lighting. WaveLinX controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

ORDERING INFORMATION

Sample Number: ISC-AF-1200-LED-E1-T3-BZ

Product Family ¹	Light Engine	Drive Current	Lamp Type	Voltage	Distribution	Color
ISC =Impact Elite LED Small Cylinder ISS =Impact Elite LED Small Quarter Sphere IST =Impact Elite LED Small Trapezoid ISW =Impact Elite LED Small Wedge	AF =(1) LightSquare	350 =Drive Current Factory Set to 350mA 450 =Drive Current Factory Set to 450mA 600 =Drive Current Factory Set to 600mA 800 =Drive Current Factory Set to 800mA 1000 =Drive Current Factory Set to 1000mA 1200 =Drive Current Factory Set to 1200mA ²	LED =Solid State Light Emitting Diodes	E1 =Electronic (120-277V) 347 =347V ² 480 =480V ^{2,3}	T2 =Type II T3 =Type III T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
Options (Add as Suffix)			Accessories (Order Separately) ¹⁷			
7027 =70 CRI / 2700K CCT ⁴ 7030 =70 CRI / 3000K CCT ⁴ 7050 =70 CRI / 5000K CCT ⁴ 7060 =70 CRI / 5700K CCT ⁴ 8030 =80 CRI / 3000K CCT ⁴ PER7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ^{2,5,6} P =Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) ^{2,6} HA =50°C High Ambient ⁷ AHD145 =After Hours Dim, 5 Hours, 50% ⁸ AHD245 =After Hours Dim, 6 Hours, 50% ⁸ AHD255 =After Hours Dim, 7 Hours, 50% ⁸ AHD355 =After Hours Dim, 8 Hours, 50% ⁸ MS/DIM-LXX =Motion Sensor for Dimming Operation ^{9,10,11} LWR-LW =LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{6,11,12} LWR-LN =LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{6,11,12} BBB =Battery Pack with Back Box (Specify 120V or 277V) ¹³ CWB =Cold Weather Battery Pack with Back Box (Specify 120V or 277V) ¹⁴ LCF =LightSquare Trim Plate Matches Housing Finish HSS =Factory Installed House Side Shield ¹⁵ ULG =Uplight Glow ^{5,6} TR =Tamper Resistant Hardware X =Driver Surge Protection (6kV) Only ¹⁶ ZW =WaveLinX-enabled 4-PIN Twistlock Receptacle ^{19,20} ZW-SWPD4WH =Wavelinx Wireless Sensor, 7' - 15' Mounting Height, White ^{19,20} ZW-SWPD4BZ =Wavelinx Wireless Sensor, 7' - 15' Mounting Height, Bronze ^{19,20} ZW-SWPD5WH =Wavelinx Wireless Sensor, 15' - 40' Mounting Height, White ^{19,20} ZW-SWPD5BZ =Wavelinx Wireless Sensor, 15' - 40' Mounting Height, Bronze ^{19,20}			MA1253 =10kV Circuit Module Replacement MA1254-XX =Thruway Back Box - Impact Elite Trapezoid MA1255-XX =Thruway Back Box - Impact Elite Cylinder MA1256-XX =Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX =Thruway Back Box - Impact Elite Wedge FSIR-100 =Wireless Configuration Tool for Occupancy Sensor WOLC-7P-10A =WaveLinX Outdoor Control Module (7-pin) ^{18,19} SWPD4-WH =Wavelinx Wireless Sensor, 7' - 15' Mounting Height, White ^{19,20,21} SWPD4-BZ =Wavelinx Wireless Sensor, 7' - 15' Mounting Height, Bronze ^{19,20,21} SWPD5-WH =Wavelinx Wireless Sensor, 15' - 40' Mounting Height, White ^{19,20,21} SWPD5-BZ =Wavelinx Wireless Sensor, 15' - 40' Mounting Height, Bronze ^{19,20,21}			

- NOTES:**
- Standard 4000K CCT and greater than 70 CRI.
 - Not available with ULG option.
 - Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
 - Extended lead times apply.
 - Not available with ISS or ISW.
 - Not available with LWR-XX or MS/DIM-LXX.
 - Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1.A or less.
 - Requires the use of P photocontrol or the PER7 photocontrol receptacle with photocontrol accessory. Not available with 350mA drive current. See After Hours Dim supplemental guide for additional information.
 - Specify lens in place of XX. Round to next highest option based on mounting height. Available options are 08, 20 and 40W.
 - The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
 - Includes integral photocell.
 - LumaWatt Pro wireless sensors are factory installed and requiring network components in appropriate quantities. See www.eaton.com/lighting for LumaWatt Pro application information.
 - LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates downlight for 90-minutes.
 - LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates downlight for 90-minutes.
 - Only for use with SL2, SL3 and SL4 distributions. The LightSquare trim plate is painted black when the HSS option is selected.
 - Removes additional surge module.
 - Specify color in place of XX.
 - Requires PER7.
 - Cannot be used in conjunction with photocontrol or other controls systems (P, R, MS, LWR).
 - WAC Gateway required to enable field-configurability: Order WAC-PoE and WPOE-120 (10V to PoE injector) power supply if needed.
 - Requires ZW.

WATER METER SIZING FORM

Applicant: AESHS - West Building

Date: 1/2/2020

Address: _____

Phone: _____

	Illinois Plumbing Code - April 2014	Fixture Units	# of Fixture		Fixture Count	
FIXTURE TYPES AND COUNTS	Bathtub-Private	2	X	=	0	
	Bathtub-Public	4	X	=	0	
	Shower Head - Private	2	X	=	0	
	Shower Head - Public	3	X	63	=	189
	Water Closet - Private/Public,Tank Type	3	X	=	0	
	Water Closet - Private/Public, Flush Valve	10	X	131	=	1310
	Bidet Toilet	2	X	=	0	
	Urinal - 3/4" Flush Valve	5	X	57	=	285
	Urinal - 1" Flush Valve	10	X	=	0	
	Urinal - Tank Type	3	X	=	0	
	Lavatory - Private	1	X	=	0	
	Lavatory - Public	2	X	116	=	232
	Kitchen Sink - Private	2	X	=	0	
	Kitchen Sink - Public	4	X	8	=	32
	Laundry Tray - Private	3	X	=	0	
	Service Sink/Laundry Tray	3	X	11	=	33
	Dish Washing Machine - Private	1	X	3	=	3
	Laundry Washing Machine - 8# Private	2	X	=	0	
	Laundry Washing Machine - 8# - 16# Public	4	X	=	0	
	Hose Bibb - 1/2" WashDown	2	X	=	0	
	Hose Bibb - 3/4" WashDown	4	X	=	0	
	Other Fixture Description & Values					
	Bar Sink	2	X	189	=	378
	Dental Unit (Cuspidor)	1	X	=	0	
	Drinking Fountain - 3/8" Valve	0.5	X	28	=	14
Ice Maker (Residential and Commercial)	1	X	=	0		
		X	=	0		
		X	=	0		
REFERENCE WATER METER SIZE					Initial Fixture Count:	
Gallons per Minute (GPM) : Maximum Fixture Value (FV)					2476	
3/4" Model 25	25 : 40	Additional GPM (FV): (Add additional GPM) from irrigation systems, special equipment or other sources on this meter TOTAL FIXTURE VALUE (FV):			2476	
3/4" Model 35	35 : 70					
1" Model 55	55 : 140					
1" Model 70	70 : 225					
1 1/2" Model 120	120 : 450					
2" Compound	200 : 995					
3" Compound	450 gpm	AWWA M22 Reference (GPM)				
4" Compound	1250 gpm					
6" Compound	1250 gpm					

Comment:

REFER TO ILLINOIS PLUMBING CODE FOR:

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)

WATER METER SIZING FORM

Applicant: AESHS - East Building

Date: 1/2/2020

Address: _____

Phone: _____

	Illinois Plumbing Code - April 2014	Fixture Units	# of Fixture		Fixture Count	
FIXTURE TYPES AND COUNTS	Bathtub-Private	2	X	=	0	
	Bathtub-Public	4	X	=	0	
	Shower Head - Private	2	X	=	0	
	Shower Head - Public	3	X	66	=	198
	Water Closet - Private/Public, Tank Type	3	X	=	0	
	Water Closet - Private/Public, Flush Valve	10	X	228	=	2280
	Bidet Toilet	2	X	=	0	
	Urinal - 3/4" Flush Valve	5	X	90	=	450
	Urinal - 1" Flush Valve	10	X	=	0	
	Urinal - Tank Type	3	X	=	0	
	Lavatory - Private	1	X	=	0	
	Lavatory - Public	2	X	203	=	406
	Kitchen Sink - Private	2	X	=	0	
	Kitchen Sink - Public	4	X	3	=	12
	Laundry Tray - Private	3	X	=	0	
	Service Sink/Laundry Tray	3	X	19	=	57
	Dish Washing Machine - Private	1	X	=	0	
	Laundry Washing Machine - 8# Private	2	X	=	0	
	Laundry Washing Machine - 8# - 16# Public	4	X	=	0	
	Hose Bibb - 1/2" WashDown	2	X	=	0	
	Hose Bibb - 3/4" WashDown	4	X	6	=	24
	Other Fixture Description & Values					
	Bar Sink	2	X	115	=	230
	Dental Unit (Cuspidor)	1	X	=	0	
	Drinking Fountain - 3/8" Valve	0.5	X	39	=	19.5
Ice Maker (Residential and Commercial)	1	X	=	0		
		X	=	0		
		X	=	0		

REFERENCE WATER METER SIZE Gallons per Minute (GPM) : Maximum Fixture Value (FV)		
3/4" Model 25	25 : 40	Initial Fixture Count: 3676.5 Additional GPM (FV): (Add additional GPM) from irrigation systems, special equipment or other sources on this meter TOTAL FIXTURE VALUE (FV): 3676.5 AWWA M22 Reference (GPM)
3/4" Model 35	35 : 70	
1" Model 55	55 : 140	
1" Model 70	70 : 225	
1 1/2" Model 120	120 : 450	
2" Compound	200 : 995	
3" Compound	450 gpm	
4" Compound	1250 gpm	
6" Compound	1250 gpm	

Comment:

REFER TO ILLINOIS PLUMBING CODE FOR:

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)

WATER METER SIZING FORM

Applicant: AESHS - East Building Addition Phase II

Date: 1/2/2020

Address: _____

Phone: _____

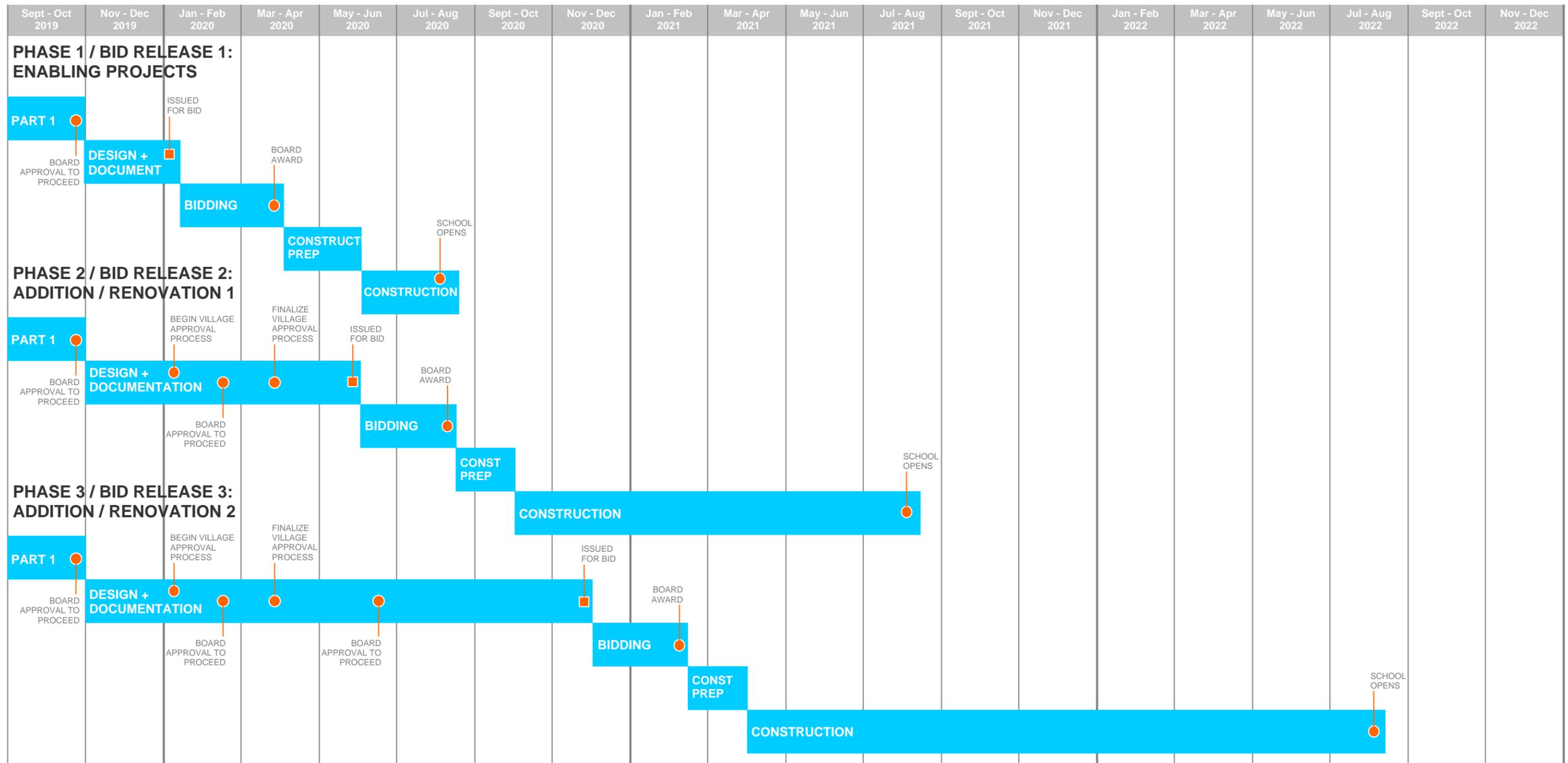
	Illinois Plumbing Code - April 2014	Fixture Units	# of Fixture		Fixture Count	
FIXTURE TYPES AND COUNTS	Bathtub-Private	2	X	=	0	
	Bathtub-Public	4	X	=	0	
	Shower Head - Private	2	X	=	0	
	Shower Head - Public	3	X	10	=	30
	Water Closet - Private/Public, Tank Type	3	X	=	0	
	Water Closet - Private/Public, Flush Valve	10	X	20	=	200
	Bidet Toilet	2	X	=	0	
	Urinal - 3/4" Flush Valve	5	X	6	=	30
	Urinal - 1" Flush Valve	10	X	=	0	
	Urinal - Tank Type	3	X	=	0	
	Lavatory - Private	1	X	=	0	
	Lavatory - Public	2	X	26	=	52
	Kitchen Sink - Private	2	X	=	0	
	Kitchen Sink - Public	4	X	3	=	12
	Laundry Tray - Private	3	X	=	0	
	Service Sink/Laundry Tray	3	X	2	=	6
	Dish Washing Machine - Private	1	X	0	=	0
	Laundry Washing Machine - 8# Private	2	X	0	=	0
	Laundry Washing Machine - 8# - 16# Public	4	X	=	0	
	Hose Bibb - 1/2" WashDown	2	X	=	0	
	Hose Bibb - 3/4" WashDown	4	X	6	=	24
	Other Fixture Description & Values					
	Bar Sink	2	X	2	=	4
	Dental Unit (Cuspidor)	1	X	=	=	0
	Drinking Fountain - 3/8" Valve	0.5	X	4	=	2
Ice Maker (Residential and Commercial)	1	X	=	=	0	
		X		=	0	
		X		=	0	
REFERENCE WATER METER SIZE					Initial Fixture Count:	
Gallons per Minute (GPM) : Maximum Fixture Value (FV)					360	
3/4" Model 25	25 : 40				Additional GPM (FV): (Add additional GPM) from irrigation systems, special equipment or other sources on this meter	
3/4" Model 35	35 : 70					
1" Model 55	55 : 140				TOTAL FIXTURE VALUE (FV):	
1" Model 70	70 : 225					
1 1/2" Model 120	120 : 450				360	
2" Compound	200 : 995				AWWA M22 Reference (GPM)	
3" Compound	450 gpm					
4" Compound	1250 gpm					
6" Compound	1250 gpm					

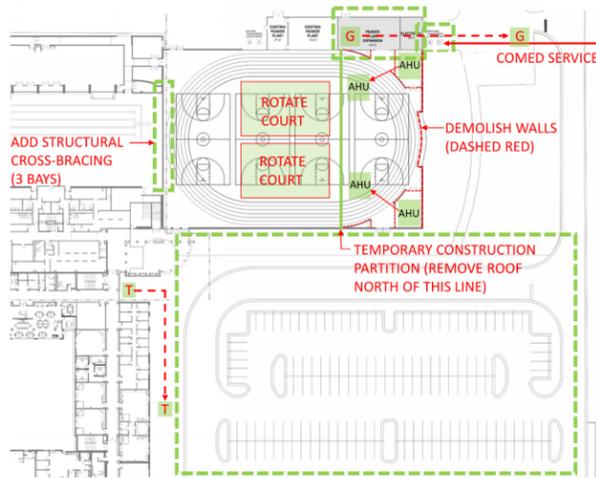
Comment:

REFER TO ILLINOIS PLUMBING CODE FOR:

WATER SERVICE SIZE (Appendix A pg 49 and 51)

MAXIMUM DFU (Appendix A pg 41)





Construction Phase 1 / Bid Release 1 - Enabling Projects:
Relocate existing transformer, relocate/upgrade ComEd service, relocate natural gas service, pleaker plant expansion, reconfigure parking lot D, and existing fieldhouse modifications.



Construction Phase 2 / Bid Release 2 - Addition/Renovation 1:
Addition and renovation of existing fieldhouse, and additions at west side of fieldhouse for storage, mechanical and peaker plant.



Construction Phase 3 / Bid Release 3 - Addition/Renovation 2:
Addition east of existing fieldhouse, student services addition and renovation, demolition of fieldhouse lobby, connection to existing building, photovoltaic array on roof.



CONSTRUCTION PHASE 1

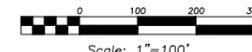


CONSTRUCTION PHASE 2 & 3



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

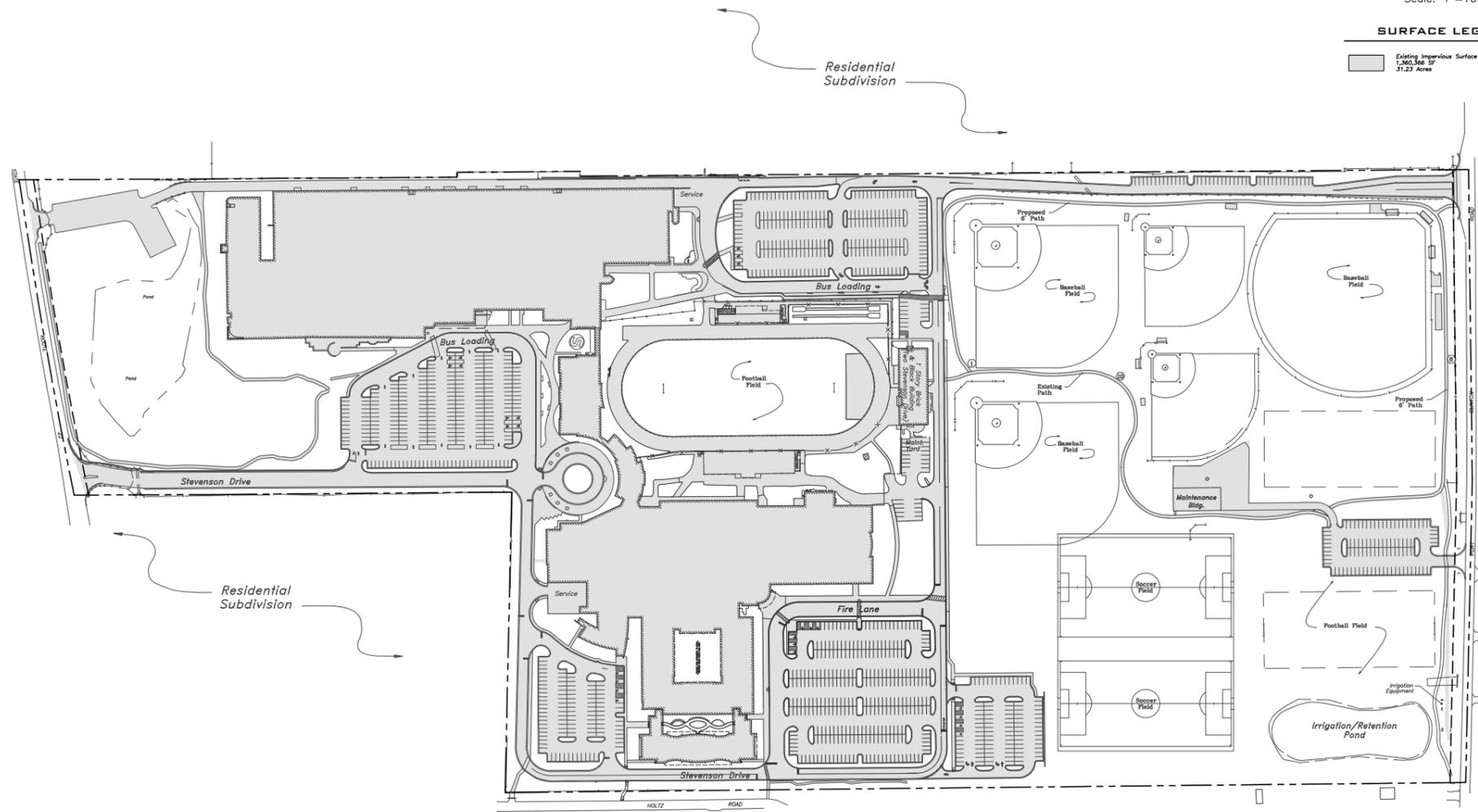
145 COMMERCE DRIVE, SUITE A
GRAYLAKE, ILLINOIS 60030
PHONE (847) 233-4854
FAX (847) 233-4854
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2021



Scale: 1"=100'

SURFACE LEGEND

Existing Impervious Surface
1,360,366 SF
31.23 Acres



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
EAST BUILDING ADDITION PHASE II
1 STEVENSON DRIVE
LINCOLNSHIRE, ILLINOIS

Reserved for Seal
NOT FOR CONSTRUCTION

No.	Date	Description
12/11/19		VILLAGE PRELIMINARY EVALUATION
01/13/20		VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

ERIKSSON ENGINEERING ASSOCIATES, LTD. 2019
DESIGN BY: JC APPROVED BY: KC DATE: 09/30/19

Sheet Title:
OVERALL SITE - EXISTING IMPERVIOUS AREA

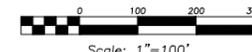
Sheet No:
CX1.01

PRELIMINARY



ERIKSSON
ENGINEERING
ASSOCIATES, LTD.

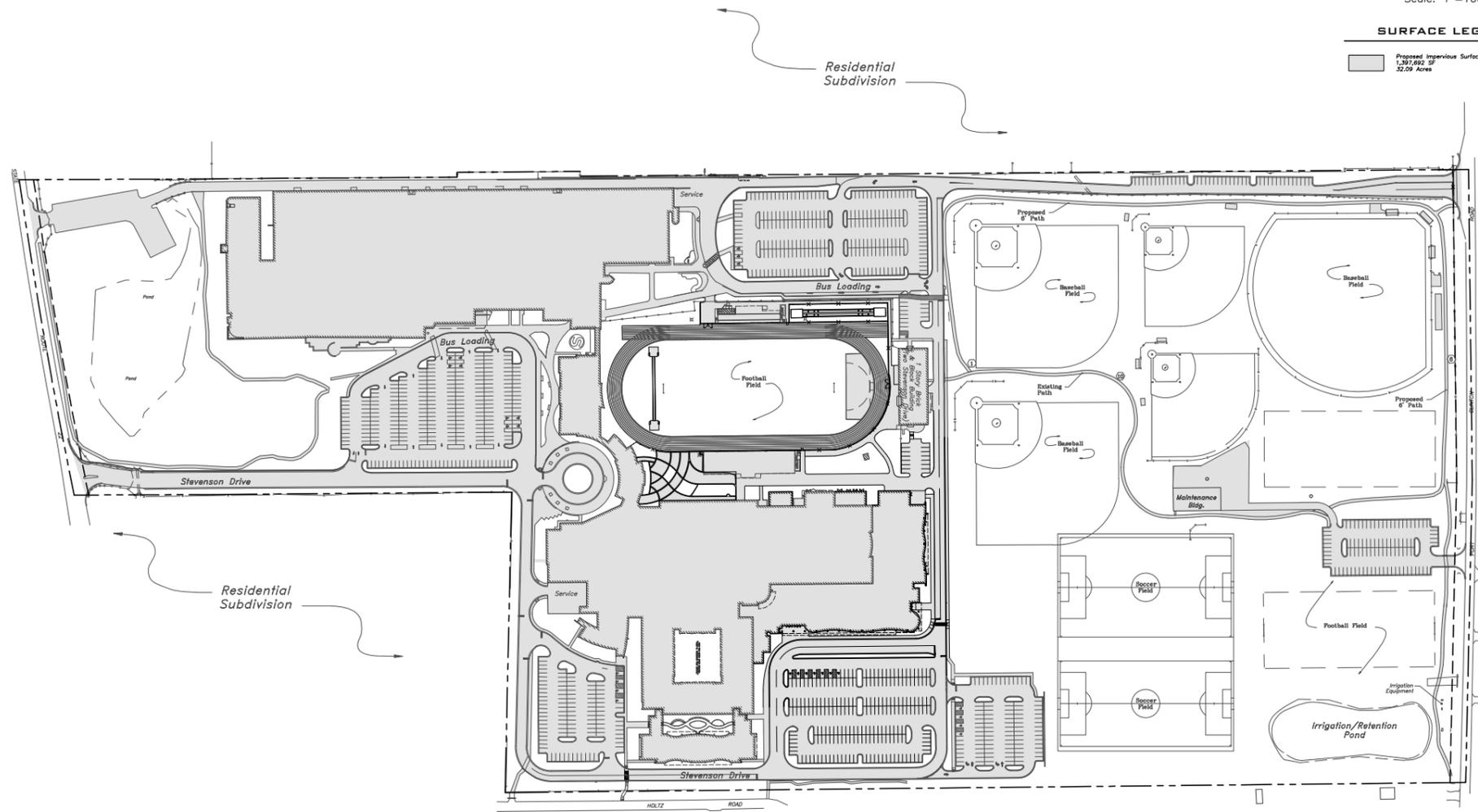
145 COMMERCE DRIVE, SUITE A
GRAYLAKE, ILLINOIS 60030
PHONE (847) 233-4854
FAX (847) 233-4854
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2021



Scale: 1"=100'

SURFACE LEGEND

Proposed Impervious Surface
1,397,862 SF
32.09 Acres



ADLAI E. STEVENSON HIGH SCHOOL - DISTRICT 125
EAST BUILDING ADDITION PHASE II
1 STEVENSON DRIVE
LINCOLNSHIRE, ILLINOIS

Reserved for Seal
NOT FOR CONSTRUCTION

No.	Date	Description
12/11/19		VILLAGE PRELIMINARY EVALUATION
01/13/20		VILLAGE COMMITTEE OF THE WHOLE PRELIMINARY EVALUATION

ERIKSSON ENGINEERING ASSOCIATES, LTD. 2019
DESIGN BY: JC APPROVED BY: KC DATE: 09/30/19

Sheet Title:
OVERALL SITE - PROPOSED IMPERVIOUS AREA

Sheet No:
CX2.01

PRELIMINARY



VIEW LOOKING WEST



VIEW LOOKING SOUTHWEST



VIEW LOOKING SOUTH



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Aloft Hotel
Property Address:	20 Westminster Way
Petitioner:	Marko Jovic
Action Requested:	Preliminary Evaluation of a Major Amendment to a Special Use for the Tri-State Planned Unit Development (Ordinance No. 86-866-03) to Construct an Aloft Hotel with an Accessory Restaurant
Prepared By:	Tonya Zozulya – Planning & Development Manager
Staff Recommendation:	Consideration and Direction to Petitioner and Staff. Possible Referral to the Architectural Review Board for Design Review.
Tentative Meeting Schedule:	Architectural Review Board – April 21, 2020 Architectural Review Board – May 19, 2020 Committee of the Whole – June 8, 2020 Regular Village Board – June 22, 2020
Reports and Documents Attached:	1) Location map 2) Petitioner’s Presentation Packet, Submitted by Marko Jovic on January 7, 2020 3) B2 General Business District Zoning Code

Background

- Petitioner Marko Jovic seeks a major amendment to the original Tri-State Planned Unit Development (PUD) to construct an Aloft hotel with a restaurant. The petition is supported by Mr. Bogdan Jovic, property owner. The petitioner has also provided a 2018 letter of support prepared by the Marriott corporate office (Aloft hotel brand owner), and is in the process of obtaining an updated letter reaffirming Marriott’s interest in the subject site.
- The 1.5-acre property is vacant, has no development history, and is part of the Tri-State PUD. It is located in the [B2 General Business zoning district](#) and the Commercial Sign District. Adjacent zoning and uses include:
 - North: Homewood Suites hotel (zoned B2 PUD)
 - South: CDW Office Center (zoned B2 PUD)
 - East: Tri-State Tollway I-94
 - West: Residential properties (zoned R3 Single-Family Residence)
- In 1986, the Village Board granted a special use permit for Phase II of the Tri-State International Office Center (currently known as the CDW Office Center) PUD (Ordinance No. 86-866-03). The PUD called for a restaurant use on the subject property, which has not materialized.
- In 2007, the Village Board approved a Tri-State PUD amendment for a 44’-tall, 36-unit condominium building named Walden Ponds for the subject property (Ordinance No. 07-2992-20) at the request of the current developer. The ordinance included building height and parking ratio exceptions. The special



use approvals have expired since construction had not begun within three years from approval, per [Village Code Section 6-14-12-H](#) of the Lincolnshire Village Code ("village code").

- In 2008, the Village Board granted preliminary PUD approval for a separate Aloft hotel in the CityPark Center (Ordinance No. 08-3039-22) at the request of a different developer not related to the current application. The proposal was for a 138-room, 85-foot-tall building. The petitioner did not submit final PUD plans, resulting in the expiration of the approvals.
- In 2015, Mr. Marko Jovic submitted an application for a 45'-tall, 116-room hotel with a 3,000-square-foot restaurant on the subject property. Following preliminary evaluation, the proposal was reviewed by the Village's internal Development Review Team (DRT) in preparation for the Architectural Review Board (ARB) design review. The project has not progressed beyond draft ARB submittals in the last four years. Given the amount of time since the initial preliminary evaluation, material changes to the site and building design, new adjacent land uses, and new Aloft brand operations and ownership, staff directed the petitioner to seek a new preliminary evaluation. Staff intends to present a formal code change proposal to the Village Board in the near future to address inactive or stalled applications.

Figure 1: Location Map



Project Overview / Staff Comments

- Mr. Jovic is proposing a 57'-tall, 5-story, 112-room Aloft hotel, with a 2,650-square-foot table service restaurant on the ground floor of the hotel building in the B2 General Business zoning district which permits hotels and restaurants. The restaurant brand has not been identified yet, and the petitioner indicated they are working with several different restaurant groups, including Aloft's ZYZ restaurant concept, Bonefish Grill, Morton's Steakhouse, and Capital Grille.
- The site plan depicts 160 parking spaces will be provided for the hotel and restaurant which will be open to the public (116 surface spaces and 44 underground spaces). [Village Code Section 6-11-2](#) requires 160 spaces based on the parking formula of 1 space/room + 0.5 spaces/employee at the highest shift + 1 space/50 sq.ft. of lounge or dining area open to the public. This translates to 1 space/112 rooms + 0.5 spaces/28 employees at the highest shift + 1 space/50 sq.ft. of 1,700 sq.ft. restaurant dining area =160 spaces.
- Based on the attached concept plan, the following exceptions from the Village Code will be required (additional exceptions may be identified during the Development Review Team review):
 1. **Building Height** - The number of stories and building height increase from 3.5 stories and 42' to 5 stories and approximately 57' (the height will be confirmed once rooftop unit plans are provided prior to the ARB meeting). Staff believes the height is consistent with adjacent commercial developments along the Tri State Tollway and other areas in the village (see Table 1 below). As the building height was a concern of the Sutton Place subdivision (located south of the proposed



development, west of Westminster Way) at the time of the 2015 preliminary evaluation, staff notified the Sutton Place homeowners association of the January 13 Committee of the Whole meeting to keep them informed of the development.

Table 1: Building Height Comparison

Building	Stories/Height
B2 zoning district maximum building height	3.5 stories / 42’*
Proposed Aloft hotel (20 Westminster Way)	5 stories / 57’**
CDW Office Center buildings (25, 75, 100, 200 & 300 Tri-State International)	4 stories / 65’
Homewood Suites (10 Westminster Way)	3 stories / 41’
Proposed The St. James (1 St. James Way)	2 stories / 45’- 75’
Systemx (577 Aptakisic Road)	4 stories / 68’
Zebra Technologies (3 Overlook Point)	6 stories / 83’
Aon Alight (4 Overlook Point)	6 stories / 85’

*Maximum height includes rooftop units

**May be taller than 57’

2. Landscaping - No continuous 8’-wide building foundation landscape screening is provided. The conceptual landscape plan shows foundation screening along the north (front), east (tollway), and partially along the west elevations. The petitioner will need to provide more detailed plans prior to the ARB meeting to determine the width and types of foundation plantings and whether they are sufficient to achieve year-round interest and to soften the building. While no landscaping is provided along the south elevation, that is of a lesser concern to staff as the building foundation will benefit from the existing off-site natural vegetation adjacent to the North Branch of the Chicago River.
 3. Parking Stall Location - Off-street parking located within the front yard setback along Westminster Way. Staff believes this location is appropriate given parking for the adjacent Homewood Suites hotel to the north is also located in the required front yard, and the established character will be maintained.
 4. Wall Signs - The wall sign logo height and sign length increase from 30” to 60” and from 18’ to 26’, respectively, for the east and north building elevations, based on [Village Code Section 12-9-1](#). Staff believes the increase is appropriate for proper visibility from the tollway, given the height and scale of the building and setbacks of over 600’ from the tollway. This would also be consistent with the height and length of existing wall signs on CDW Center buildings.
- Minimum yard setbacks are not prescribed by the B2 zoning for PUDs and are to be determined by the Village Board.
 - Access is proposed via the adjacent Homewood Suites hotel to the north, through an existing shared access easement. A second entry proposed from Westminster Way provides access to underground parking below the hotel.
 - The proposal has received a conceptual approval from the Lake County Stormwater Management Commission (SMC) regarding on-site detention. A final SMC permit will be required prior to Village Board approvals.
 - The petitioner provided a traffic study to demonstrate impact to the Half Day Road/Westminster Way intersection and the Westminster Way/Storybook Lane intersection. The traffic study will be evaluated in conjunction with traffic impacts from the CDW Center, Homewood Suites hotel and adjacent residential developments, as well as the proposed The St. James development during subsequent



review stages.

- The conceptual building elevations are comprised of synthetic stucco, glass, metal, and brick materials in grey and brown colors. Staff believes additional design enhancements will be necessary to ensure the hotel fits within the surrounding context and character of the community (e.g., minimizing the use of stucco so that it is used as an accent material only). Illuminated wall signs are proposed on the north and east elevations. The ground sign design and placement is to be determined after preliminary evaluation, with the petitioner indicating interest in placing a ground sign along Half Day Road adjacent to Homewood Suites hotel.

Approval Process

- [Village Code Section 6-14-8](#) outlines the general application process for major amendment to PUDs. Specifically, for the current application, a preliminary evaluation is required with the Village Board. Following preliminary evaluation, the petitioner will work with the Village's internal Development Review Team per [Village Code Section 6-14-6](#), consisting of Village staff and fire protection district representatives, in preparation for the ARB (for building and site design review). Upon receiving a recommendation from the ARB, the petitioner will return to the Village Board for a public hearing, final consideration, and potential approval.

20 Westminster Way



Map created on December 2, 2019.

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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

To Whom It May Concern,

Since 1980, George Jovic and myself have been involved with numerous residential developments and the conversion of over 100 apartments to condominium units in the Chicagoland area. We have been responsible for the complete development process, from purchasing, planning, financing and constructing residential units with an average sale price of \$1.8 million dollars. Our team now has our sights set on constructing a brand new Aloft Hotel located at 20 Westminster Way, Lincolnshire IL, 60069.

Founded in 2005, Aloft Hotels is a hotel chain owned by Marriott International, Inc. Known for their fresh, vibrant and sleek architectural design, Aloft now holds more than 150 locations worldwide. Aloft's target demographic is the modern business traveler, although the growing brand is popular amongst all demographics. Guests choose Aloft for their tech forward approach to everything from work spaces to quick, seamless room access. Our hotel intends to carry this appeal and will provide unique and innovative spaces of comfort and hospitality, with the modern design style guests enjoy at most Aloft hotels.

On July 24, 2018 we have secured a letter of intent from Marriott to develop the Aloft hotel on our property. Two weeks ago we talked with Marriott and they will be providing us an updated support document and they plan to attend the meeting. The hotel will be approximately 63,060 square feet, consisting of 112 rooms. The height will be 5 stories and approximately 56.6 feet tall. Our hotel will be managed by Interstate Hotels and Resort, which manages over 500 properties internationally. The interior will include a high-end restaurant that will serve breakfast, lunch and dinner. The restaurant will cater to both guests of the hotel and the general public. We have spoken to various upscale restaurants brands and restaurant brokers, which have expressed a large interest. However, it is very difficult to move forward with negotiations with them because of the current phase/status of our project. Some of the restaurant brands that we have spoken to are Morton's The Steakhouse, The Capital Grille, and Bonefish Grill. As of now the only restaurant option we have secured in the hotel, is the Aloft XYZ brand. Once we get approval and concrete details of our hotel, we can then secure one of the upscale restaurants. Additionally, the hotel will feature a swimming pool, gift shop and 24/7 room service. The exterior of the hotel will feature a scenic view of the nearby pond. It will be surrounded by a beautiful landscape of lush trees and greenery. The exterior of the building will have a sleek, clean, modern look made of bricks, stucco, concrete, steel and glass. We chose this design to aesthetically appeal to both the neighborhood residents and Aloft guests. We are proposing a two wall signs on the north and east side of our building. In my opinion a must for the viability of the establishment due to the way the business park is laid out hides the visibility of my building from Half Day Rd and guests coming off of the Tri-State need to find the hotel. In addition, we are proposing a ground mounted sign at the entrance to the site to me because the road leads directly to the site and once you are in the park the building becomes visible and the wall sign will confirm what the building is.

We are seeking a PUD exception for the building to exceed zoning code requirements by one and a half additional stories, totaling approximately 14 feet in additional height. By doing so, enough space would be allotted for the hotel to accommodate 112 rooms and a full-size restaurant. In 1970, Phase 1 of the Tri-State International Office Center was permitted to construct their 5 story building next door, which exceeds the height allowed per zoning code. In

2005, we also received approval for our proposed 4-story condominium to exceed the permitted height to reach 44 feet. Here, the additional height is a reasonable request that would not compromise the overall exterior appeal. We believe that aesthetically, the building will actually appear more elegant to the neighborhood. Please be advised that we have contacted our adjacent neighbors and I have a list of whom we contacted.

Our team is passionate and dedicated to completing this project because we believe this hotel will be a great addition to the community. We see this hotel as a pillar that will represent Lincolnshire's grandeur, and will attract visitors to this vibrant community for years to come.

Sincerely,

Marko Jovic



Marriott International, Inc.

1700 Mountain Drive
Suite F
Deerfield, IL 60015

July 24, 2018

G. Scott Gold
Area Vice President
Lodging Development
224/515-8182
224/515-8182 Fax
scott.gold@marriott.com

Mr. Marko Jovic
Senior Advisor
Boston Portfolio Advisors
600 Corporate Drive
Suite 502
Ft. Lauderdale, Florida 33334

RE: Proposed ALOFT Lincolnshire Illinois

Dear Marko:

Pursuant to our conversations, I am very interested in pursuing the possibilities of developing an ALOFT hotel on your site in Lincolnshire, Illinois. That said, in no way should anything in this letter be construed as pre-approval of any kind. Only Marriott's Development Committee can approve a project after the full Application Package has been submitted and all internal and external checks and reviews have been performed (inclusive of potential overlap with existing Marriott hotels in the immediate area).

I look forward to working on this project with you. Should any questions arise, please do not hesitate to contact me at any time.

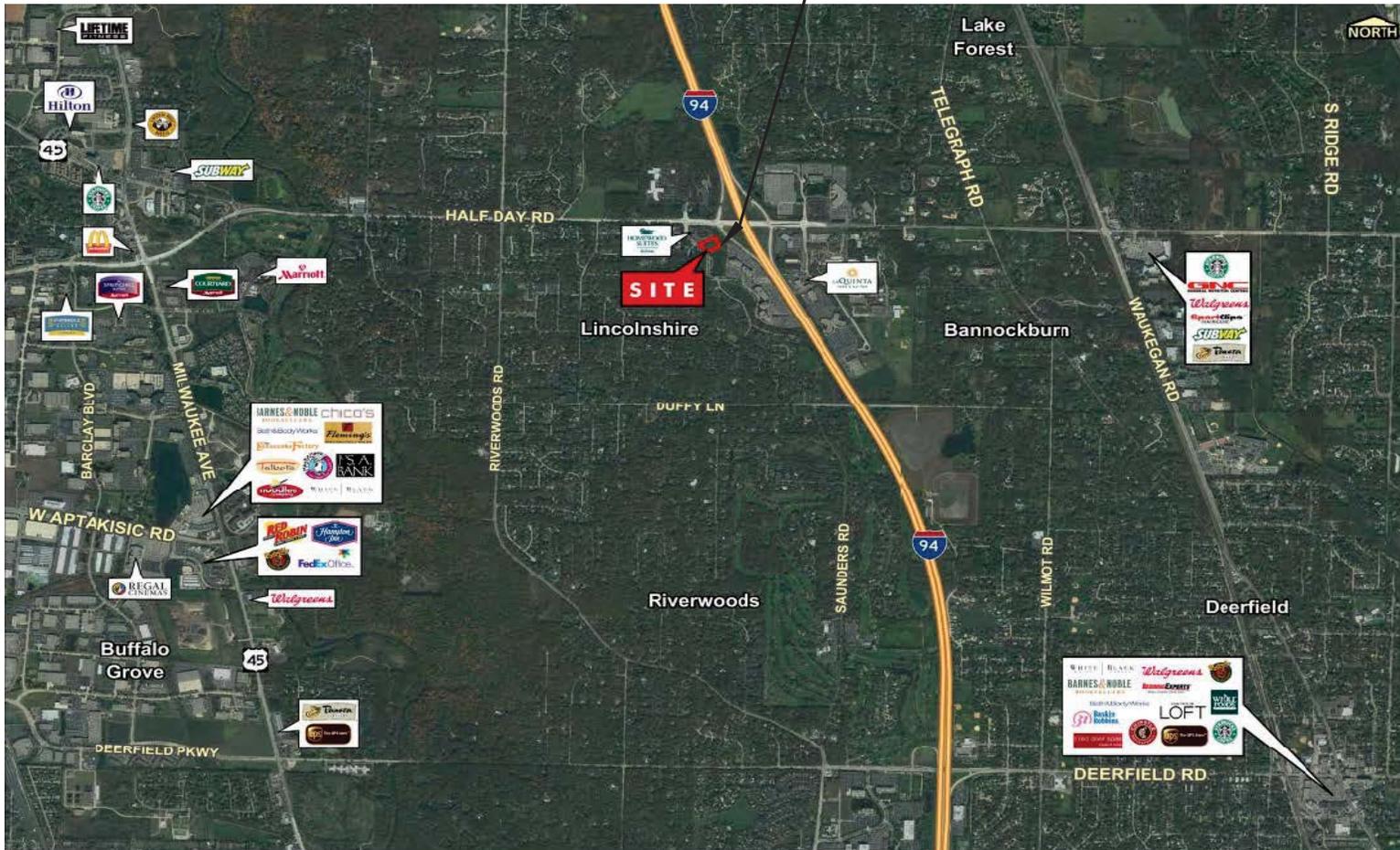
Regards,

G. Scott Gold
Area Vice President Development
Midwest region

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20 WESTMINSTER WAY

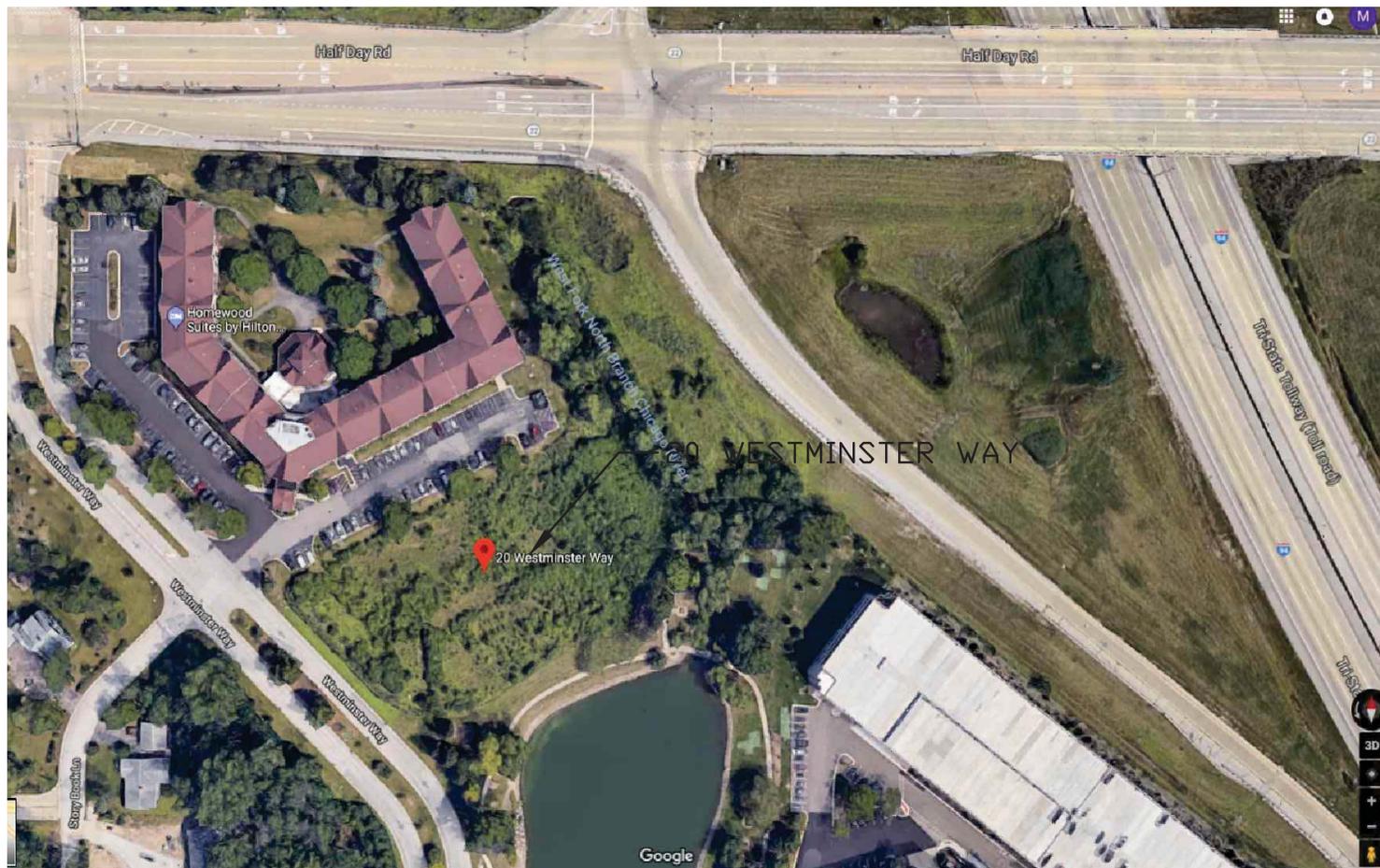


AERIAL VIEW / MAP

**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE 6/4/18 SHEET A-0



AERIAL VIEW / MAP

**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE
6/4/18

SHEET
A-0



VIEW FROM NORTHEAST

**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE
10/29/18

SHEET
A-1R



VIEW FROM NORTHWEST

**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE
6/4/18

SHEET

A-9



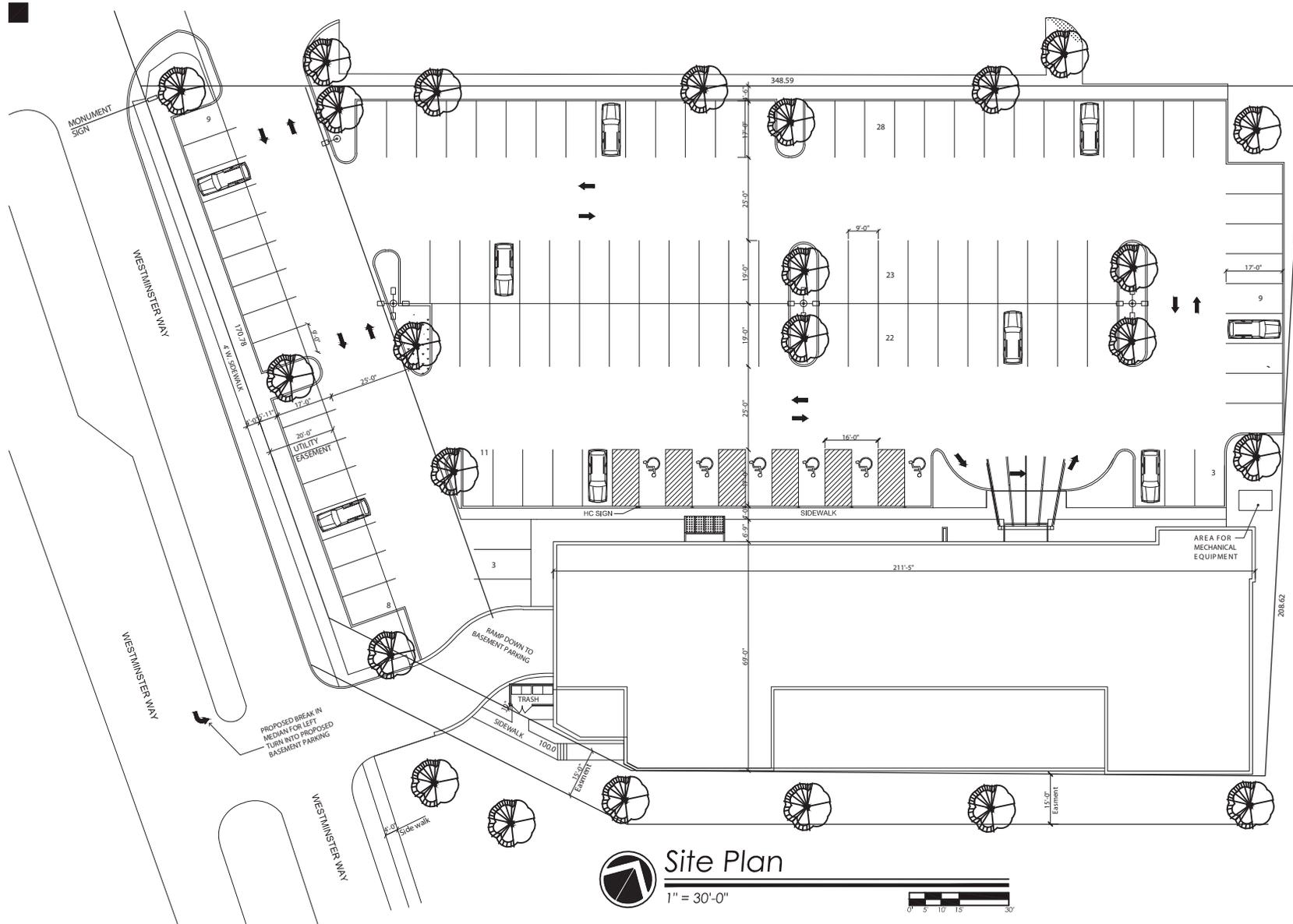
VIEW FROM SOUTH

**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE
6/4/18

SHEET
A-9



SITE DATA:

ZONING CLASSIFICATION B2 PUD
SITE AREA 61.732 S.F. - 1.41 ACRES

	EXISTING	REQ'D/PERMITTED	PROPOSED
IMPERVIOUS SURFACE AREA	-0-	PUD	53,094 S.F. - 85%

BUILDING DATA:

BASEMENT FLOOR	14,743 S.F.	
FIRST FLOOR	14,497 S.F.	
SECOND FLOOR	11,534 S.F.	
THIRD FLOOR	11,534 S.F.	
FOURTH FLOOR	11,534 S.F.	
FIFTH FLOOR	11,534 S.F.	
TOTAL GROSS	75,376 S.F.	
FAR S.F. (GROSS S.F. - BASEMENT)	63,060 S.F.	
FAR (FAR S.F. / SITE AREA)	1.02	
B2 ZONING - PUD		
BUILDING HEIGHT	3 1/2 STORIES, 42'	56.60 FT.

PARKING DATA

REQUIRED	PROVIDED	
NUMBER OF ROOMS-112	1 SPACE/ROOM	112
NUMBER OF FULL TIME EMPLOYEES AT HIGHEST SHIFT	22 x .5/EMPLOYEE	11
NUMBER OF PART TIME EMPLOYEES AT HIGHEST SHIFT	6 x .5/EMPLOYEE	3

RESTAURANT

AREA OF RESTAURANT + KITCHEN + WAITING = 2,850 S.F.
REQUIRED = 12 SPACES/1,000 S.F. = 2,850S.F./1,000S.F. x 12 = 32

TOTAL SPACES REQUIRED 158

PARKING ALLOCATIONS 116 SURFACE SPACES
44 SPACES IN BASEMENT/VALET PARKING

TOTAL STALLS PROVIDED 160
(INCLUDES 6 HANDICAPPED STALLS)

* AN 80% HOTEL ROOM OCCUPANCY RATE (.8 x 116 = 93) LEAVES
68 PARKING SPACES AVAILABLE FOR EMPLOYEES AND RESTAURANT USE.

SETBACKS

	REQUIRED/PERMITTED	PROPOSED
FRONT (NORTH)	-0- (PUD)	BLDG.-137'-4", PARK.-4'-8"
REAR (SOUTH)	-0- (PUD)	BLDG.-0", PARKING N.A.
REAR (SOUTHWEST)	-0- (PUD)	BLDG.-10", PARK.-1'-2"
WEST SIDE	-0- (PUD)	BLDG.-63'-9", PARK.-5'-11"
EAST SIDE	-0- (PUD)	BLDG.-3'-10", PARK.-0' CLOSES

Site Plan
1" = 30'-0"



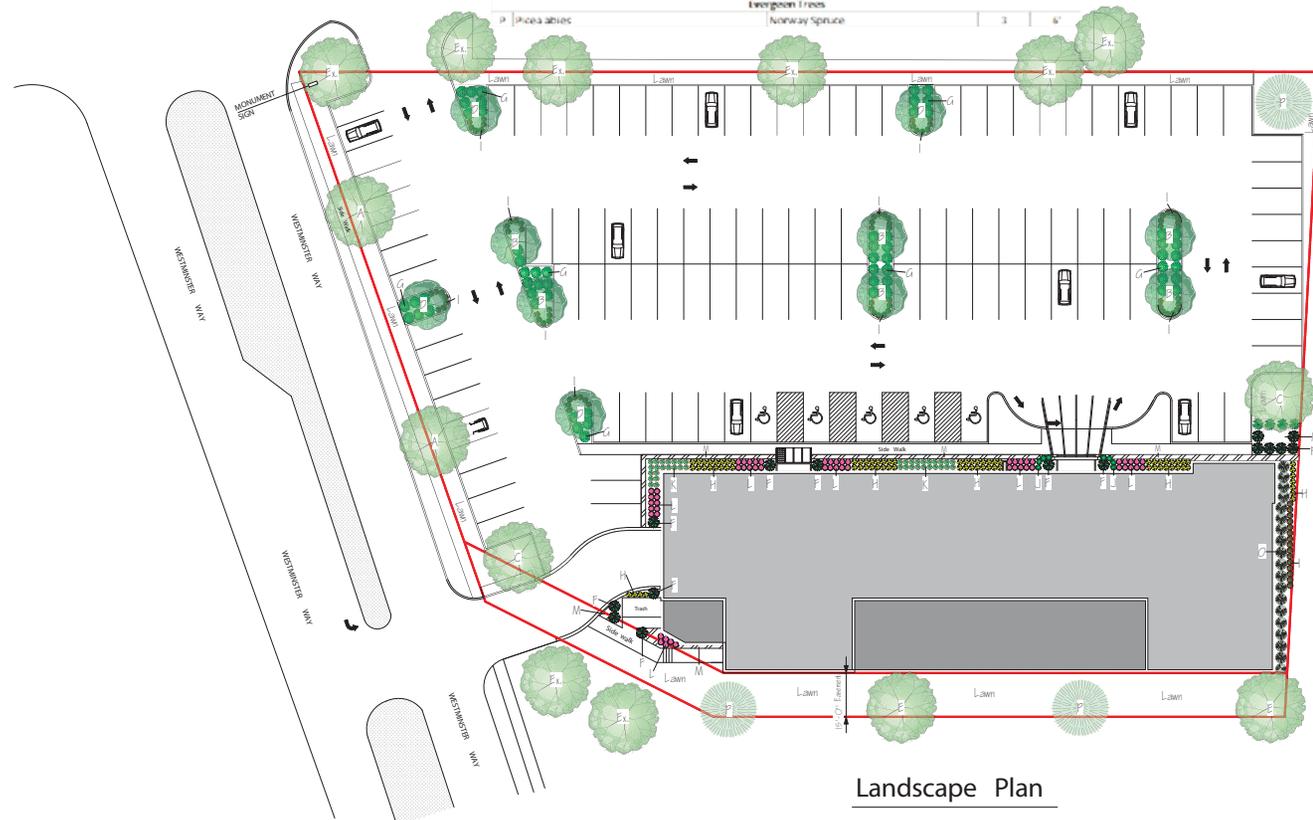
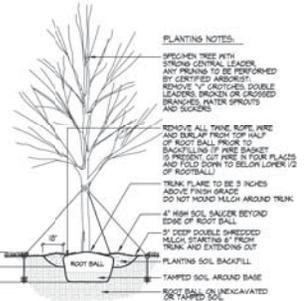
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PROJECT NO. 1821

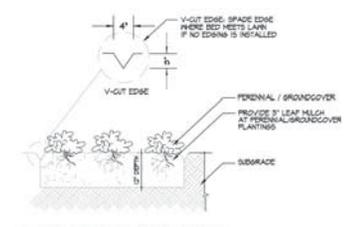
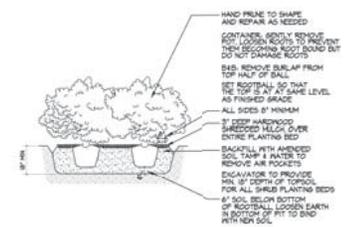
DATE 5/16/19 SHEET A-1R

No.	Latin name	Common name	Qty.	Size
Trees				
A	<i>Acer x freemanii</i> 'Jefferson' Autumn Blaze	Autumn Blaze Maple	2	3"
B	<i>Carpinus betulus</i> 'Frans Fontaine'	Frans Fontaine Hornbeam	6	2.5"
C	<i>Gleditsia triacanthos f. inermis</i> 'Skyrope'	Honey Locust Skyline	2	3"
D	<i>Syringa reticulata</i> 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	4	2"
E	<i>Ulmus x 'Frontier'</i>	Clm Frontier	2	3"
Shrubs				
F	<i>Juniperus scopulorum</i> 'Skyrocket'	Skyrocket Juniper	13	5 gal
G	<i>Juniperus chinensis</i> 'Carley's Compact'	Carley's Compact Pfitzer Juniper	13	5 gal
G	<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	53	5 gal
Perennials				
H	<i>Alchemilla mollis</i>	Lady's Mantle	73	1 gal
I	<i>Hemerocallis</i> 'Ruby Stella'	Ruby Stella Daylily	73	1 gal
J	<i>Hosta</i> 'Guacamole'	Hosta 'Guacamole'	8	1 gal
K	<i>Nepeta x faassenii</i> 'Walker's Low'	Walker's Low Catmint	43	1 gal
L	<i>Salvia x sylvestris</i> 'May Night'	May Night Sage	56	1 gal
Groundcovers				
M	<i>Vinca minor</i> 'Dart's Blue'	Dart's Blue Periwinkle	24	flat
Evergreen Trees				
P	<i>Picea abies</i>	Norway Spruce	3	6"

- EVERGREEN & DECIDUOUS TREE NOTES:**
1. PRUNE TREE TO OFFSET ROOT LOSS
 2. TREE TRUNK FLARE SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE TO PREVIOUSLY EXISTING GRADE
 3. REMOVE BURLAP & ALL WIRES FROM TOP 1/2 OF BALL MINIMUM
 4. SOIL CONNECTION: DURING INSTALLATION, TAKE A SMALL AMOUNT OF SOIL FROM TOP AND SIDES OF ROOTBALL AND DEPOSIT INTO PLANTING SOIL BACKFILL AND VICE VERSA
 5. APPLY 4" WIDE GEOTEXTILE OVERHANG ROOT REVIEW OR APPROVED EQUAL TO PLANTING BACKFILL, FOLLOWING MANUFACTURER'S INSTRUCTIONS.
 6. ALL TREES 3" CAL & LARGER TO BE SAVED
 7. DO NOT MULCH AROUND TRUNK.



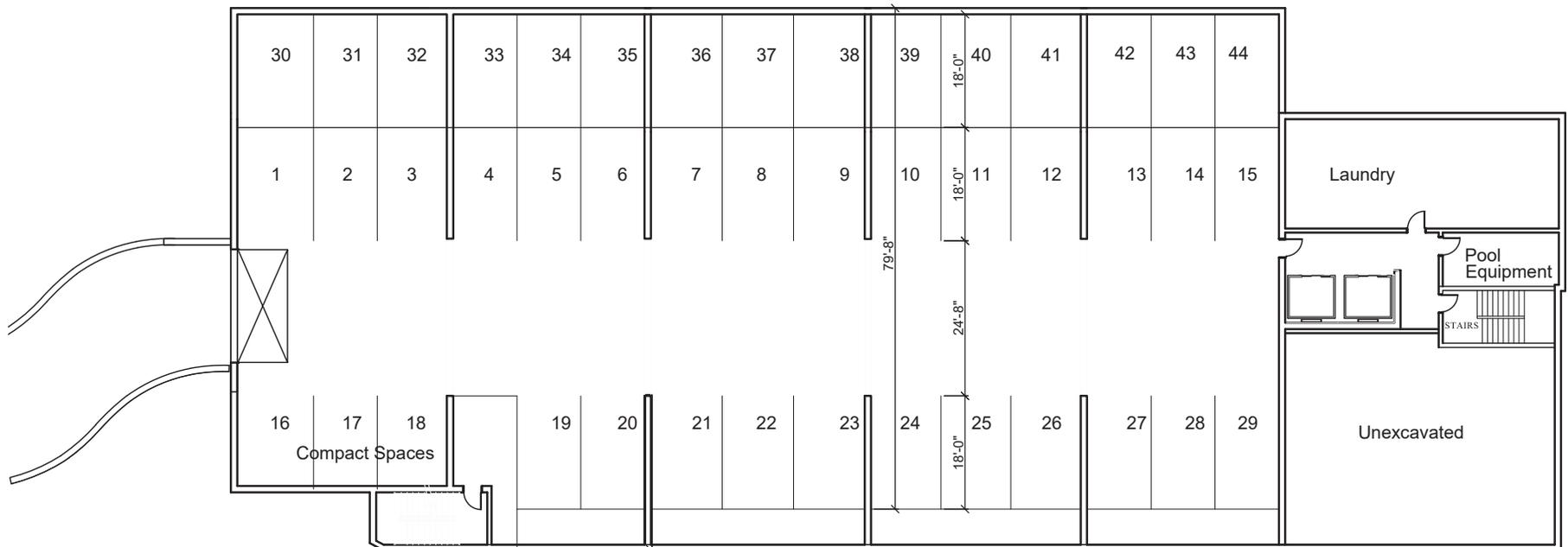
① SHADE TREE
See 104-107



The Barn Nursery & Landscape Center
809 South Road 38
Cary, IL 60015

Alto Hotel Development
20 Westminster Way
Lombard, IL 60089

Drawn by:	Rob Paulman	Scale:	1" = 20'-0"
Check by:	Rob Paulman	Notes:	1/
Date:	7/20/19	Project:	Alto Hotel
Revised:	Alto Scope 2018		



BASEMENT FLOOR PLAN - PROPOSED

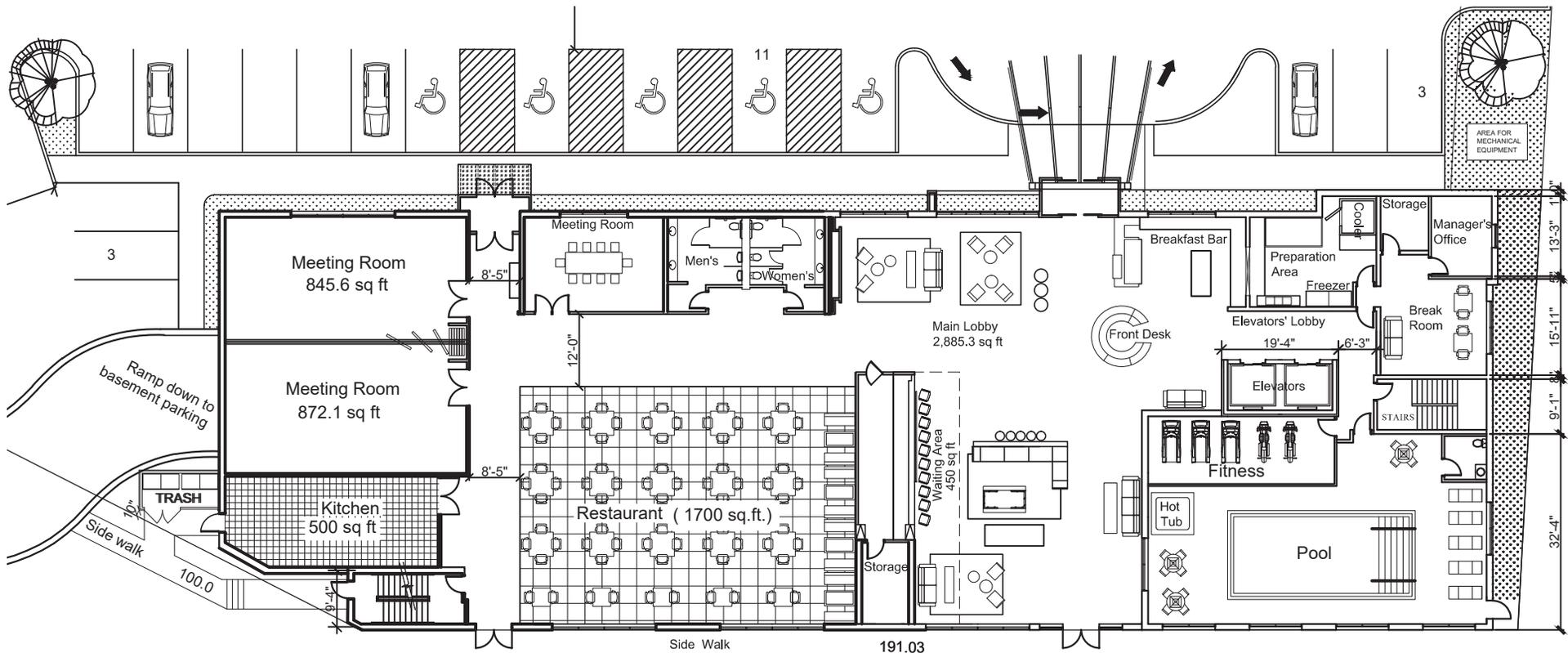
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PROJECT NO. 1821

DATE
6/4/18

SHEET

A-2



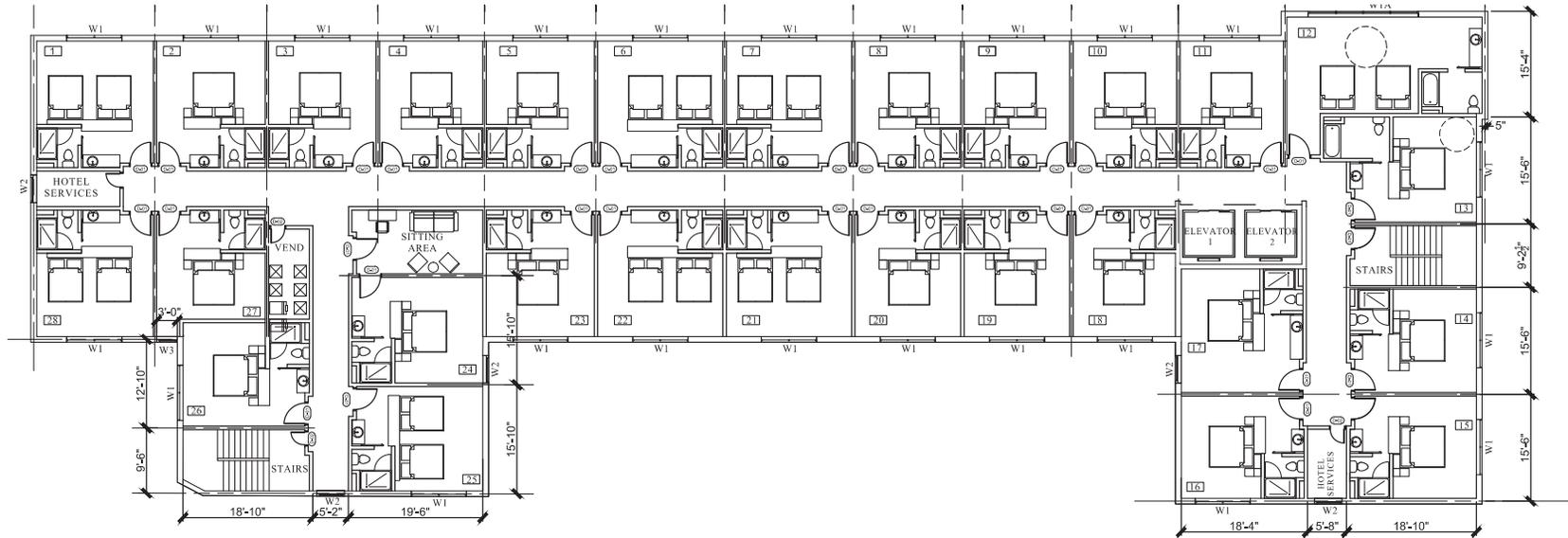
FIRST FLOOR PLAN - PROPOSED

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DATE
5/16/19

SHEET
A-3



FURNITURE LAYOUT PLAN



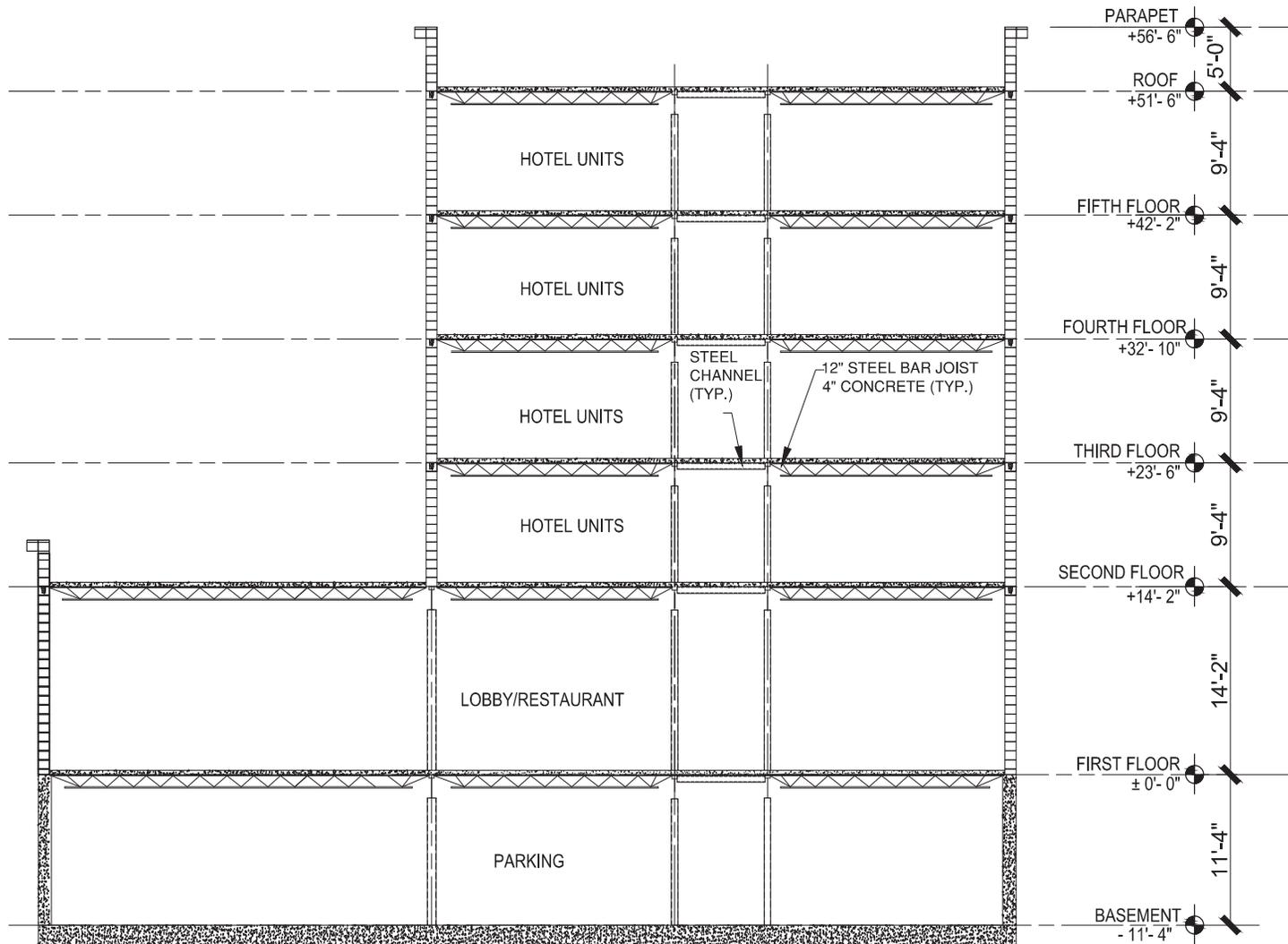
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PROJECT NO. 1821

DATE
6/4/18

SHEET

A-4A



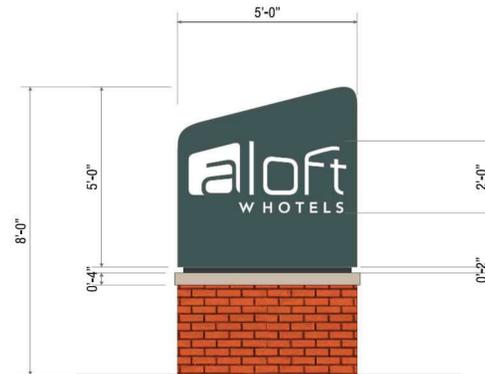
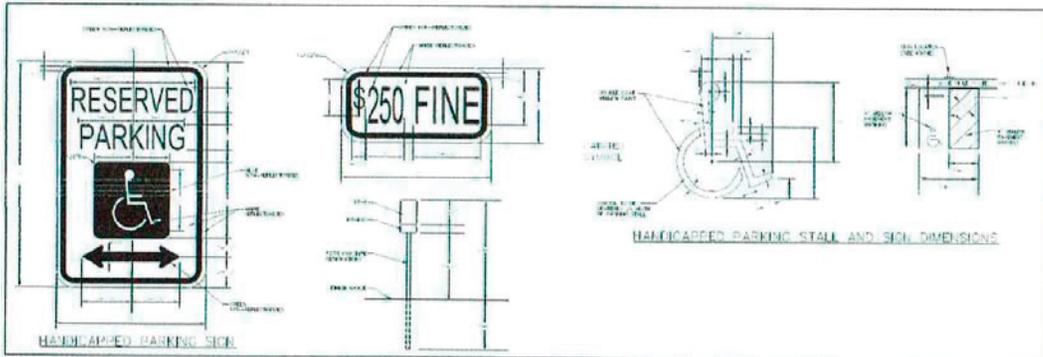
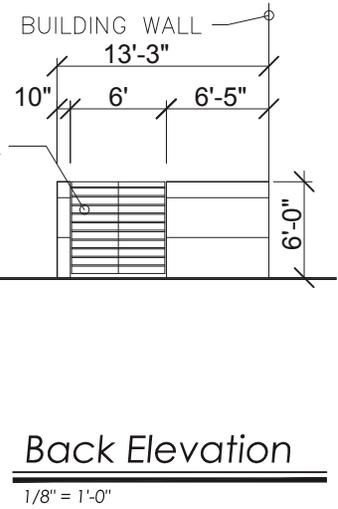
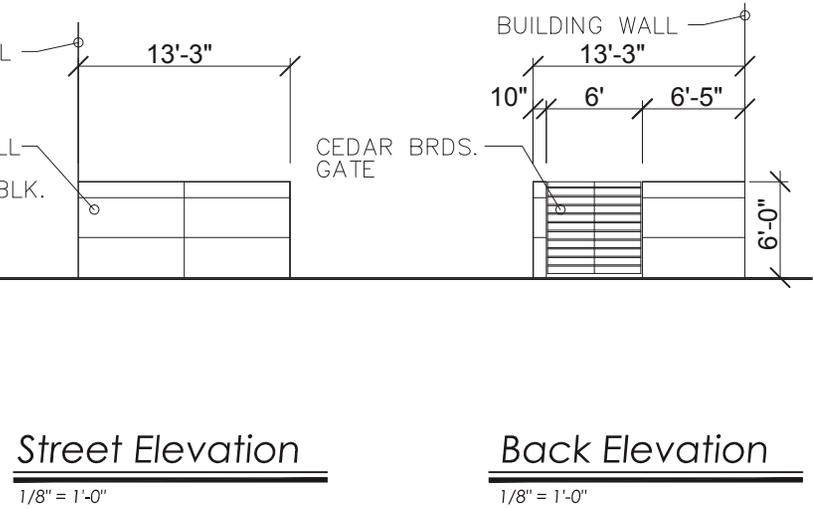
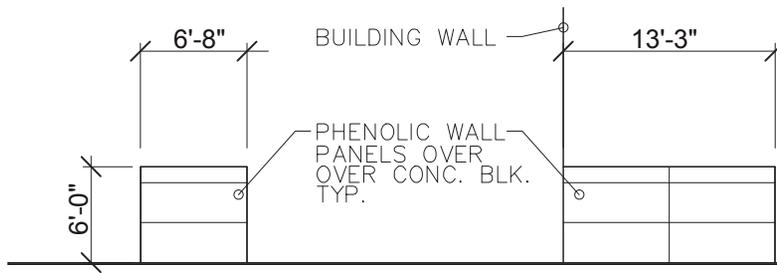
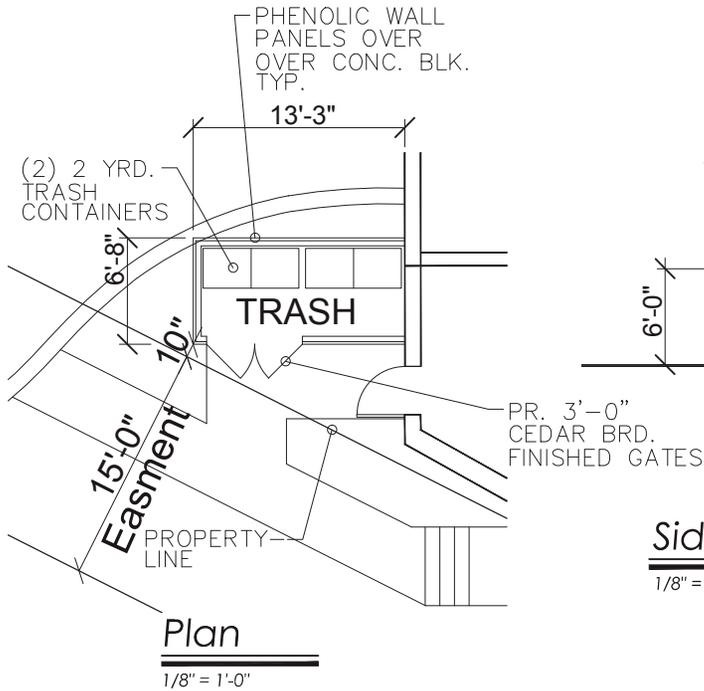
BUILDING SECTION

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PROJECT NO. 1821

**DATE
5/16/19**

**SHEET
A-5**



Handicap Sign

NTS

Sign

NTS

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PROJECT NO. 1821

DATE
6/27/19

SHEET
A-1.1

Elevation Keynotes:

- 1 Pre-finished aluminum coping
- 2 Pre-finished metal panel cladding system
- 3 Synthetic stucco exterior cladding system, Color #1
- 4 Cladding system reveal
- 5 Brick wall (Cranberry Colonial)
- 6 Pre-finished aluminum window
- 7 Pre-finished insulated sectional overhead door
- 8 Cast in place concrete with board finish
- 9 Painted hollow metal door and frame
- 10 Spandrel glass
- 11 Phenolic wall panel exterior cladding system
- 12 Painted steel and glass canopy
- 13 Illuminated signage
- 14 Pre-finished Louver in window system
- 15 Pre-finished aluminum channel with linear light fixture
- 16 Colored metal accent panel
- 17 Roof-top equipment screen



NORTH ELEVATION

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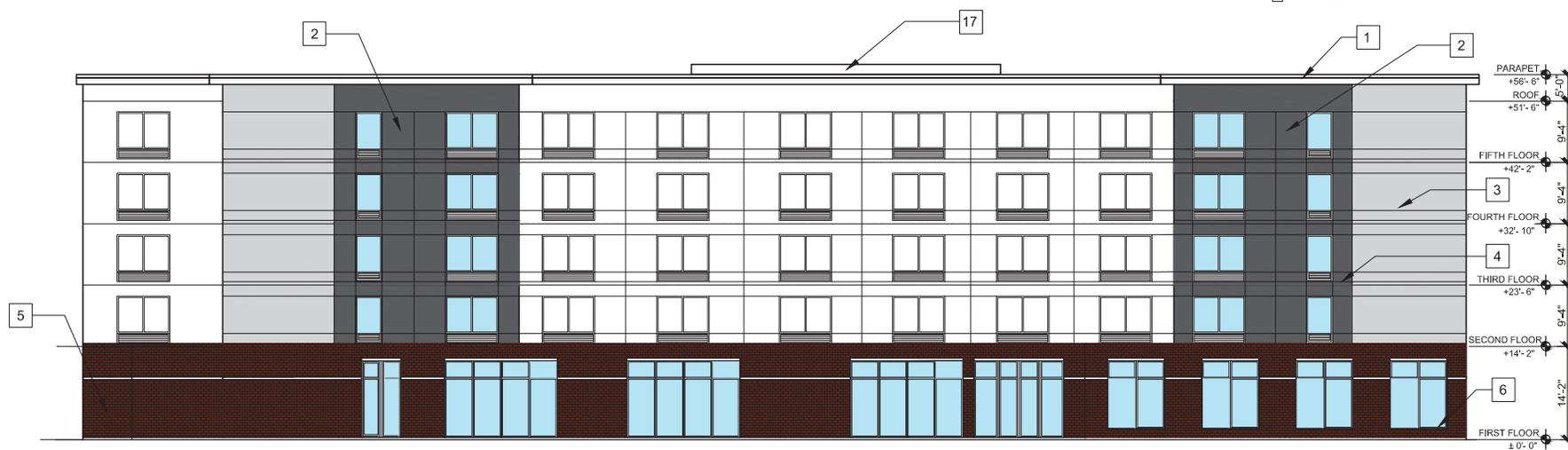
PROJECT NO. 1821

DATE
5/16/19

SHEET
A-6

Elevation Keynotes:

- 1 Pre-finished aluminum coping
- 2 Pre-finished metal panel cladding system
- 3 Synthetic stucco exterior cladding system, Color #1
- 4 Cladding system reveal
- 5 Brick wall (Cranberry Colonial)
- 6 Pre-finished aluminum window
- 7 Pre-finished insulated sectional overhead door
- 8 Cast in place concrete with board finish
- 9 Painted hollow metal door and frame
- 10 Spandrel glass
- 11 Phenolic wall panel exterior cladding system
- 12 Painted steel and glass canopy
- 13 Illuminated signage
- 14 Pre-finished Louver in window system
- 15 Pre-finished aluminum channel with linear light fixture
- 16 Colored metal accent panel
- 17 Roof-top equipment screen



SOUTH ELEVATION

RANDALL BEES
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randallb@rbarch.net

PROJECT NO. 1821

DATE
5/16/19

SHEET
A-7

Elevation Keynotes:

- 1 Pre-finished aluminum coping
- 2 Pre-finished metal panel cladding system
- 3 Synthetic stucco exterior cladding system, Color #1
- 4 Cladding system reveal
- 5 Brick wall (Cranberry Colonial)
- 6 Pre-finished aluminum window
- 7 Pre-finished insulated sectional overhead door
- 8 Cast in place concrete with board finish
- 9 Painted hollow metal door and frame
- 10 Spandrel glass
- 11 Phenolic wall panel exterior cladding system
- 12 Painted steel and glass canopy
- 13 Illuminated signage
- 14 Pre-finished Louver in window system
- 15 Pre-finished aluminum channel with linear light fixture
- 16 Colored metal accent panel
- 17 Roof-top equipment screen



WEST ELEVATION



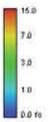
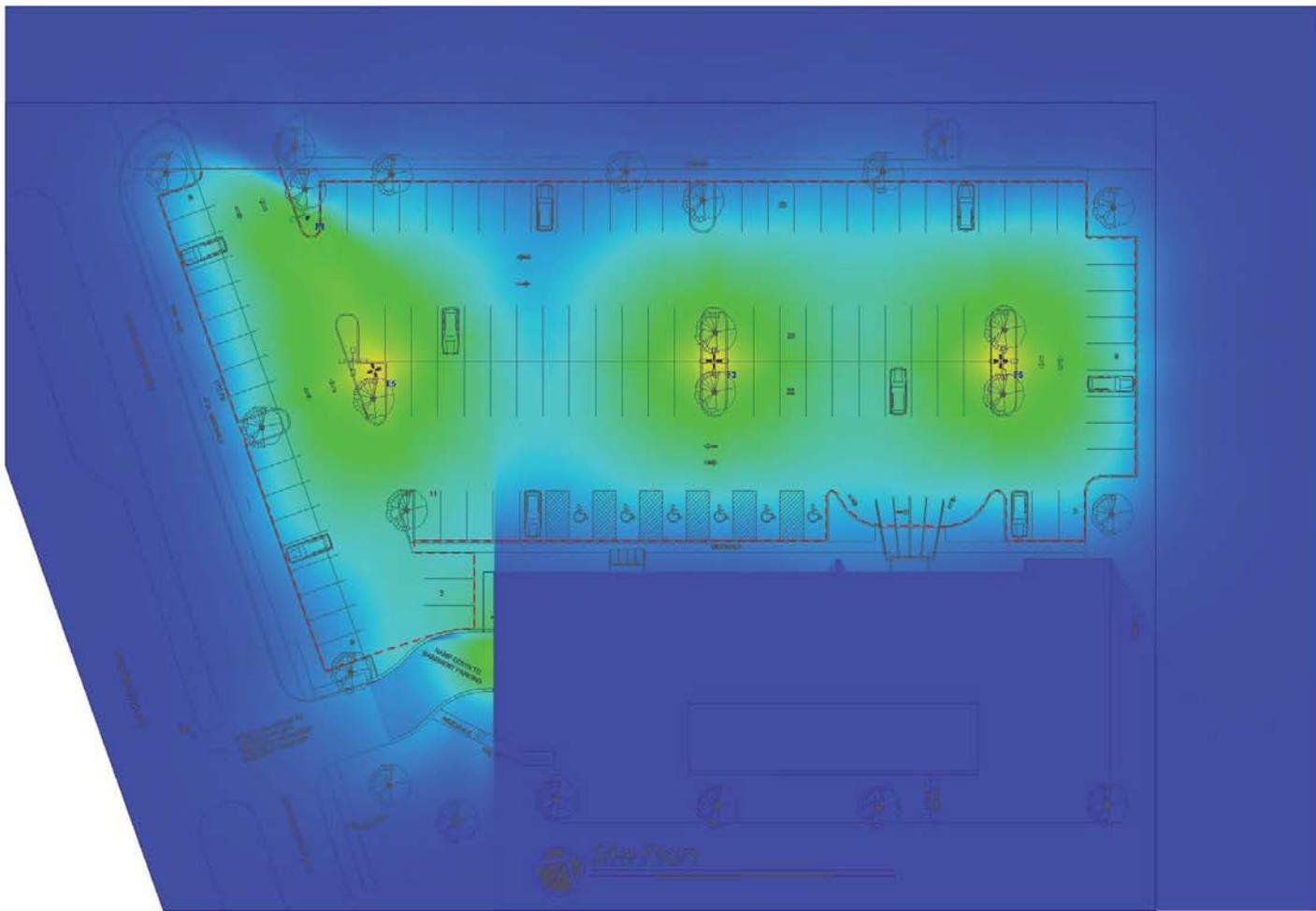
EAST ELEVATION

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PROJECT NO. 1821

DATE
5/16/19

SHEET
A-8



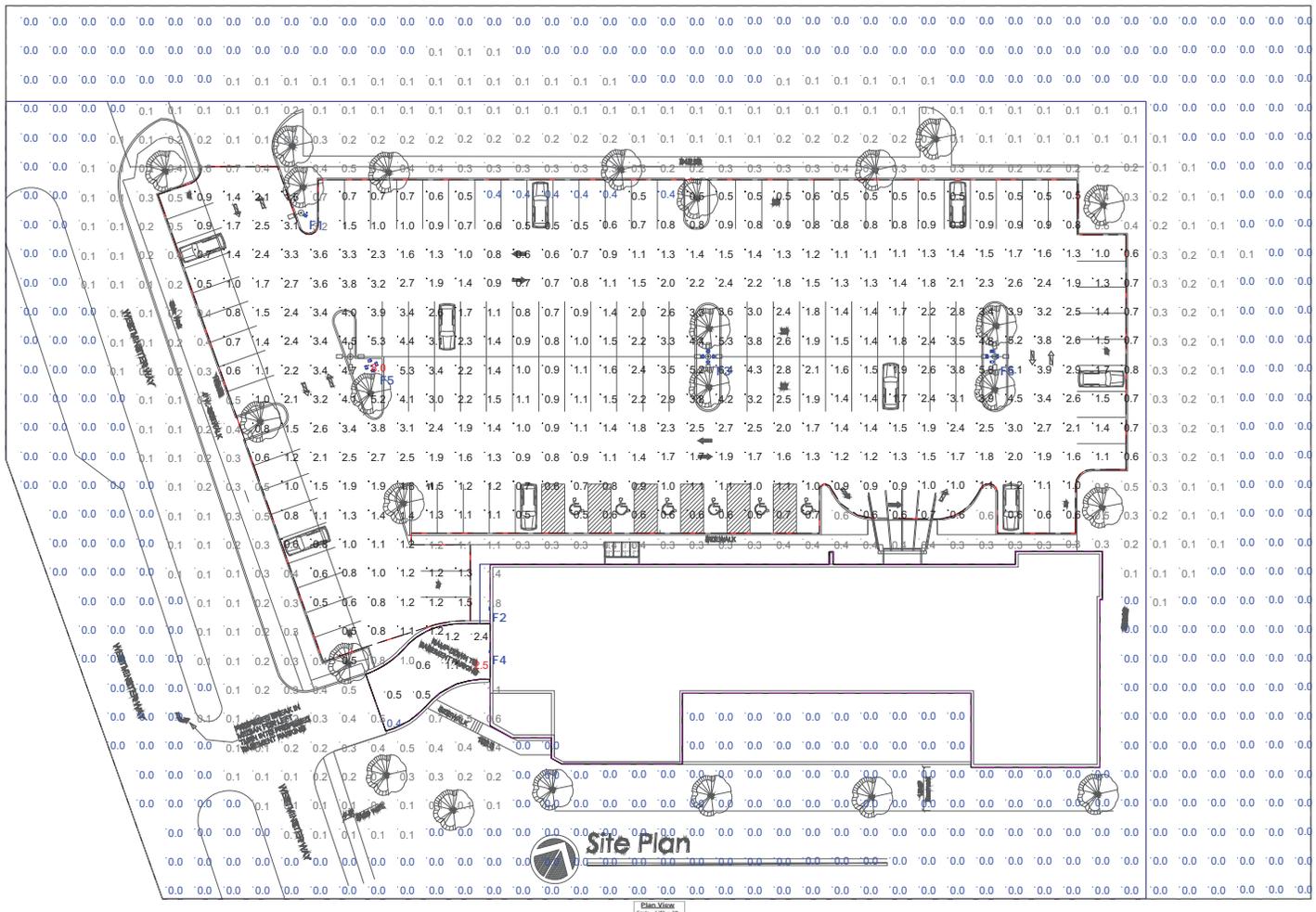
View #3

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Full Area Calc.	+	0.6 fc	8.0 fc	0.0 fc	N/A	N/A
Parking Lot Calc.	✕	1.7 fc	8.0 fc	0.4 fc	20.0:1	4.3:1
Ramp Calc.	+	1.2 fc	2.5 fc	0.4 fc	6.3:1	3.0:1

NOTES:
 1. CALCULATION POINTS ARE AT GROUND LEVEL.
 2. FIXTURES ARE POLE MOUNTED AT 20'-0" AFF.
 3. CALCULATION POINTS ARE ON A 20'x 20' SPACING.
 4. CARS, SHRUBBERY, EQUIPMENT AND SIGNAGE CAN CAUSE REDUCED LIGHT LEVELS FROM WHAT IS EXPECTED.
 5. CALCULATIONS PROVIDED ARE NOT A GUARANTEE OF PERFORMANCE. ACTUAL LIGHT LEVELS MAY VARY.
 **FIELD VERIFICATION REQUIRED.

Schedule											
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
□	F1	1	Lithonia Lighting	DSX0 LED P2 40K T25 MVOLT	DSX0 LED P2 40K T25 MVOLT	LED	1	DSX0_LED_P2_40K_T25_MVOLT.ies	6025	0.95	49
□	F2	1	Lithonia Lighting	DSXW1 LED 20C 1000 40K TFFM MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE TFFM OPTIC, 4000K, @ 1000mA.	LED	1	DSXW1_LED_20C_1000_40K_TFFM_MVOLT.ies	7711	0.95	73.2
□	F3	1	Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	196
□	F4	1	Lithonia Lighting	OLWX1 LED 20W 40K DDB	20W 4000K LED WALL PACK	LED	1	OLWX1_LED_20W_40K_DDB.ies	1840	0.95	21.77
□	F5	2	Lithonia Lighting	[...]	[...]	[...]	1	[...]	[...]	0.95	196
□			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
□			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
□			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
□			Lithonia Lighting	DSX0 LED P2 40K T3S MVOLT	DSX0 LED P2 40K T3S MVOLT	LED	1	DSX0_LED_P2_40K_T3S_MVOLT.ies	6010	0.95	49

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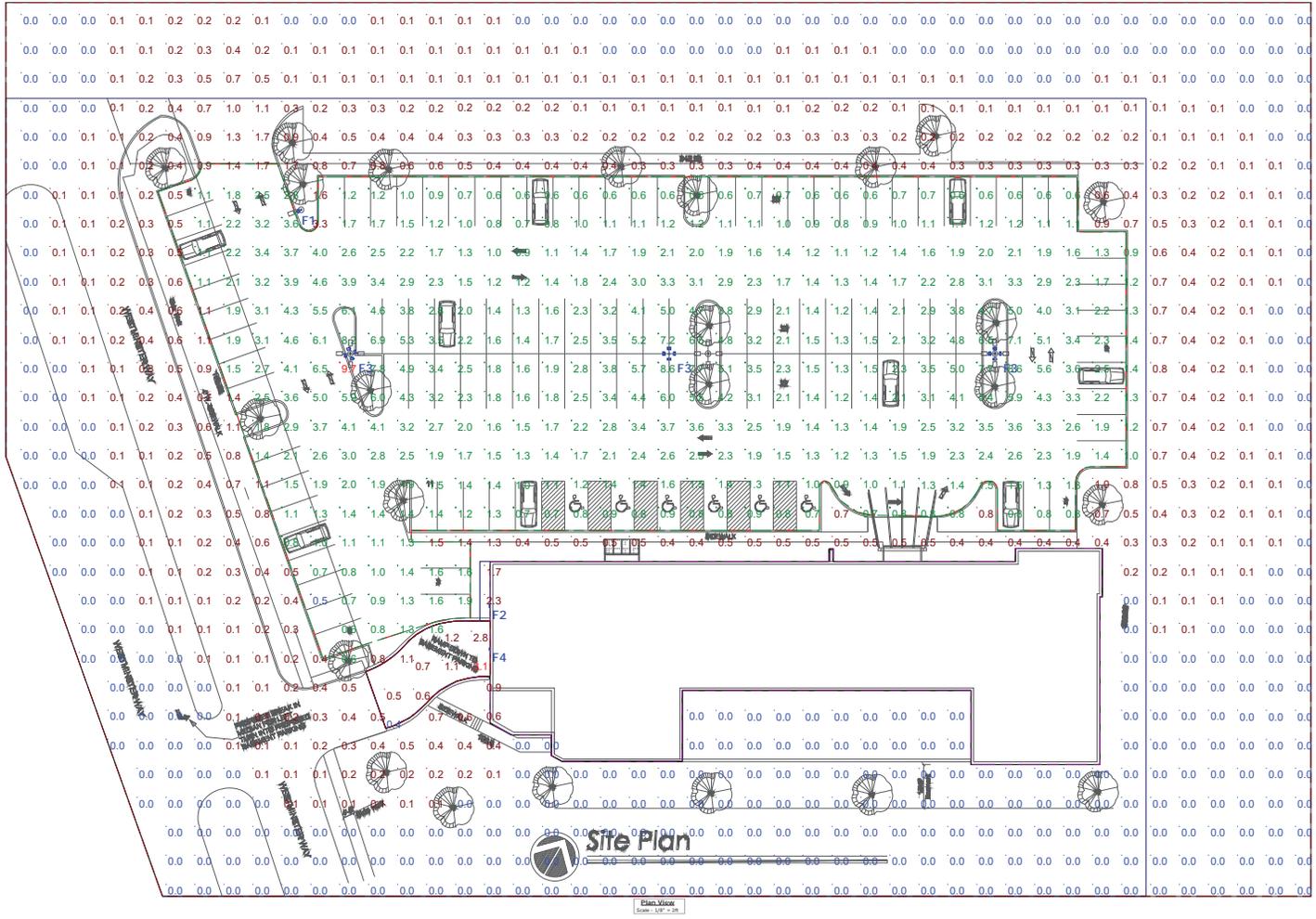


Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Full Area Calc.	+	0.6 fc	8.0 fc	0.0 fc	N/A	N/A
Parking Lot Calc.	X	1.7 fc	8.0 fc	0.4 fc	20.0:1	4.3:1
Ramp Calc.	+	1.2 fc	2.5 fc	0.4 fc	6.3:1	3.0:1

NOTES:
 1. CALCULATION POINTS ARE AT GROUND LEVEL.
 2. FIXTURES ARE POLE MOUNTED AT 20'-0" AFF.
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Schedule											
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
[Symbol]	F1	1	Lithonia Lighting	DSX0 LED P2 40K T2S MVOLT	DSX0 LED P2 40K T2S MVOLT	LED	1	DSX0_LED_P2_40K_T2S_MVOLT.ies	6025	0.95	49
[Symbol]	F2	1	Lithonia Lighting	DSXW1 LED 20C 1000 40K TTFM MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE TTFM OPTIC, 4000K, @ 1000mA.	LED	1	DSXW1_LED_20C_1000_40K_TTFM_MVOLT.ies	7711	0.95	73.2
[Symbol]	F3	1	Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	196
[Symbol]	F4	1	Lithonia Lighting	OLWX1 LED 20W 40K DDB	20W 4000K LED WALL PACK	LED	1	OLWX1_LED_20W_40K_DDB.ies	1840	0.95	21.77
[Symbol]	F5	2	Lithonia Lighting	[...]	[...]	[...]	1	[...]	[...]	0.95	196
[Symbol]			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
[Symbol]			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
[Symbol]			Lithonia Lighting	DSX0 LED P2 40K T4M MVOLT	DSX0 LED P2 40K T4M MVOLT	LED	1	DSX0_LED_P2_40K_T4M_MVOLT.ies	5880	0.95	49
[Symbol]			Lithonia Lighting	DSX0 LED P2 40K T3S MVOLT	DSX0 LED P2 40K T3S MVOLT	LED	1	DSX0_LED_P2_40K_T3S_MVOLT.ies	6010	0.95	49



Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Full Area Calc.	+	0.8 fc	9.7 fc	0.0 fc	N/A	N/A
Parking Lot Calc.	✕	2.3 fc	9.7 fc	0.5 fc	19.4:1	4.6:1
Ramp Calc.	+	1.3 fc	3.1 fc	0.4 fc	7.8:1	3.3:1

- NOTES:**
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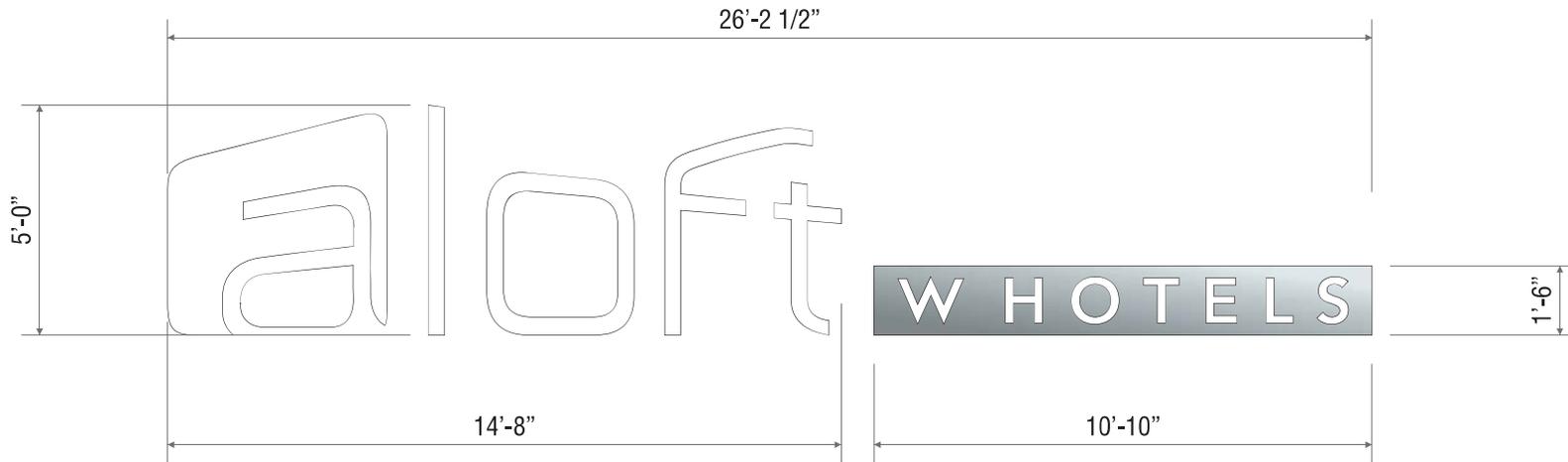
Schedule

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
[Symbol]	F1	1	Lithonia Lighting	DSX0 LED P3 40K T2M MVOLT	DSX0 LED P3 40K T2M MVOLT	LED	1	DSX0_LED_P3_40K_T2M_MVOLT.ies	8429	0.95	71
[Symbol]	F2	1	Lithonia Lighting	DSXW1 LED 20C 1000 40K TFFM MVOLT	DSXW1 LED WITH (2) 10 LED LIGHT ENGINES, TYPE TFFM OPTIC, 4000K, @ 1000mA.	LED	1	DSXW1_LED_20C_1000_40K_TFFM_MVOLT.ies	7711	0.95	73.2
[Symbol]	F3	3	Lithonia Lighting	DSX0 LED P3 40K T4M MVOLT	DSX0 LED P3 40K T4M MVOLT	LED	1	DSX0_LED_P3_40K_T4M_MVOLT.ies	8268	0.95	284
[Symbol]	F4	1	Lithonia Lighting	OLWX1 LED 20W 40K DDB	20W 4000K LED WALL PACK	LED	1	OLWX1_LED_20W_40K_DDB.ies	1840	0.95	21.77

**THIS DOCUMENT CONTAINS CONFIDENTIAL AND PROPRIETARY INFORMATION OF KSA LIGHTING & CONTROLS. THIS DOCUMENT MAY ONLY BE USED BY OR FOR THE BENEFIT OF KSA LIGHTING & CONTROLS REPRESENTATIVES AND CUSTOMERS. FOR LIGHTING DESIGNS THIS LIGHTING DESIGN IS NOT A PROFESSIONAL ENGINEERING DRAWING AND IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY, WITHOUT WARRANTY AS TO ACCURACY, COMPLETENESS, RELIABILITY OR OTHERWISE. KSA LIGHTING & CONTROLS IS NOT RESPONSIBLE FOR SPECIFYING THE LIGHTING OR ILLUMINATION REQUIREMENTS FOR ANY SPECIFIC PROJECT, INCLUDING MUNICIPAL OR BUILDING CODE REQUIREMENTS. IT IS THE OBLIGATION OF THE END-USER TO CONSULT WITH A PROFESSIONAL ENGINEERING ADVISOR TO DETERMINE WHETHER THIS LIGHTING DESIGN MEETS THE APPLICABLE PROJECT REQUIREMENTS FOR LIGHTING SYSTEM PERFORMANCE, SAFETY, SUITABILITY AND EFFECTIVENESS FOR USE IN A PARTICULAR APPLICATION. FIELD VERIFICATION IS RECOMMENDED WHEN CALCULATIONS ARE BASED ON END-USER OR CUSTOMER-PROVIDED INFORMATION. END-USER ENVIRONMENT AND APPLICATION (INCLUDING, BUT NOT LIMITED TO, VOLTAGE VARIATION AND DIRT ACCUMULATION) CAN CAUSE ACTUAL FIELD PERFORMANCE TO DIFFER FROM THE CALCULATED PHOTOMETRIC PERFORMANCE REPRESENTED IN THIS LIGHTING DESIGN. IN NO EVENT WILL KSA LIGHTING & CONTROLS BE RESPONSIBLE FOR ANY LOSS RESULTING FROM ANY USE OF THIS LIGHTING DESIGN.

DESIGNED BY
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 KSA CONTRACT
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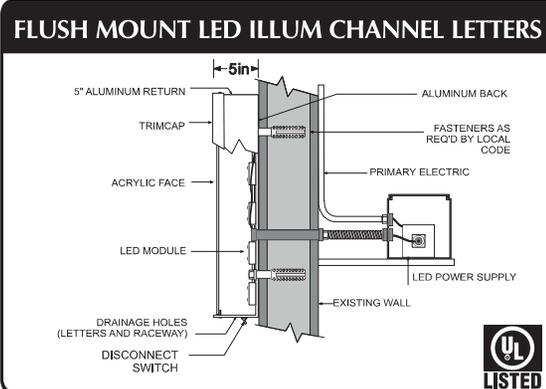
NEW ILLUMINATED WALL-MOUNTED CHANNEL LETTERS - ALOFT HOTELS



Quantity: **One(1) Set**
 O.A.H.: **5'-0"**
 O.A.W.: **26'-2 1/2"**
 Total Sq.Ft.: **131**
 Face: **White Polycarbonate, .125" Alum, Painted Brushed Aluminum (Cabinet)**
 Back Up: **White Acrylic (Cabinet)**
 Trim Cap: **White**
 Returns: **Painted Alum, White**

Illumination: **White LED**

Notes: **Need Survey to determine Sign Area, Mounting, Electric Hook Up.**



PROPOSED - EAST ELEVATION ROOF



ALOFT HOTELS
 ADDRESS: **20 Westminster Way**
 CITY/STATE: **Lincolnshire, IL**
 ZIP: **60069**
www.OMEGASIGNCHICAGO.COM
 PHONE **630.237.4397** FAX **630.237.4398**

SCALE: 1/4" = 1'-0"	Rev 1	08/07/18
	Rev 2	10/26/18
DATE 8/3/18	Rev 3	02/13/19
	Rev 4	00/00/00
	Rev 5	00/00/00
	Rev 6	00/00/00
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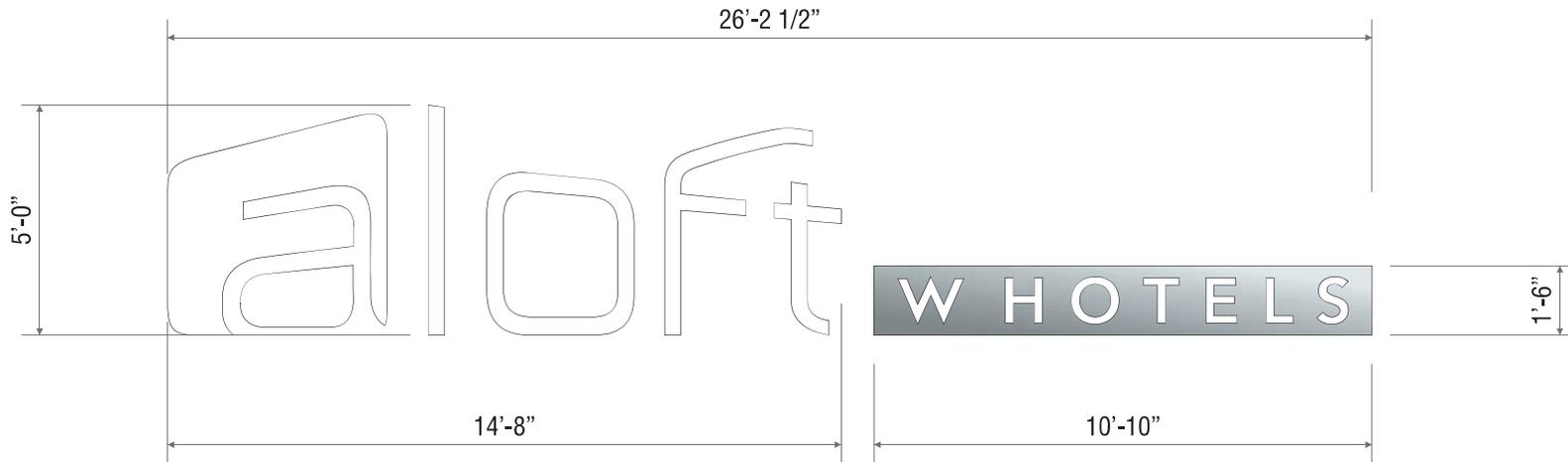
UL NUMBER(S)	SALES PERSON	ARTIST
000000	G. Tenuta	J. Richmond
000000		CUSTOMER APPROVAL
000000		DATE
000000		LANDLORD APPROVAL
		DATE

ELECTRICAL NOTES	
Sign Company DOES NOT provide primary electrical to sign. Power to the sign must be done by a licensed electrical contractor or licensed electrician.	
Each sign must have:	
1.	A minimum of one dedicated 120V 20A circuit.
2.	Junction box installed within 6 feet of sign.
3.	Three wires: Line, Ground and Neutral.



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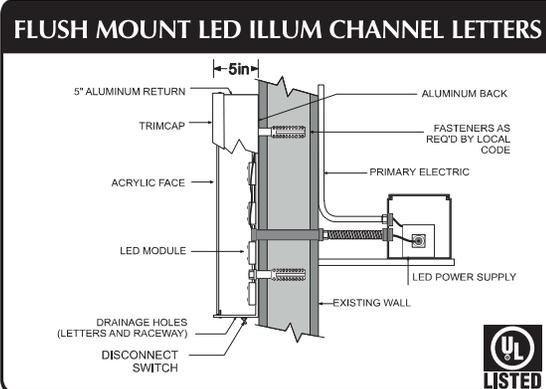
NEW ILLUMINATED WALL-MOUNTED CHANNEL LETTERS - ALOFT HOTELS



Quantity: **One(1) Set**
 O.A.H.: **5'-0"**
 O.A.W.: **26'-2 1/2"**
 Total Sq.Ft.: **131**
 Face: **White Polycarbonate, .125" Alum, Painted Brushed Aluminum (Cabinet)**
 Back Up: **White Acrylic (Cabinet)**
 Trim Cap: **White**
 Returns: **Painted Alum, White**

Illumination: **White LED**

Notes: **Need Survey to determine Sign Area, Mounting, Electric Hook Up.**



PROPOSED - NORTH ELEVATION ROOF



ALOFT HOTELS
 ADDRESS: **20 Westminster Way**
 CITY/STATE: **Lincolnshire, IL**
 ZIP: **60069**
WWW.OMEGASIGNCHICAGO.COM
 PHONE **630.237.4397** FAX **630.237.4398**

SCALE: 1/4" = 1'-0"	Rev 1 10/26/18	08/07/18
DATE 8/3/18	Rev 2 02/13/19	10/26/18
	Rev 3 00/00/00	000000
	Rev 4 00/00/00	000000
	Rev 5 00/00/00	000000
	Rev 6 00/00/00	000000
	Rev 7 00/00/00	000000
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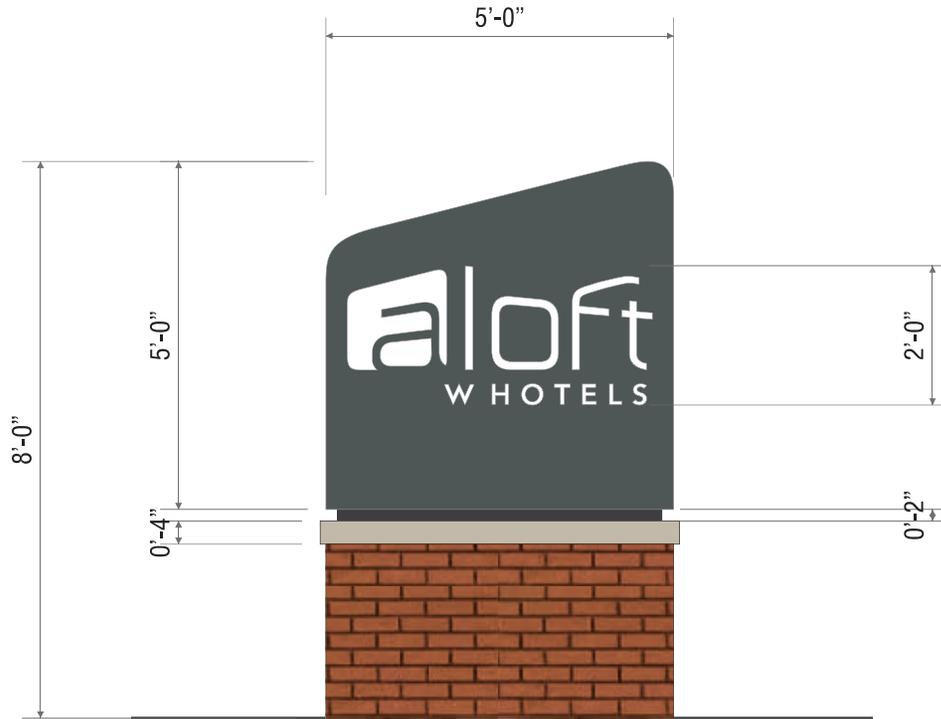
UL NUMBER(S)	SALES PERSON	ARTIST
000000	G. Tenuta	J. Richmond
000000		CUSTOMER APPROVAL
000000		DATE
000000		LANDLORD APPROVAL
		DATE

ELECTRICAL NOTES	
Sign Company DOES NOT provide primary electrical to sign. Power to the sign must be done by a licensed electrical contractor or licensed electrician.	
Each sign must have:	
1. A minimum of one dedicated 120V 20A circuit.	
2. Junction box installed within 6 feet of sign.	
3. Three wires: Line, Ground and Neutral.	



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NEW ILLUMINATED D/F MONUMENT SIGN - ALOFT HOTELS



Quantity: **One(1) D/F**
 O.A.H.: **5'-0"**
 O.A.W.: **8'-0"**
 Total Sq.Ft.: **40**
 Face: **.125" Routed Alum, Painted PMS 445 C**
 Back Up: **White Acrylic**
 Cabinet: **Painted Alum, Painted PMS 445 C**
 Reveal: **2" Painted Alum, Painted PMS 445 C**
 Base: **Texture Plus Tumbled Select - Cream**
 Cap: **Painted Alum, to match Brick Color**

Illumination: **White LED**

Notes: **Need Survey to determine Sign Area, Mounting Location, Electric Hook Up.**



ALOFT HOTELS

ADDRESS: **20 Westminster Way**
 CITY/STATE: **Lincolnshire, IL**
 ZIP: **60069**

WWW.OMEGASIGNCHICAGO.COM
 PHONE **630.237.4397** FAX **630.237.4398**

SCALE: 1/4" = 1'-0"	Rev 1	08/07/18
	Rev 2	10/26/18
DATE 8/3/18	Rev 3	02/13/19
	Rev 4	00/00/00
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	Rev 7	00/00/00

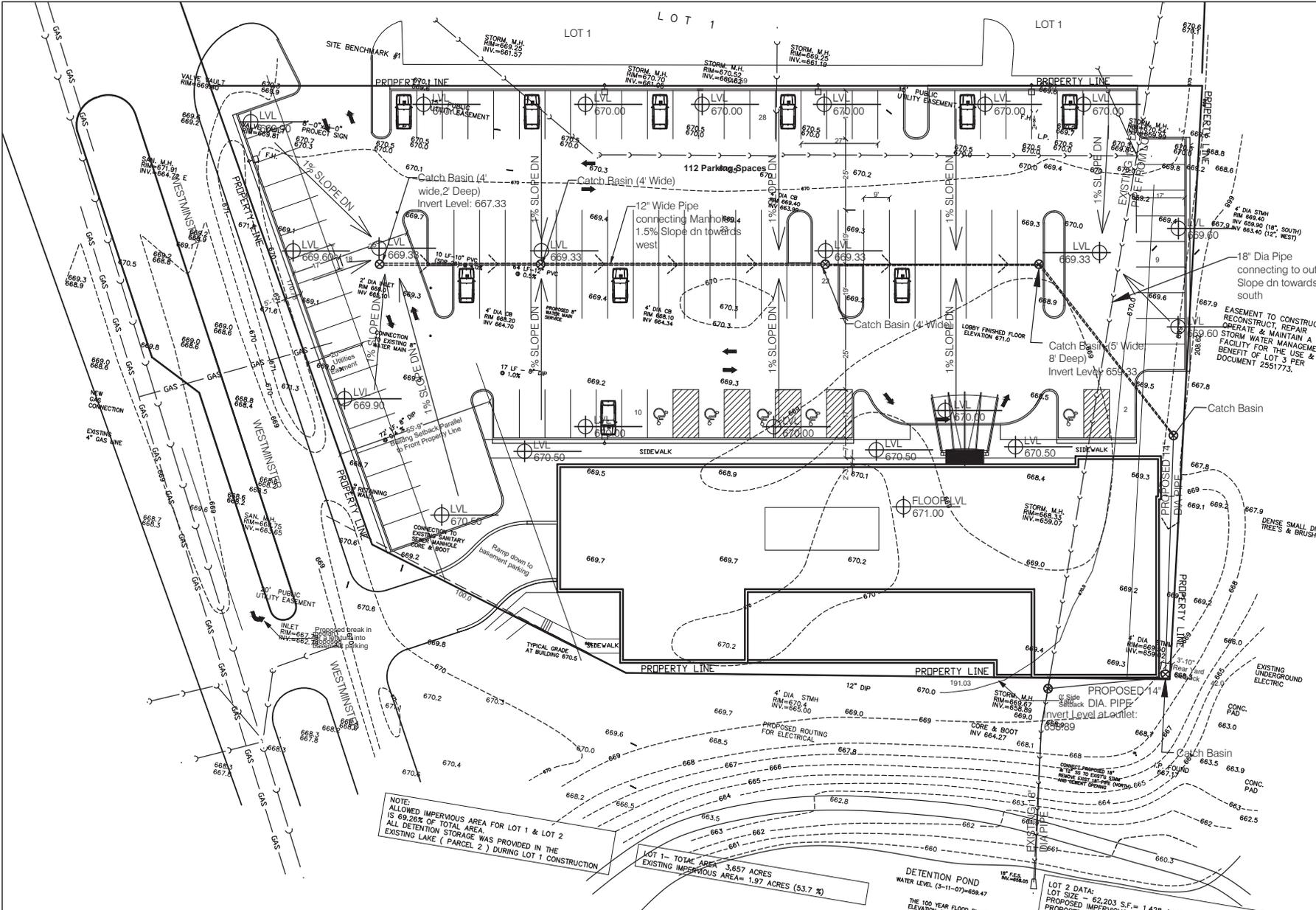
UL NUMBER(S)	SALES PERSON
000000	G. Tenuta
000000	
000000	
000000	

ARTIST	J. Richmond
CUSTOMER APPROVAL	DATE
LANDLORD APPROVAL	DATE

ELECTRICAL NOTES
 Sign Company DOES NOT provide primary electrical to sign. Power to the sign must be done by a licensed electrical contractor or licensed electrician.
 Each sign must have:
 1. A minimum of one dedicated 120V 20A circuit.
 2. Junction box installed within 6 feet of sign.
 3. Three wires: Line, Ground and Neutral.



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NOTE:
 ALLOWED IMPERVIOUS AREA FOR LOT 1 & LOT 2
 IS 69.26% OF TOTAL AREA.
 ALL DETENTION STORAGE WAS PROVIDED IN THE
 EXISTING LAKE (PARCEL 2) DURING LOT 1 CONSTRUCTION

LOT 1 - TOTAL AREA = 3.657 ACRES
 EXISTING IMPERVIOUS AREA = 1.97 ACRES (53.7 %)

DETENTION POND
 WATER LEVEL (3-11-07) = 659.47
 THE 100 YEAR FLOOD PLAN
 ELEVATION ALONG THE WEST
 FORK OF THE NORTH BRANCH
 OF THE CHICAGO RIVER IS 666.0

LOT 2 DATA:
 LOT SIZE = 62,203 S.F. = 1.428 ACRES
 PROPOSED IMPERVIOUS AREA = 39,244 S.F. = 0.878 ACRES
 PROPOSED IMPERVIOUS AREA = 61.5 %

20 WESTMINSTER WAY
 LINCOLNSHIRE, IL 60069

SITE PLAN
 SCALE: NTS



I HEREBY CERTIFY THAT THESE PLANS
 HAVE BEEN PREPARED BY ME, OR UNDER
 MY SUPERVISION AND TO THE BEST OF
 MY KNOWLEDGE, CONFORM TO ALL
 APPLICABLE STATE AND LOCAL CODES.



DRN. BY:	APP #	DRG. NO.
DATE:		A-1
9/14/2017		

NOTES

1. DO NOT SCALE DIMENSIONS FOR BUILDINGS FROM THIS DRAWING.
2. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO THE START OF WORK. ANY DISCREPANCIES FOUND SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER AND NO FURTHER WORK SHALL BE PERFORMED UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ENGINEER.
3. THE ACCURACY OF AND THE COMPLETE INCLUSION OF THE LOCATION OF EXISTING UTILITIES IS NOT GUARANTEED. ALSO, IT IS THE CONTRACTOR'S RESPONSIBILITY TO EXPOSE AND LOCATE ALL CONFLICTING UTILITIES, AND TO PROTECT THESE UTILITIES DURING CONSTRUCTION.
4. THE CONTRACTOR SHALL CALL JULIE (312) 892-0123 AT LEAST 48 HOURS PRIOR TO BEGINNING WORK, TO HAVE UTILITIES LOCATED AND MARKED.
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SYSTEM.
7. IN ALL SANITARY AND STORM SEWER AREAS, SEWER CONSTRUCTION REQUIRES STONE BEDDING 1/4" TO 3/4" IN SIZE, WITH A MINIMUM THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES. GRADE CA 7, 8, 11, OR 13 ARE ACCEPTABLE.
9. "BAND-SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPE OF DISSIMILAR MATERIALS.
10. ALL CONDUITS INSTALLED UNDER PROPOSED PAVEMENT SHALL BE BACKFILLED WITH AGGREGATE, AS APPROVED BY THE ENGINEER.
11. ALL NEW AND EXISTING STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION OF WORK. ADJUSTMENTS UPWARD SHALL BE MADE USING PRECAST CONCRETE ADJUSTMENT RINGS, BUT NO MORE THAN 8" OF RINGS SHALL BE USED. IF THE TOTAL HEIGHT OF ALL ADJUSTMENTS EXCEEDS 8" THEN ADJUSTMENTS SHALL BE MADE BY INTERCHANGING AND/OR ADDING/REMOVING COMPLETE BARREL SECTIONS TO ACHIEVE DESIRED ELEVATIONS.
12. ALL GRADING, PAVING, CONCRETE & STORM WATER DRAINAGE WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL APPLICABLE SECTIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION", ADOPTED JULY 1, 2007 WITH ALL SUBSEQUENT SUPPLEMENTS, AND THE VILLAGE OF LINCOLNSHIRE BUILDING & SUBDIVISION CODES. IN CASE OF CONFLICT, THE LATER SHALL TAKE PRECEDENCE.
13. DRIVEWAY APRONS (FROM STREET PAVEMENT TO PROPERTY LINE) SHALL BE CONSTRUCTED OF 8" P.C. CONCRETE WITH A 4" COMPACTED AGGREGATE BASE COURSE.
14. SIDEWALK SHALL BE CONSTRUCTED PER IDOT STANDARD SPECIFICATIONS, 5" THICK PORTLAND CEMENT CONCRETE, WITH 2" SAND CUSHION. FELT JOINTS SHALL BE SPACED NO MORE THAN EVERY 30 LF OF SIDEWALK.
15. ALL SEWER AND WATER CONSTRUCTION SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" FIFTH EDITION, MAY 1996, UNLESS OTHERWISE NOTED, AND AS MODIFIED OR SUPERCEDED.
16. WHENEVER A SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF TEN FEET BETWEEN SANITARY SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN THEN, WITHIN A DISTANCE OF TEN FEET ON EITHER SIDE OF THE WATERMAIN, THE SEWER PIPE SHALL BE CAST IRON, DUCTILE IRON OR AN APPROVED EQUIVALENT.
17. ALL EXISTING SEPTIC SYSTEMS TO BE ABANDONED. ABANDOND TANKS TO BE FILLED OR REMOVED.
18. ALL SANITARY MANHOLES, AND STORM MANHOLES SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES. DO NOT EXCAVATE OR DISTURB BEYOND PROPERTY LINE BOUNDARIES, UNLESS OTHERWISE NOTED.
19. ALL AREAS THAT ARE DISTURBED OR THAT ARE NOT UNDER PAVEMENT SHALL BE TOPSOILED WITH A MINIMUM OF 4" OF BLACK DIRT. SOD AND/OR SEED SHALL BE USED IN THE AREAS AS NOTED, AND AS DETAILED ON THE LANDSCAPING DRAWINGS. IN ALL CASES, WHERE A SLOPE IS GREATER THAN 3 HORIZONTAL TO 1 VERTICAL, SOD SHALL BE PLACED AND STAKED.
20. ALL AREAS DISTURBED BEYOND PROPERTY LINE BOUNDARIES OR THE CONSTRUCTION AREA SHALL BE RESTORED TO ORIGINAL CONDITION.
21. ANY DRAIN AND/OR FIELD TILE ENCOUNTERED DURING THE CONSTRUCTION SHALL BE RETURNED TO ORIGINAL CONDITION AND/OR CONNECTED TO THE STORM SEWER.
22. ALL WORK PERFORMED IN THE RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH VILLAGE STANDARDS, AND THE PERMIT ISSUED FOR THE WORK.
23. THE CONTRACTOR SHALL EXAMINE THE PLANS AND SPECIFICATIONS, VISIT THE SITE OF THE WORK AND INFORM HIMSELF FULLY EITH THE WORK INVOLVED, GENERAL AND LOCAL CONDITIONS, ALL FEDERAL, STATE AND LOCAL LAWS, ORDINANCES, RULES AND REGULATIONS AND ALL OTHER PERTINENT ITEMS WHICH MAY AFFECT THE COST AND TIME OF COMPLETION OF THIS PROJECT BEFORE SUBMITTING A PROPOSAL. PERMITS AND LICENSES OR A TEMPORARY NATURE NECESSARY FOR THE PROSECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR.
24. THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. HE SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND OWNER AT HIS OWN EXPENSE.
25. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND, OR AFTER 3 P.M. ON THE DAY PRECEDING A HOLIDAY OR WEEKEND.
26. PERMITS AND LICENSES OF A TEMPORARY NATURE NECESSARY FOR THE PROSECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR.
27. THE CONTRACTOR SHALL MAINTAIN A RECORD COPY AND A WORKING COPY OF THE PLANS AND SPECIFICATIONS ON THE JOB SITE AT ALL TIMES. ANY VARIATION FROM THE LINES AND GRADES FOR CONSTRUCTED WORK SHALL BE NOTED ON THE RECORD COPY OF THE DRAWING. THIS COPY SHALL BE RETURNED TO THE ENGINEER WHEN THE WORK IS COMPLETE.
28. ANY SOIL EROSION CONTROL MEASURES, IN ADDITION TO THOSE OUTLINED IN THESE PLANS AND WHICH ARE DEEMED NECESSARY BY THE VILLAGE ENGINEER SHALL BE IMPLEMENTED IMMEDIATELY BY THE CONTRACTOR.

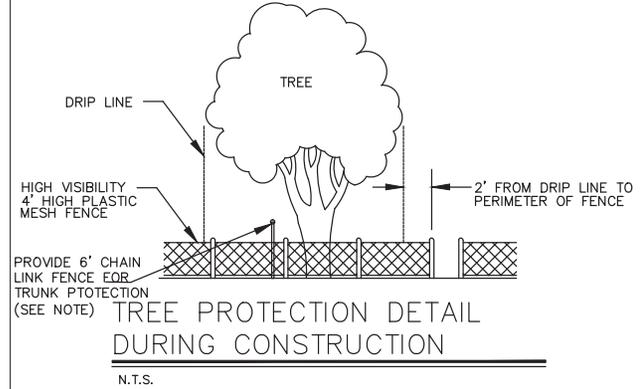
EROSION AND SEDIMENTATION CONTROL NOTES

1. The sedimentation and erosion control devices and Stabilized construction entrance shall be functional before any land is disturbed on the site
2. Stockpiles of soil shall not be located beneath the drip line of a tree, within a wetland boundary or within the Special Flood Hazard Area.
3. Temporary sediment and erosion control (burlap or seeding) shall be provided for any soil stockpile if it is to remain in place for more than 10 days
4. Storm sewer inlets shall be protected with sediment trapping or filter control devices (see details) during construction.
5. The surface of stripped areas shall be permanently or temporary protected from soil erosion within fifteen days after final grade is reached. Stripped areas that will remain undisturbed for more than fifteen days after initial disturbance shall be protected from erosion.
6. For sediment and erosion control within swales or ditches Silt Dike barrier/s or biodegradable sediment stop (manufactured by North American Green or approved equal) shall be used. The usage of straw bales is not permitted for erosion control.
7. Water pumped or otherwise discharged from the site during construction dewatering shall be filtered.
8. A stabilized construction entrance shall be installed in accordance with detail IL-630 of the Illinois Urban Manual and shall prevent the deposition of soil onto public or private roadways. Any soil reaching a public or private roadway shall be removed before the end of each workday.
9. The applicant (Developer and Contractor) shall conduct an inspection of erosion and sediment control facilities every week or within 24 hours of the completion of a storm event with a cumulative rainfall of a minimum of 1/2 inch in any 24 hour period. Deficient facilities shall be noted on the inspection report and corrective action taken within 24-hours. Copies of the inspection reports shall be maintained on site and beavailable for inspection by Village and Lake County Stormwater Management officials. A copy of a self inspection checklist may be found at <http://www.co.lake.us/elibrary/forms/smc/selfinspection.pdf>.
10. All temporary erosion control measures necessary to meet the requirements of the Village of Lincolnshire shall be kept operational and maintained continuously throughout the period of land disturbance until permanent sediment and erosion control measures are operational.
11. Any off-site area (outside of property) disturbed during construction (e.g. water service line, new driveway construction, etc.) shall be restored, with 6" of topsoil and sod, within two weeks after completion of construction work.
12. Silt Fence must meet the requirements of AASHTO M 288

TREE PROTECTION NOTE

In addition to the temporary tree protection fence (snow fence) installation of an additional tree trunk protection fence consisting of a temporary 6' high chain link fence with 10' (maximum) post spacing shall be installed by the Contractor; Fence shall be located 1.0' from tree trunk for each 12" of tree diameter.

4. Properties and special management areas downstream from the site shall be protected from erosion if the volume, velocity, sediment load, or peak flow rates of Stormwater runoff are temporary increased during construction.



- * FENCING TO BE INSTALL TO THE DRIPLINE FOR PRIVATE TREES, UNLESS OTHERWISE APPROVED. (FOR EVERY 1" OF DIAMETER, MAINTAIN 1'-0" OF FENCING DISTANCE)
- * FENCING IN THE PARKWAY TO ENCOMPASS THE ENTIRE PARKWAY, EXCEPT WERE ACCESS HAS BEEN PERMITTED. (THIS ACCESS WILL BE ALLOWED WHERE A CURRENT DRIVE EXISTS OR A NEW DRIVE IS TO BE INSTALLED.)
- * FENCING TO MAINTAINED DAILY.
- * A 6"+ LAYER OF WOODCHIPS AND/OR 3/4" PLYWOOD WILL BE PLACED IN PARKWAY WHERE ACCESS HAS BEEN ALLOWED IN AREAS WITHOUT DRIVEWAYS. (THE FORESTRY DIVISION MUST APPROVED THIS ACCESS)
- * ROOT PRUNING (OR OTHER PRESERVATION TECHNIQUES) WILL BE APPLIED AS INDICATED ON THE PLAN.
- * STORAGE OF ANY MATERIAL WILL NOT OCCUR AT ANY TIME IN PARKWAY OR ON THE ROOT ZONES OF PRIVATE TREES. (THIS INCLUDES BUT IS NOT LIMITED TO VEHICLES, PORTABLE TOILETS, DEBRIS, ETC.)

20 WESTMINSTER WAY
LINCOLNSHIRE, IL 60069

SITE PLAN
SCALE: NTS

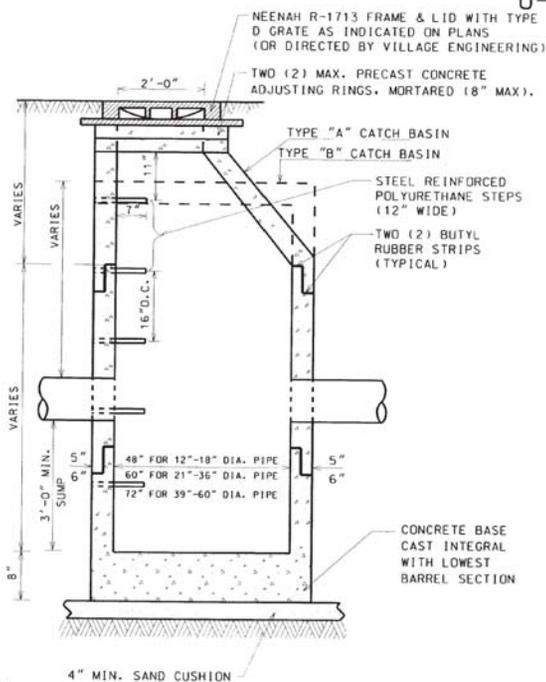


I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED BY ME, OR UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES.



DRN. BY:	APP #	DRG. NO.
DATE:		A-2
9/14/2017		

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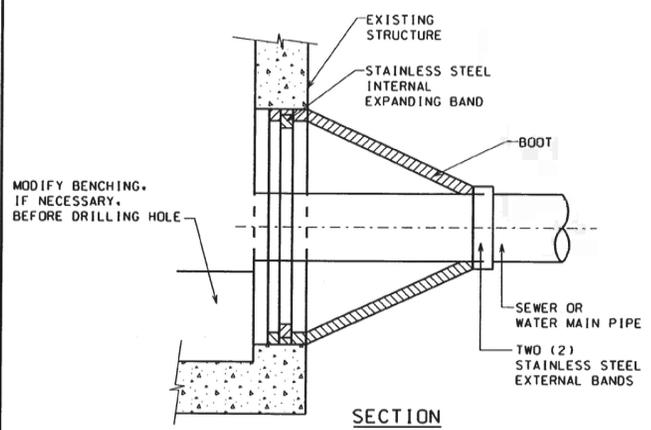


NOTES:
 MANHOLES MUST CONFORM TO ASTM C-478.
 MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
 NON-PRECAST OPENINGS SHALL BE CORED.
 RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 USE ECCENTRIC CONE ONLY.
 SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE
**CATCH BASIN
 DETAIL**

REVISED:02-28-07

U-5



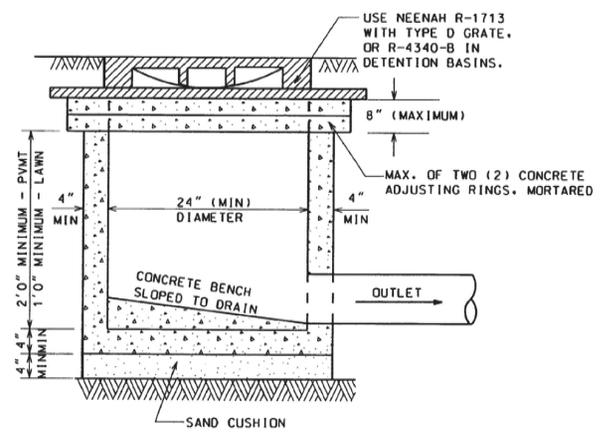
NOTES:

1. CORE-DRILL CIRCULAR OPENING IN STRUCTURE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
2. KOR-N SEAL FLEXIBLE RUBBER BOOT (MANUFACTURED BY NATIONAL POLLUTION CONTROL SYSTEMS, INC. OR AS APPROVED BY VILLAGE ENGINEERING SHALL BE USED FOR WATERTIGHT CONNECTION.
3. CUT, SHAPE AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW FROM NEW CONNECTION.
4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

NOT TO SCALE

**PIPE
 CONNECTION
 TO STRUCTURE
 DETAIL**

REVISED:02-28-07



NOTE:

1. INLET MUST CONFORM TO ASTM C-478.
2. NON-PRECAST OPENINGS SHALL BE CORED RUBBER BOOTED, AND INTERIOR MORTARED AROUND PIPE.*
3. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES. IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A 48 INCH DIAMETER MANHOLE.
4. BENCHES MUST BE PROVIDED IN ALL INLETS.

* SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE

INLET DETAIL

REVISED:02-28-07

20 WESTMINSTER WAY
 LINCOLNSHIRE, IL 60069

SITE PLAN
 SCALE: NTS



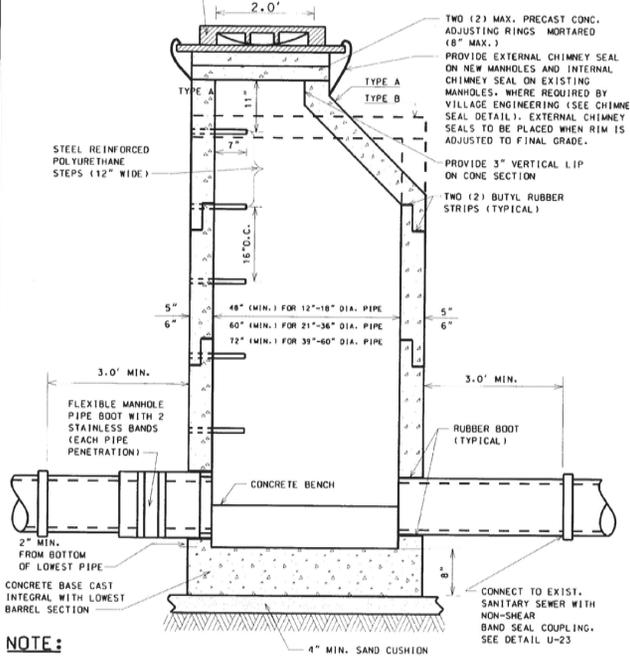
I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED BY ME, OR UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES.



DRN. BY:	APP #	DRG. NO.
DATE:		A-3

9/14/2017

NEENAH R-1713 FRAME & LID
W/7-SEAL (OR R-1516C IN FLOOD
PLAIN OR OVERLAND FLOOD
ROUTES AS DIRECTED BY ENGINEER)
WITH "SANITARY" CAST INTO COVER

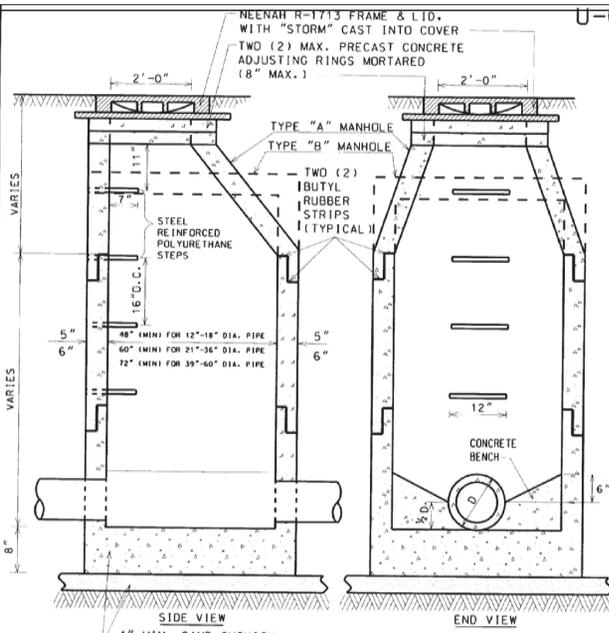


- NOTE:**
1. MANHOLES MUST CONFORM TO ASTM C-478.
 2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
 3. BENCHES MUST BE PROVIDED IN ALL SANITARY SEWER MANHOLES
 4. USE EXTERNAL LIFTING "HOLES" ONLY, BUT NOT FULL PENETRATION.
 5. ALL PIPE PENETRATIONS AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 6. USE ECCENTRIC CONE ONLY.
- * SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE
**SANITARY
MANHOLE
DETAIL**

REVISED:02-28-07

U-3

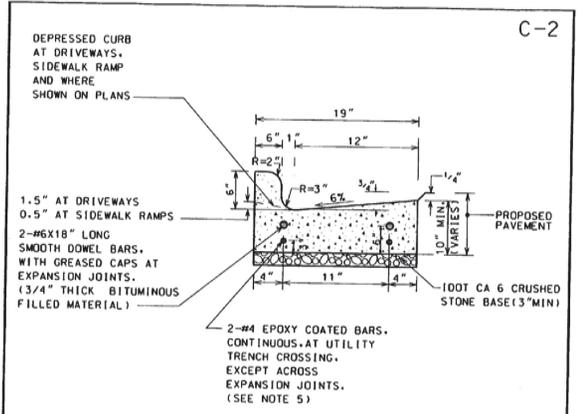


- NOTES:**
1. MANHOLES MUST CONFORM TO ASTM C-478.
 2. MANHOLE SECTIONS TO BE TONGUE AND GROOVED.
 3. BENCHES MUST BE PROVIDED IN ALL STORM SEWER MANHOLES.
 4. ALL PIPE PENETRATIONS OCCURRING WITHIN (OR BELOW) GROUNDWATER TABLE AND ALL NON-PRECAST OPENINGS SHALL BE CORED, RUBBER BOOTED AND INTERIOR MORTARED AROUND PIPE.*
 5. USE ECCENTRIC CONE ONLY.
- * SEE PIPE CONNECTION TO STRUCTURE DETAIL U-5.

NOT TO SCALE
**STORM
MANHOLE
DETAIL**

REVISED:02-28-07

U-6



- NOTE:**
1. 2" DEEP CONTRACTION JOINTS SHALL BE PLACED AT 15' INTERVALS, AND SHALL BE GROOVED WITH AN EDGING TOOL. SEE ARTICLES 420.05 AND 606 OF IDOT STANDARD SPECIFICATIONS.
 2. EXPANSION JOINTS SHALL BE PLACED AT 60' (MAX) INTERVALS, AT ALL P.C.'S AND P.T.'S, CURB RETURNS, AND AT THE END OF EACH POUR.
 3. P.C.C. SHALL CONSIST OF IDOT CLASS S1 (6.1 BAG) CONCRETE MIX, WITH 5% TO 8% AIR ENTRAINMENT, AND A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 14 DAYS (NO FLY ASH ALLOWED)
 4. PROVIDE 2 #6X24" LONG TIE BARS AT CONNECTIONS BETWEEN EXISTING AND NEW CURB & GUTTER.
 5. CURBS, SPANNING UTILITY TRENCHES, SHALL BE CONSTRUCTED WITH TWO #4 REINFORCEMENT BARS, WHICH EXTEND FIVE (5) FEET BEYOND THE TRENCH WALLS.

NOT TO SCALE
**B-6.12
CURB & GUTTER
DETAIL**

REVISED:02-28-07

C-2

I HEREBY CERTIFY THAT THESE PLANS
HAVE BEEN PREPARED BY ME, OR UNDER
MY SUPERVISION AND TO THE BEST OF
MY KNOWLEDGE, CONFORM TO ALL
APPLICABLE STATE AND LOCAL CODES.



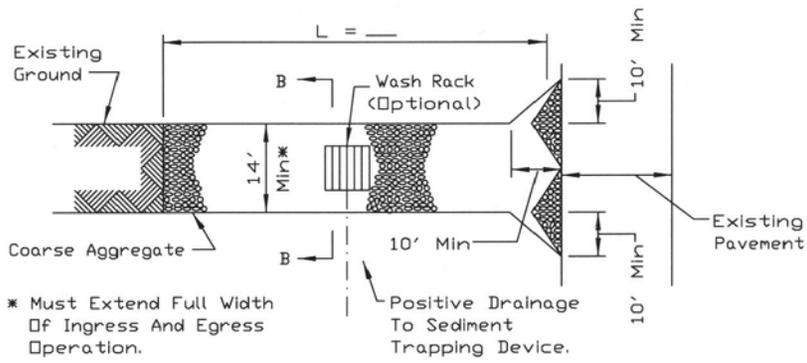
20 WESTMINSTER WAY
LINCOLNSHIRE, IL 60069

SITE PLAN
SCALE: NTS

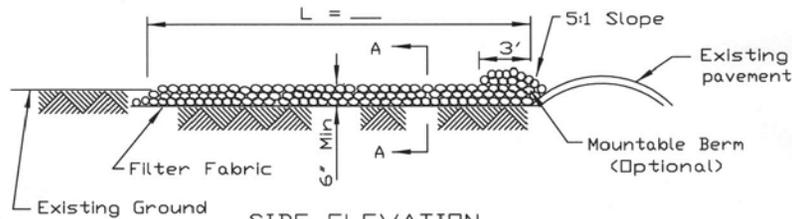


DRN. BY: APP. # DRG. NO.
DATE: 9/14/2017 A-4

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



SIDE ELEVATION

NOTES:

1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____



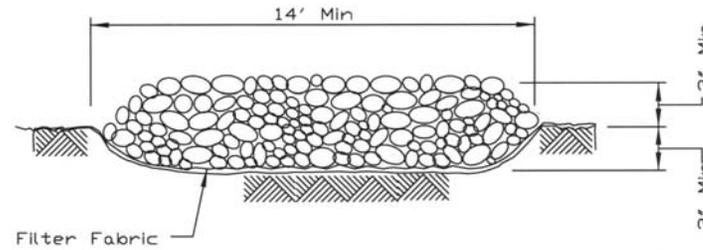
STANDARD DWG. NO.
IL-630
SHEET 1 OF 2
DATE 8-18-94

REFERENCE	Project	_____
	Designed	_____ Date _____
	Checked	_____ Date _____
	Approved	_____ Date _____

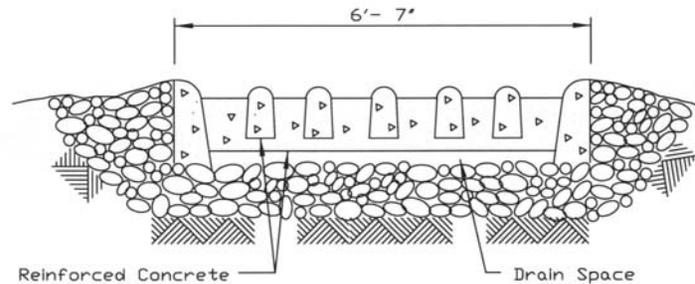


STANDARD DWG. NO.
IL-630
SHEET 2 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



SECTION B-B

20 WESTMINSTER WAY
LINCOLNSHIRE, IL 60069

SITE PLAN

SCALE: NTS



I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED BY ME, OR UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES.



DRN. BY:	APP #	DRG. NO.
DATE:		A-5
9/14/2017		

TRAFFIC STUDY

***FOR HOTEL
LOCATED AT LOT NO. 2 OF WESTMINSTER WAY
IN LINCOLNSHIRE, ILLINOIS***

PREPARED BY:

MVPA ENGINEERING CONSULTANTS, LLC

PROFESSIONAL ENGINEERS & STRUCTURAL ENGINEERS
5128 N. ELSTON AVE., CHICAGO, ILLINOIS 60630
TEL: 773-895-9704, FAX: 773-545-5290

Executive Summary

Existing and future traffic and parking conditions along Westminster Way were examined with the addition of the Aloft Hotel. The analyses considered the traffic operations and roadway capacities of IL-22/Westminster Way's internal roadway system in the immediate vicinity of the site including Westminster Way along the site frontage. Existing parking operations and availability in the parking garage were also evaluated to determine the adequacy of parking to accommodate the needs of the Aloft Hotel.

The analyses of both existing and future traffic and parking conditions indicated that no improvements will be necessary to accommodate either the traffic or parking demands of the Aloft Hotel.

The proposed Aloft Hotel will be a 112-room hotel. It is estimated that the hotel will generate 58 trips during the weekday A.M. peak hour and 68 trips during the weekday P.M. hour. The hotel's peak hour will generally not coincide with those of IL-22/Westminster Way and as a result the impacts of the site generated traffic on IL-22/Westminster Way will be further reduced. The analysis shows that the roadway system currently and will continue to operate at good levels of service.

As proposed, an access driveway will be built along Westminster Way. This access allows entrance into the basement garage with 44 parking spaces. The proposed hotel's surface parking will share access drive with the existing driveway of Homewood Suites to the north of the site. This access allows drop off/pick-up to the hotel, access to the 117 surface parking spaces. Users of the garage will have to access a different driveway along Westminster Way; this design helps further reduce the amount of traffic along Westminster Way. The design and location of the proposed access drive on Westminster Way were examined and were found to be adequate and will not negatively impact the flow of the traffic on Westminster Way.

The garage supplies approximately 44 parking spaces. This allows for more than sufficient parking to accommodate the needs of the Aloft Hotel especially at night when the garage is almost vacant.

Introduction

This memorandum summarizes the results and findings of a traffic and parking impact study conducted by MVP Engineering Consultants, LLC for the proposed Aloft Hotel to be located along Westminster Way in Lincolnshire, Illinois. 20 Westminster Way is located along Westminster Way with the closest intersection of IL-22 (Half Day Road) in Lincolnshire, Illinois and provides one access location; one full signalized access on IL-22 and Westminster Way. As proposed, the hotel, which will be located at 20 Westminster Way, will be a 112-room hotel and will provide full access on Westminster Way.

The following sections of this memorandum include:

- Existing transportation conditions and land uses.
- A detailed description of the subject development.
- Trip generation for the proposed development.
- Future transportation conditions, including access to and from the site.
- Traffic analyses for the weekday morning and evening peak hours.

Existing Roadway and Traffic Conditions

Existing roadway and traffic conditions near the site were documented based on field visits and traffic counts. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and hour traffic flows along roadways.

Site Location

The site is located along Westminster Way and south of IL-22 in Lincolnshire, Illinois. **Figure 1** shows an aerial of the site location in relation to the surrounding roadway system. The development site is bounded by IL-22 and Homewood Suites to the north, Westminster Way to the west, Tri-State Tollway Road to the east and a commercial building to the south. The characteristics of the existing roadways near the site are illustrated in **Figure 2**.

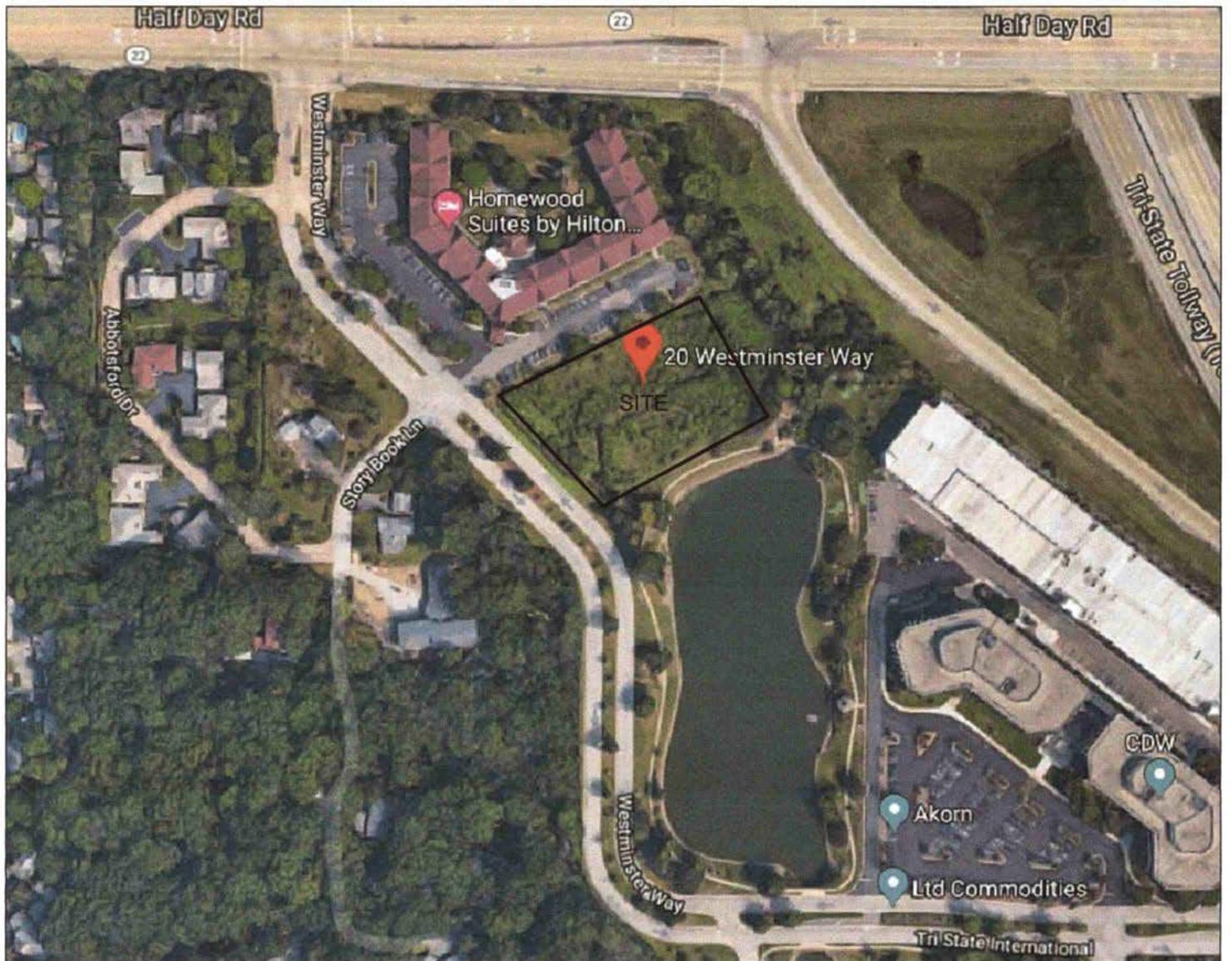
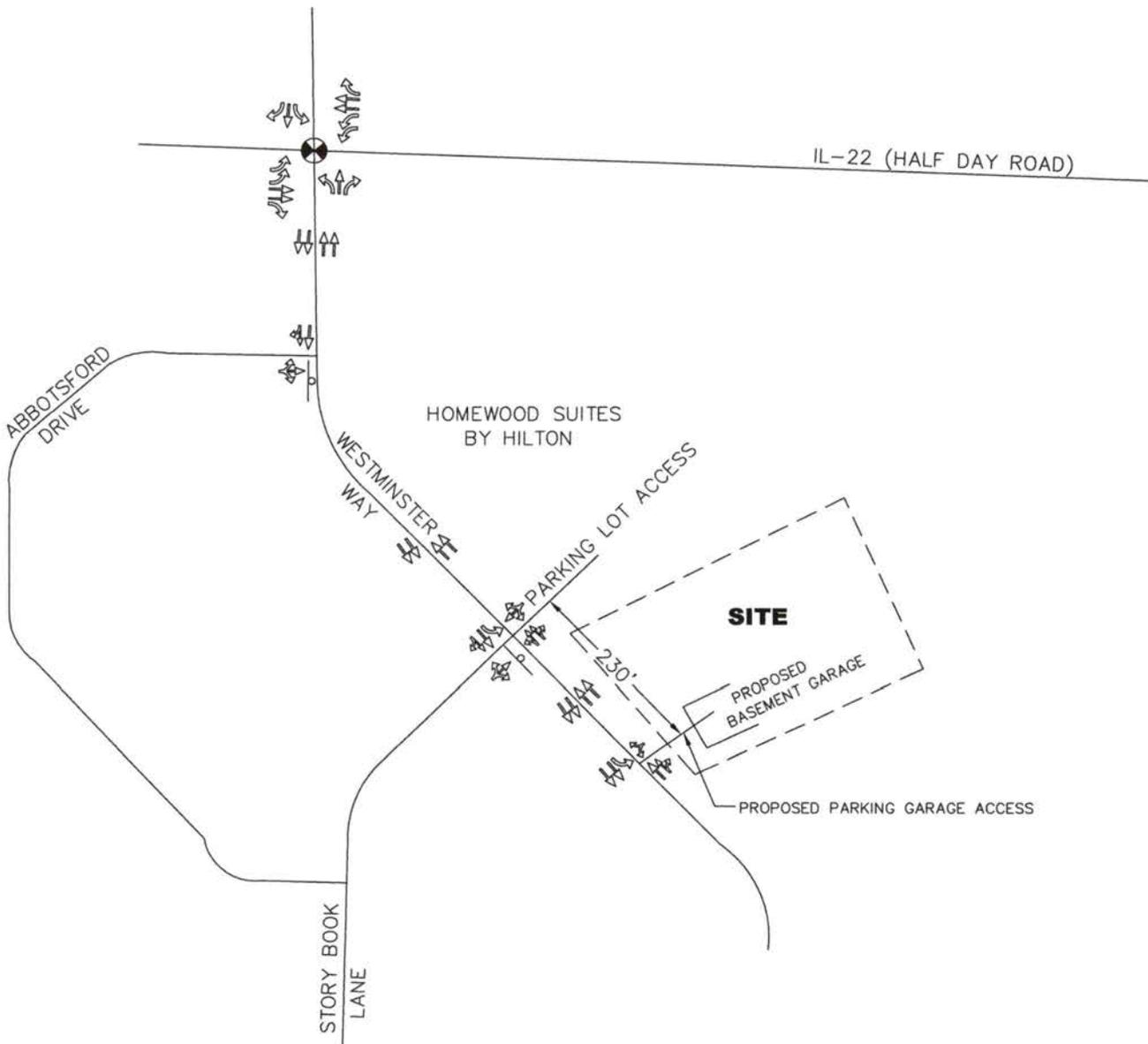


FIGURE 1

AERIAL VIEW OF SITE LOCATION



LEGEND

-  - EXISTING SIGNAL
-  - EXISTING STOP SIGN
-  - EXISTING TRAVEL LANE

PROJECT:

ALOFT HOTEL
LINCOLNSHIRE, ILLINOIS

TITLE:

EXISTING CONDITIONS

MVPA ENGINEERING CONSULTANTS, LLC

FIGURE NO: 2

Area Land Uses

As previously mentioned, the proposed site is located along Westminster Way and south of IL-22. It is in the B-2 commercial district of zoning map of Lincolnshire, Illinois. Homewood Suites is located north of the proposed site and CDW to the south of it.

Traffic Study Area

The purpose of this study was to determine the impact that the proposed Aloft Hotel would have on the immediate area. As such, the study area for this proposed development includes the following internal intersection:

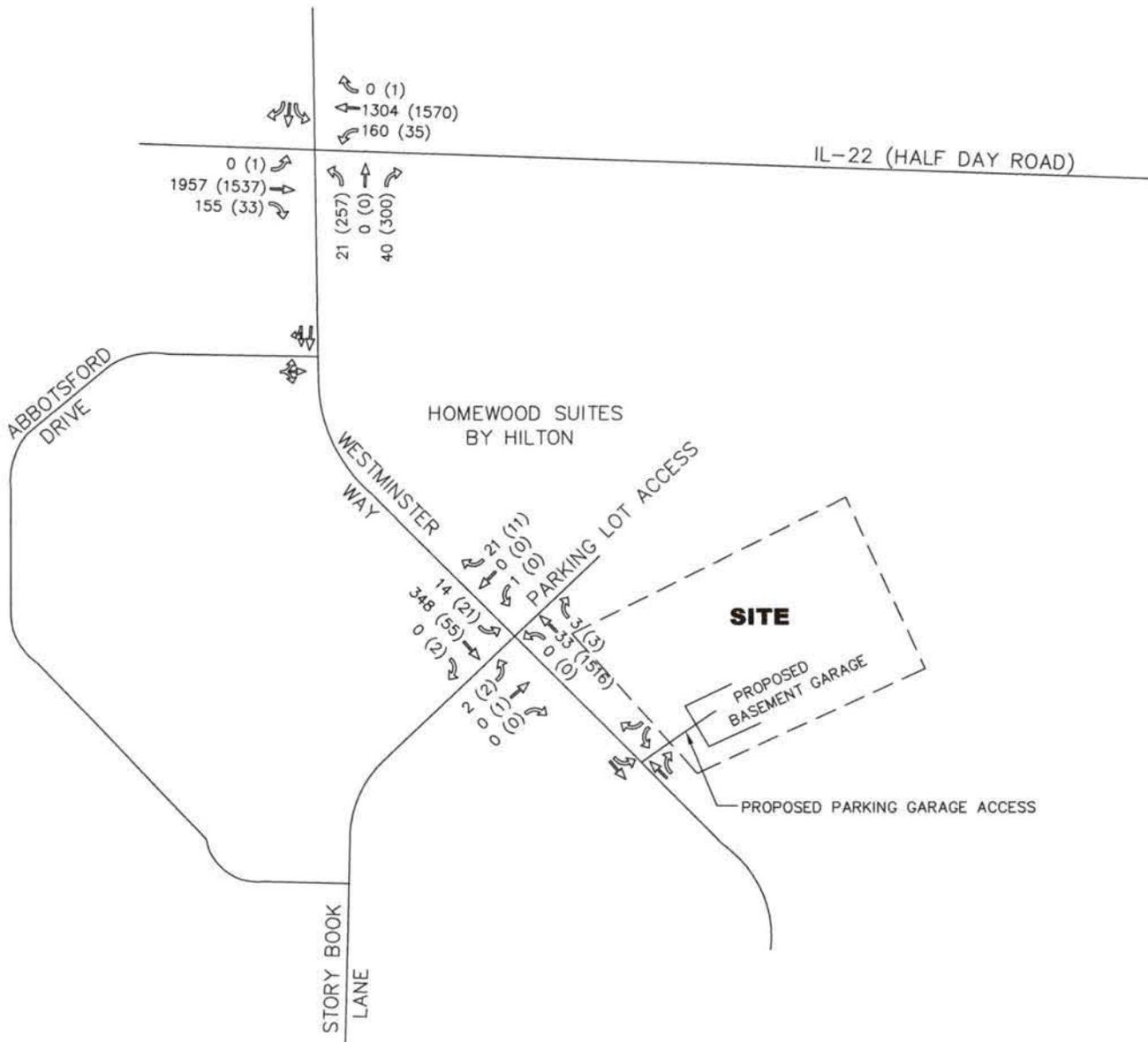
- Westminster Way with the access drive to/from IL-22

Existing Traffic Volumes

Existing roadway and traffic conditions near the site were documented based on field visit and traffic count. Manual traffic movement counts were conducted on Thursday, October 11, 2018 during the morning (6:00 to 10:00 A.M.) peak traffic period and during the evening (4:00 to 9:00 P.M.) peak traffic period. The Thursday counts were conducted for an extended period of time in order to capture both the morning and evening peak hours of the site with its commercial land uses. The counts were conducted at the following three intersections:

1. East-West IL-22 and North-South Westminster Way
2. West Story Book Lane and North-South Westminster Way

The traffic count data indicates that the existing site (peak of the overall site) peak hour of traffic occurs between 7:00-8:00 in the morning and between 4:00-5:00 in the evening. **Figure 3** shows the recorded traffic volume counts for the existing overall site weekday peak hours.



LEGEND

- 00 - WEEKDAY A.M. PEAK HOUR (7:00-8:00 A.M.)
- (00) - WEEKDAY P.M. PEAK HOUR (4:00-5:00 P.M.)

PROJECT:

ALOFT HOTEL
LINCOLNSHIRE, ILLINOIS

TITLE:

EXISTING OVERALL SITE
PEAK HOUR OF TRAFFIC

MVPA ENGINEERING CONSULTANTS, LLC

FIGURE NO: 3

Aloft Hotel Development and Site Plan

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the weekday morning and evening peak hours, and determine the directions from which this traffic will approach and depart the site.

Proposed Site/Development Plan and Proposed Access

As mentioned, the proposed development will be a 112-room hotel located along Westminster Way. This type of hotel is a limited service hotel with a restaurant inside and lounge area for hotel guests only.

The site proposes one access drive along Westminster Way for its access to the basement garage. The proposed access drive is to be located approximately 230 feet to the south of the existing access drive to the parking lot of Homewood Suites. The surface parking of the proposed hotel will share the access drive of the existing hotel, Homewood Suites. Westminster Way along this access drives has two lanes on each direction with an exclusive left-turn to the existing access drive and another exclusive left-turn will be provided that goes in the basement parking garage of the proposed hotel.

A site plan showing the surface parking and new access drive, first floor plan showing the restaurant and a basement showing the garage parking spaces are shown hereon.

Directional Distribution of Aloft Hotel Traffic

The directional distribution was estimated based on traffic patterns reflected in the existing traffic volumes. The anticipated directional distributions established are shown in **Table 1** and illustrated in **Figure 4**.

Table 1

DIRECTIONAL DISTRIBUTION OF SITE-GENERATED TRAFFIC

Direction	Percentage Distribution
To and from IL-22	90%
To and from South of Westminster Way	10%
Total	100%

SITE DATA:

ZONING CLASSIFICATION	B2 PUD
SITE AREA	61,732 S.F. - 1.41 ACRES

EXISTING	REQ'D/PERMITTED	PROPOSED
IMPERVIOUS SURFACE AREA	-0-	PUD 53,094 S.F. - 85%

BUILDING DATA:

BASEMENT FLOOR	14,743 S.F.
FIRST FLOOR	14,497 S.F.
SECOND FLOOR	11,534 S.F.
THIRD FLOOR	11,534 S.F.
FOURTH FLOOR	11,534 S.F.
FIFTH FLOOR	11,534 S.F.
TOTAL GROSS	75,376 S.F.
FAR S.F. (GROSS S.F. - BASEMENT)	63,060 S.F.
FAR (FAR S.F. / SITE AREA)	1.02
B2 ZONING - PUD	
BUILDING HEIGHT	3 1/2 STORIES, 42' 56.60 FT.

PARKING DATA

REQUIRED	PROVIDED
NUMBER OF ROOMS-112	1 SPACE/ROOM 112
NUMBER OF FULL TIME EMPLOYEES AT HIGHEST SHIFT	22 x .5/EMPLOYEE 11
NUMBER OF PART TIME EMPLOYEES AT HIGHEST SHIFT	6 x .5/EMPLOYEE 3

RESTAURANT

AREA OF RESTAURANT + KITCHEN + WAITING = 2,850 S.F.	
REQUIRED = 12 SPACES/1,000 S.F. = 2,850S.F./1,000S.F. x 12 = 32	
TOTAL SPACES REQUIRED	158

PARKING ALLOCATIONS

116 SURFACE SPACES	
44 SPACES IN BASEMENT/VALET PARKING	
TOTAL SPACES PROVIDED	160
(INCLUDES 6 HANDICAPPED STALLS)	
* AN 80% HOTEL ROOM OCCUPANCY RATE (.8 x 116 = 93) LEAVES 68 PARKING SPACES AVAILABLE FOR EMPLOYEES AND RESTAURANT USE.	

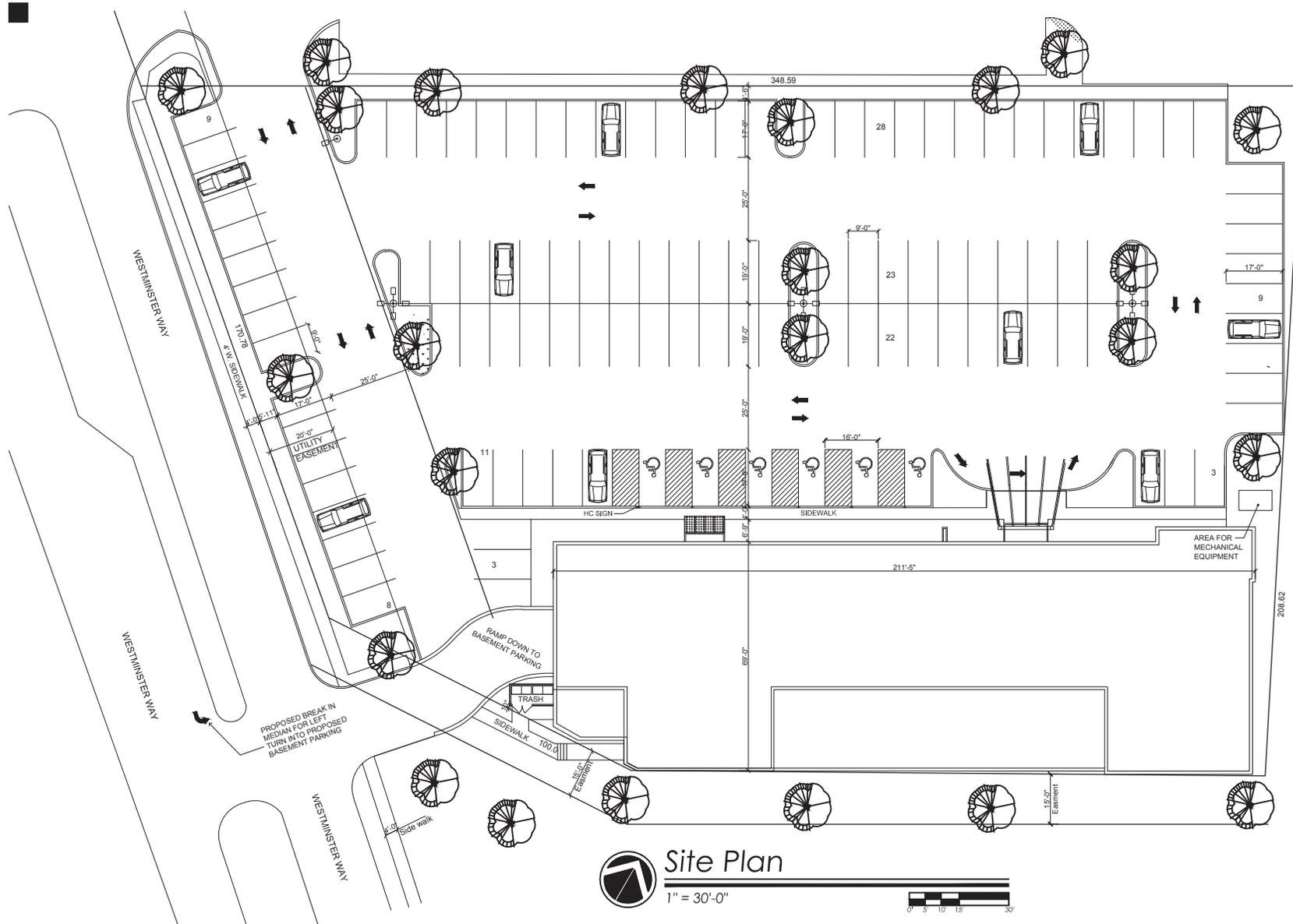
SETRACKS

FRONT (NORTH)	REAR (SOUTH)	REAR (SOUTHWEST)	WEST SIDE	EAST SIDE
-0- (PUD)	-0- (PUD)	-0- (PUD)	-0- (PUD)	-0- (PUD)
BLDG.-137'-4" PARK.-4'-8"	BLDG.-0', PARKING N.A.	BLDG.-10', PARK.-1'-2"	BLDG.-83'-9", PARK.-5'-11"	BLDG.-3'-10", PARK.-0' CLOSES

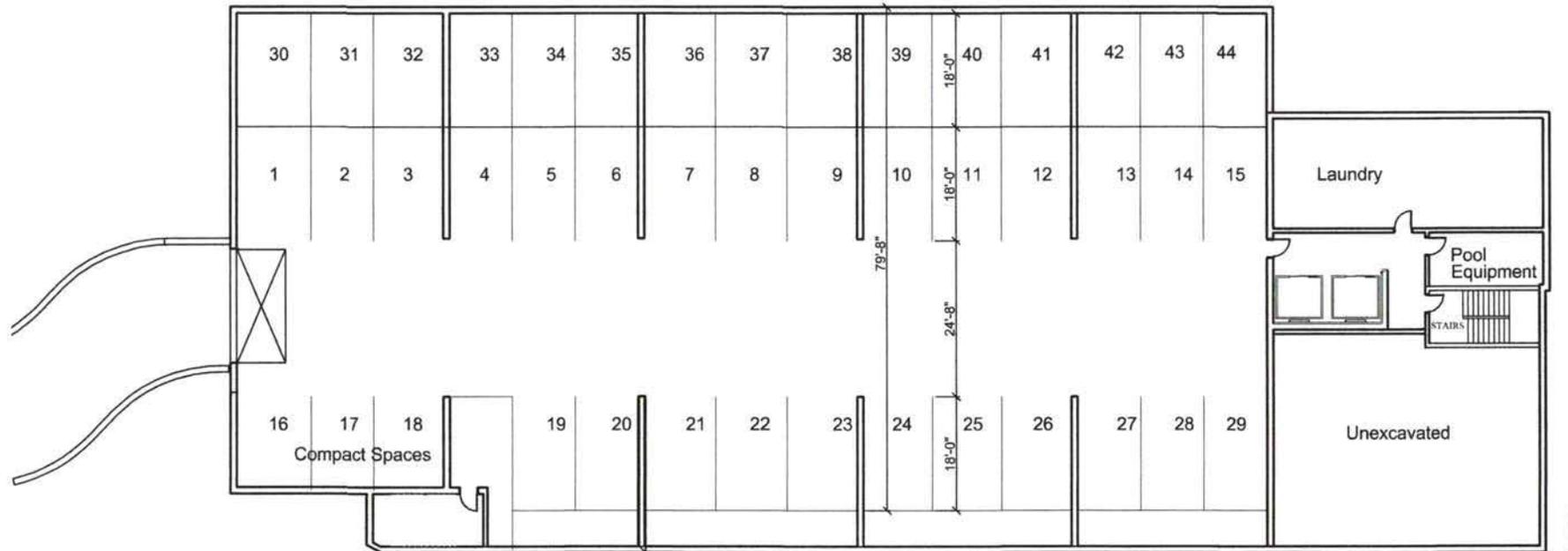
RANDALL BEES ARCHITECTURAL DESIGN, LLC
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE 5/16/19 SHEET A-1R



Site Plan
1" = 30'-0"
0 5 10 15 30



BASEMENT FLOOR PLAN - PROPOSED

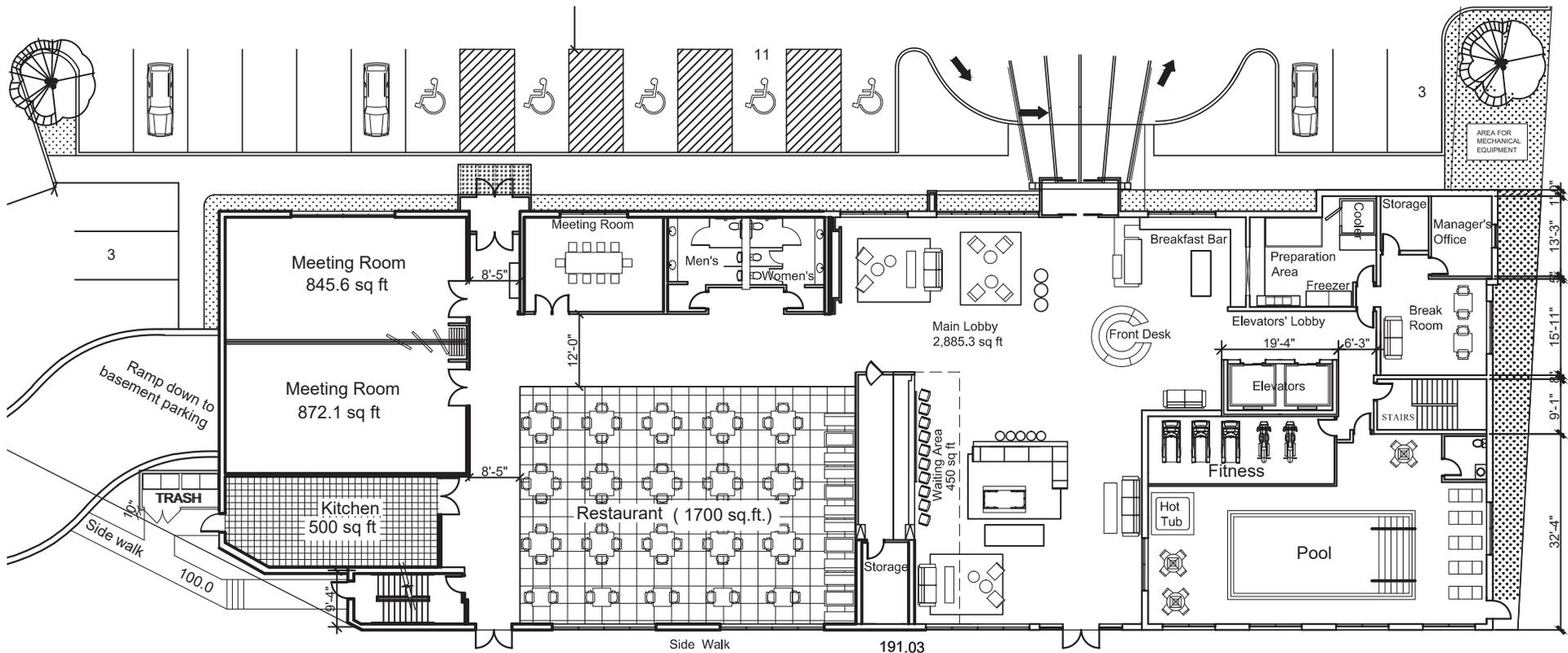
**RANDALL BEES
ARCHITECTURAL
DESIGN, LLC**
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rarch.net

PROJECT NO. 1821

DATE
6/4/18

SHEET

A-2



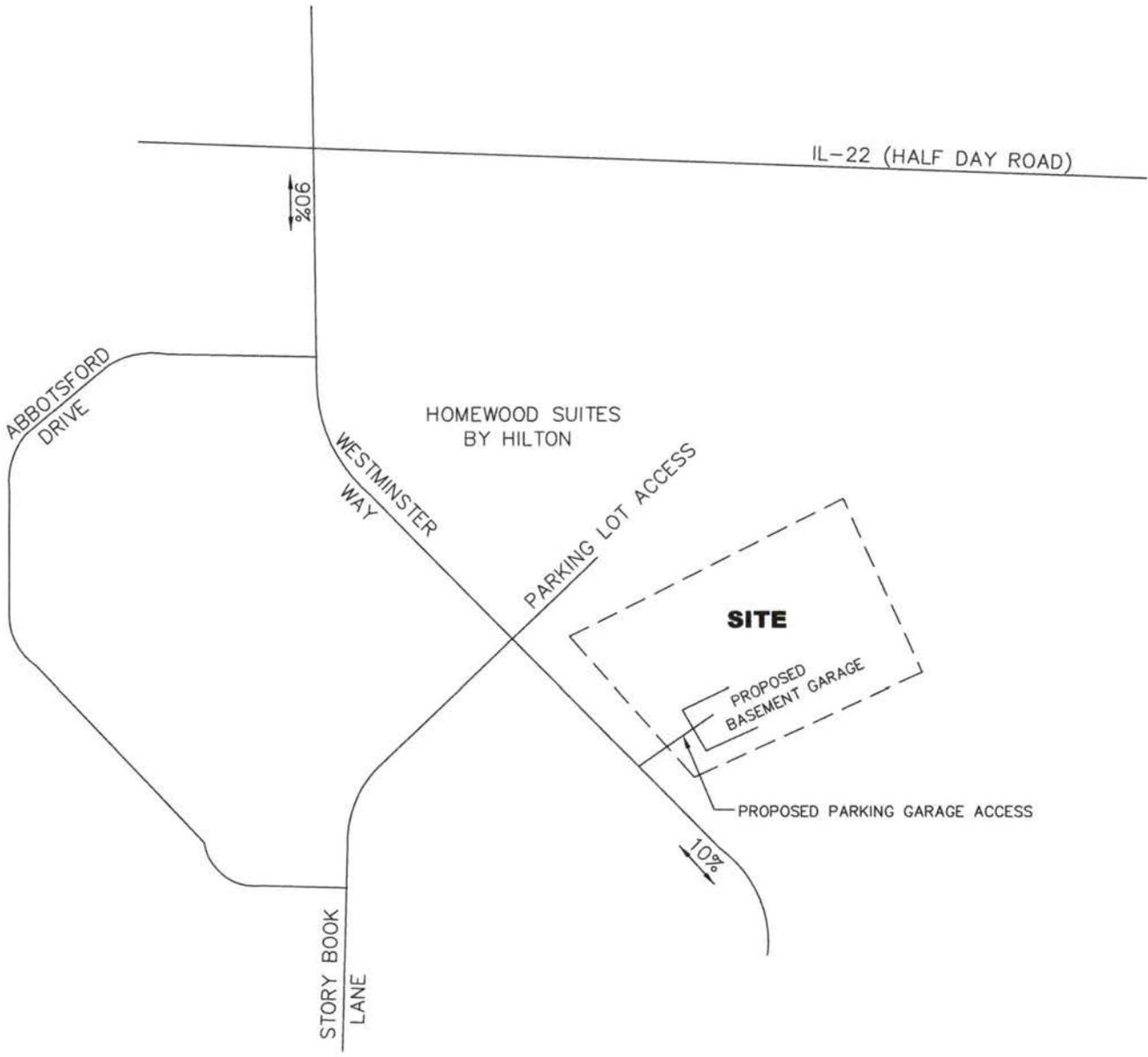
FIRST FLOOR PLAN - PROPOSED

RANDALL BEES
ARCHITECTURAL
DESIGN, LLC
121 Berkshire Ct.
Glendale Hts., Illinois 60139
Telephone (847)471-9567
randallb@rbarch.net

PROJECT NO. 1821

DATE
5/16/19

SHEET
A-3



LEGEND

0.00% - ESTIMATED DIRECTIONAL DISTRIBUTION

PROJECT:

ALOFT HOTEL
LINCOLNSHIRE, ILLINOIS

TITLE:

EXISTING DIRECTIONAL DISTRIBUTION

MVPA ENGINEERING CONSULTANTS, LLC

FIGURE NO: 4

Vehicle Trip Generation

The volume of traffic that will be generated by the Aloft Hotel was estimated using data published by the Institute of Transportation Engineers (ITE) report, *Trip Generation Manual, 10th edition*.

The proposed Aloft Hotel will contain 112 rooms and will be a limited service hotel with restaurant and a lounge area for hotel guests. Since the purpose of this study was to determine the impact the proposed development will have on peak traffic conditions of IL-22 and Westminster Way intersection, the trip rates utilized for the hotel were based on the peak hour of the generator to coincide with the peak hour of the immediate area around the IL-22/Westminster Way intersection.

The total trips anticipated with this development are detailed in **Table 2**.

Table 2

ESTIMATED SITE-GENERATED PEAK HOUR TRAFFIC VOLUMES

ITE Land-Use Code	Land Use Type/Size	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		In	Out	Total	In	Out	Total
310	Hotel (112 Rooms) Overall Peak	31	27	58	39	29	68

Because the project is being located within an existing mixed-use development, with existing hotel, proposed restaurant inside the hotel, and office uses located on the site, some interaction between the hotel and other uses is expected to occur. This traffic is considered captured or internal to the site and does not create new trips on the external roadways. However, in order to provide a worst case scenario, no interaction was assumed and all trips were considered as new trips to area roadways.

As shown in **Table 2**, the Aloft Hotel is expected to generate 58 two-way new vehicle trips during the weekday morning peak hour and 68 two-way new vehicle trips during the weekday evening peak hour.

Site Traffic Assignment

The peak hour traffic volumes to be generated by the proposed Aloft Hotel were assigned to the area roadways based on the directional distribution analysis tabulated in **Table 1** and illustrated in **Figure 4**. **Figure 5** illustrates the assignment of peak hour traffic generated by the Aloft Hotel.

Future Traffic Assignment

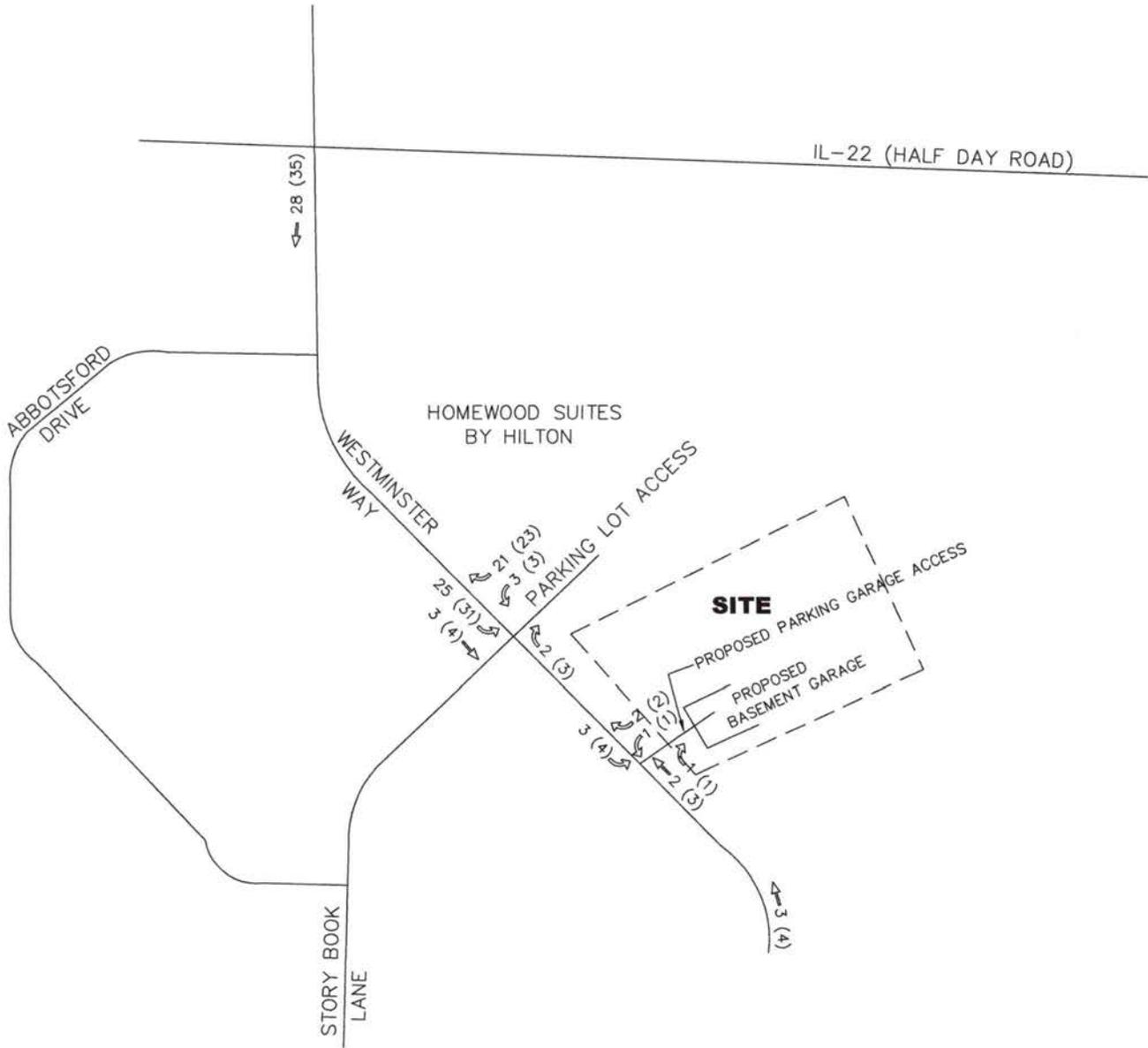
The existing traffic (refer to **Figure 3**) and the estimated site-generated traffic (refer to **Figure 5**) were combined and assigned to the roadway network to determine the future overall site peak-hour weekday morning and evening peak hour traffic volumes. The future overall site traffic volumes are illustrated in **Figure 6**, these volumes provide the basis for the capacity analysis evaluation presented in the next section of this memorandum.

Traffic Analysis

Traffic analyses were performed for the critical intersections to determine the operation of the existing roadway system, evaluate the impact of the proposed Aloft Hotel, and determine the ability of the existing roadway system to accommodate future traffic demands. Analyses were performed for the following Thursday morning and evening peak hour traffic conditions:

1. Existing Traffic Volumes
2. Total Overall Site Peak Hour Traffic Volumes

The traffic analyses were performed using the methodologies outlines in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and modeled using Synchro 10 software and Sim Traffic. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.



LEGEND

- 00 - WEEKDAY A.M. PEAK HOUR (7:00-8:00 A.M.)
- (00) - WEEKDAY P.M. PEAK HOUR (4:00-5:00 P.M.)

PROJECT:

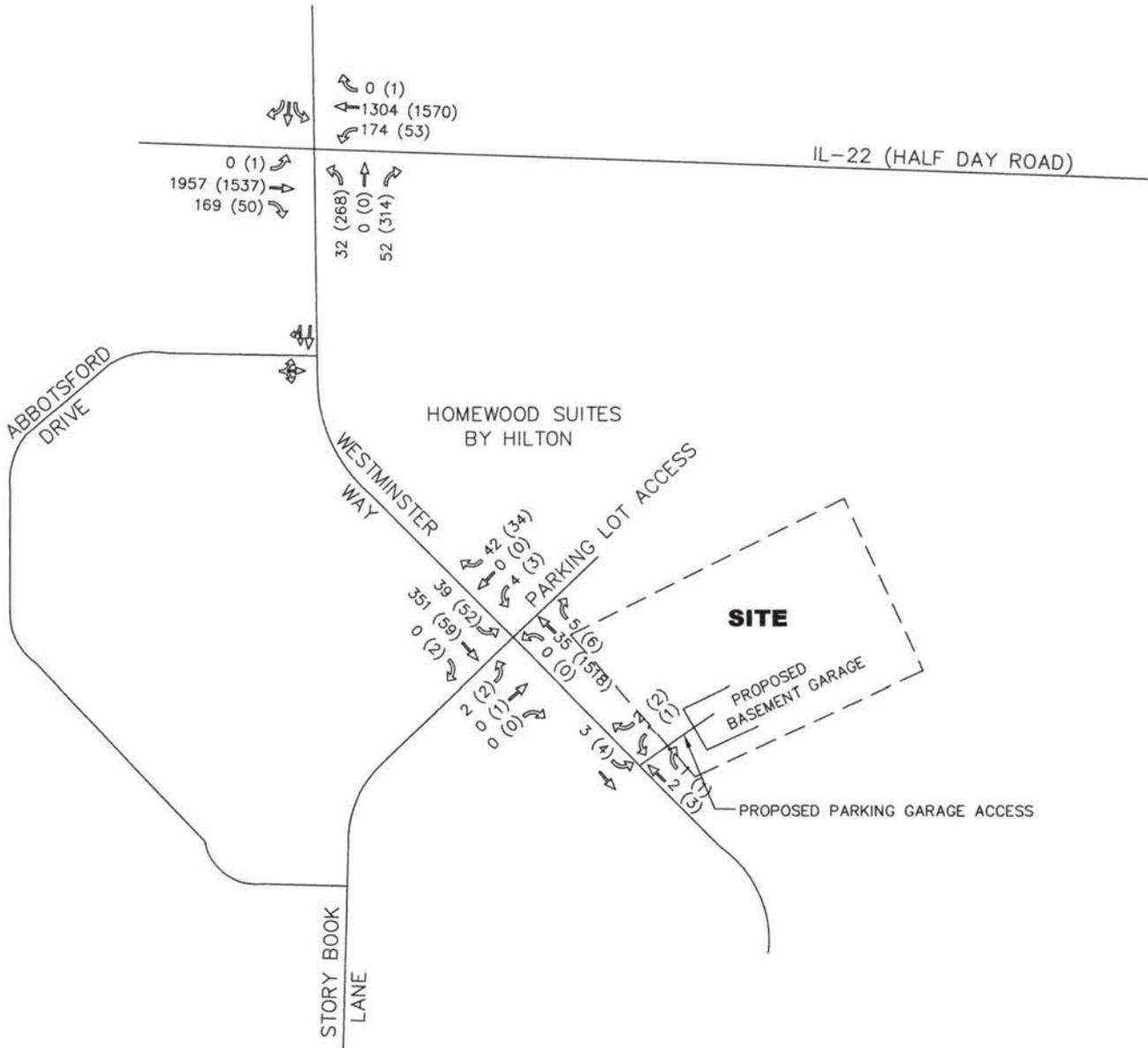
ALOFT HOTEL
LINCOLNSHIRE, ILLINOIS

TITLE:

PROPOSED SITE GENERATED
TRAFFIC VOLUMES

MVPA ENGINEERING CONSULTANTS, LLC

FIGURE NO: 5



LEGEND

- 00 - WEEKDAY A.M. PEAK HOUR (7:00-8:00 A.M.)
- (00) - WEEKDAY P.M. PEAK HOUR (4:00-5:00 P.M.)

PROJECT:

ALOFT HOTEL
LINCOLNSHIRE, ILLINOIS

TITLE:

FUTURE TOTAL OVERALL SITE
PEAK HOUR OF TRAFFIC

MVPA ENGINEERING CONSULTANTS, LLC

FIGURE NO: 6

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. **Table 3** summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* (Transportation Research Board, 2010).

Table 3

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTION

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10-20	Suitable Flow (slight delays)
C	>20-35	Stable Flow (acceptable delays)
D	>35-55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55-80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

For two-way stop controlled intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole). Level of service F at two way stop controlled intersections occurs when there are not enough suitable gaps in the flow of traffic on the major (uncontrolled) roadway to allow minor-roadway traffic to safely enter the major roadway flow or cross the major roadway.

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for unsignalized intersections are shown in **Table 4**. Summaries of the traffic analysis results showing the LOS and overall intersection delay (measured in seconds) are presented in **Table 5** for existing overall site peak hour traffic volumes and **Table 6** for future overall site and theater peak hour of traffic volumes.

Table 4

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTION

Level of Service	Average Control Delay (seconds/vehicle)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F ¹	>50

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Table 5

EXISTING CONDITIONS

CAPACITY ANALYSIS RESULTS/SUMMARY OF CRITICAL MOVEMENTS

Intersection	Weekday Evening Peak Hour	Weekday Evening Peak Hour
North-South Westminster Way at East-West IL-22	B (11.9)	B (13.4)
Parking Lot Access (Homewood Suites) at North-South Westminster Way	B (12.0)	C (16.9)
Story Book Lane at North- South Westminster Way	A (8.6)	D (32.5)

Table 6

FUTURE CONDITIONS

CAPACITY ANALYSIS RESULTS/SUMMARY OF CRITICAL MOVEMENTS

Intersection	Weekday Evening Peak Hour	Weekday Evening Peak Hour
North-South Westminster Way at East-West IL-22	B (12.2)	B (14.0)
Parking Lot Access (Homewood Suites) at North-South Westminster Way	B (14.0)	C (18.2)
Story Book Lane at North-South Westminster Way	A (8.6)	D (32.5)

As can be seen from Tables 5 and 6, all intersections analyzed are currently operating at adequate levels of service and will continue to do so in the future indicating that adequate reserve capacity exists at those intersections to accommodate the additional traffic from the proposed hotel.

It should be noted that the section of Westminster Way along site frontage provides four lanes with two lanes in each direction. Southbound traffic is provided with exclusive left-turn at the parking lot access of Homewood suites and an exclusive left-turn too at the proposed access drive to the basement parking of the proposed hotel. Capacity analyses and Synchro Simulation of projected traffic conditions at both intersections indicate that traffic on Westminster Way will generally progress through this area with minimal queues occurring for the left-turning movements from Westminster Way. As a result, the proposed location of the access drive into the basement parking of the proposed hotel and also the existing parking lot access of Homewood Suites (shared driveway to the surface parking of the proposed hotel) will not be blocked by the traffic on Westminster Way allowing the left turns in and out of the site to occur without significant delays and without negatively impacting the flow of traffic on Westminster Way.

Conclusion

In summary, this site is well located relative to the external roadway system and the internal circulation within the existing Homewood Suites along Westminster Way. Both the peak site generated traffic and the peak parking demand of the proposed site occur outside the peak hour of the intersection IL-22/Westminster Way. The proposed access along Westminster Way going into the basement parking of the proposed hotel is adequately located and provides sufficient capacity to accommodate the proposed site-generated traffic volumes. The intersections to both the north and south of the existing parking lot access drive will not be negatively impacted by the existing parking lot access drive. The new basement parking garage entrance will provide the hotel guests with access to the available parking within the garage.

HCM 2010 Signalized Intersection Summary

8: IL-22 / WESTMINSTER WAY

10/17/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1957	155	160	1304	0	21	0	40	0	0	0
Future Volume (veh/h)	0	1957	155	160	1304	0	21	0	40	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	2127	168	174	1417	0	23	0	43	0	0	0
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	1991	891	450	1991	891	502	291	247	225	291	247
Arrive On Green	0.00	0.56	0.56	0.56	0.56	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	732	3539	1583	311	3539	1583	1774	1863	1583	1358	1863	1583
Grp Volume(v), veh/h	0	2127	168	174	1417	0	23	0	43	0	0	0
Grp Sat Flow(s), veh/h/ln	366	1770	1583	155	1770	1583	1774	1863	1583	1358	1863	1583
Q Serve(g_s), s	0.0	18.0	1.7	0.0	9.3	0.0	0.4	0.0	0.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	1.7	18.0	9.3	0.0	0.4	0.0	0.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	1991	891	450	1991	891	502	291	247	225	291	247
V/C Ratio(X)	0.00	1.07	0.19	0.39	0.71	0.00	0.05	0.00	0.17	0.00	0.00	0.00
Avail Cap(c_a), veh/h	450	1991	891	450	1991	891	1223	1048	891	777	1048	891
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.0	3.4	16.0	5.1	0.0	11.5	0.0	11.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	41.3	0.1	0.5	1.2	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	19.7	0.7	0.8	4.7	0.0	0.2	0.0	0.3	0.0	0.0	0.0
LnGrp Delay(d), s/veh	0.0	48.3	3.5	16.5	6.3	0.0	11.6	0.0	12.0	0.0	0.0	0.0
LnGrp LOS		F	A	B	A		B		B			
Approach Vol, veh/h		2295			1591			66				0
Approach Delay, s/veh		45.0			7.4			11.9				0.0
Approach LOS		D			A			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		22.5		9.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.8		20.0		0.0		20.0				
Green Ext Time (p_c), s		0.1		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay					29.3							
HCM 2010 LOS					C							

HCM 2010 Signalized Intersection Summary
 8: Westminster Way & IL-22

10/17/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1537	33	35	1570	0	257	0	300	0	0	0
Future Volume (veh/h)	0	1537	33	35	1570	0	257	0	300	0	0	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	0	1671	36	38	1707	0	279	0	326	0	0	0
Adj No. of Lanes	2	2	1	2	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	1701	761	393	1701	761	688	520	442	192	520	442
Arrive On Green	0.00	0.48	0.48	0.48	0.48	0.00	0.28	0.00	0.28	0.00	0.00	0.00
Sat Flow, veh/h	554	3539	1583	554	3539	1583	1774	1863	1583	1050	1863	1583
Grp Volume(v), veh/h	0	1671	36	38	1707	0	279	0	326	0	0	0
Grp Sat Flow(s),veh/h/ln	277	1770	1583	277	1770	1583	1774	1863	1583	1050	1863	1583
Q Serve(g_s), s	0.0	17.4	0.5	0.6	18.0	0.0	5.0	0.0	7.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.4	0.5	18.0	18.0	0.0	5.0	0.0	7.0	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	384	1701	761	393	1701	761	688	520	442	192	520	442
V/C Ratio(X)	0.00	0.98	0.05	0.10	1.00	0.00	0.41	0.00	0.74	0.00	0.00	0.00
Avail Cap(c_a), veh/h	384	1701	761	393	1701	761	1045	895	761	404	895	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	9.6	5.2	18.7	9.7	0.0	11.5	0.0	12.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	17.8	0.0	0.1	22.7	0.0	0.4	0.0	2.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.5	0.2	0.2	13.9	0.0	2.5	0.0	3.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	27.3	5.2	18.8	32.4	0.0	11.9	0.0	14.7	0.0	0.0	0.0
LnGrp LOS		C	A	B	F		B		B			
Approach Vol, veh/h		1707			1745			605				0
Approach Delay, s/veh		26.9			32.1			13.4				0.0
Approach LOS		C			C			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.0		22.5		15.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		9.0		19.4		0.0		20.0				
Green Ext Time (p_c), s		1.5		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				27.1								
HCM 2010 LOS				C								

Intersection

Int Delay, s/veh 0.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↕	↗	↖	↕	↗	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	21	55	2	0	1516	3	2	1	0	0	0	11
Future Vol, veh/h	21	55	2	0	1516	3	2	1	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	60	2	0	1648	3	2	1	0	0	0	12

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1651	0	0	62
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	887	-	-	1539
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	887	-	-	1539
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	4	0	32.5	16.9
HCM LOS			D	C

Minor Lane/Major Mvm	NELn1	NWL	NWT	NWR	SEL	SET	SEBWLn1
Capacity (veh/h)	134	1539	-	-	387	-	315
HCM Lane V/C Ratio	0.024	-	-	-	0.059	-	0.038
HCM Control Delay (s)	32.5	0	-	-	14.9	-	16.9
HCM Lane LOS	D	A	-	-	B	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	0.1

Intersection

Int Delay, s/veh 0.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↕	↕↕			↕↕			↕↕			↕↕	
Traffic Vol, veh/h	0	348	14	0	33	3	2	0	0	1	0	21
Future Vol, veh/h	0	348	14	0	33	3	2	0	0	1	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	378	15	0	36	3	2	0	0	1	0	23

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	39	0	0	393
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22
Pot Cap-1 Maneuver	1569	-	-	1162
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1569	-	-	1162
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0	12	8.6
HCM LOS			B	A

Minor Lane/Major Mvm	NELn1	NWL	NWT	NWR	SEL	SET	SEBWLn1
Capacity (veh/h)	519	1162	-	-	1569	-	-
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-
HCM Control Delay (s)	12	0	-	-	0	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

TITLE: 6
CHAPTER 6: Business Districts
ARTICLE: B, B2 General Business District



Sections:

- 6-6B-1: Intent and Scope of Regulations
- 6-6B-2: General Requirements
- 6-6B-3: Uses
- 6-6B-4: Lot Sizes
- 6-6B-5: Building Setbacks
- 6-6B-6: Building Height
- 6-6B-7: Signs
- 6-6B-8: Off-Street Parking and Loading
- 6-6B-9: Landscaping

6-6B-1: Intent and Scope of Regulations

The intent of the B2 District is to accommodate those uses which require substantial land area, are major travel destinations, require substantial support parking and draw their clientele or employees from the regional market. Often times such uses require a high degree of access and roadside visibility or exposure from major thoroughfares.

As the village relies almost exclusively on retail sales generated from properties located in the village to fund its municipal services, this Article is also intended to regulate the conversion or elimination of retail sales establishments through the preservation and enhancement of sales tax generating uses, while also working with the property owners to maintain a viable tenant mix on various properties within this District.

6-6B-2: General Requirements

- A. Outdoor Business and Storage: All business, service, storage, merchandise display and repair processing, where allowed, shall be conducted only within a completely enclosed building except for off-street parking, off-street loading, open sales lots, automobile service facilities, and drive-thru facilities where such uses are allowed.
- B. Production of Goods: The production of any goods on the premises shall be associated with a Permitted and/or Special Use and shall be incidental to the principal use, unless otherwise specifically provided herein.
- C. Performance Criteria: The use of equipment and goods processed or produced on the premises shall not be objectionable by reason of odor, dust, smoke, cinders, gas, noise, vibration, refuse matter or water-carried waste.

6-6B-3: Uses

Uses permitted in the B2 General Business District are identified in the table below:

Uses	P = Permitted	SU = Special Use
Any Permitted Use in the B1 Retail Business District	P	
Any Special Use in the B1 Retail Business District		SU
Assembly Uses, as defined in Chapter 2 of this Title		SU
Automotive service facility		SU
Bowling alley establishment	P	
Colleges, universities, or vocational schools		SU
Convalescent, sheltered care facilities and group or nursing homes	P	
Drinking establishments, including Live Entertainment		SU
Hotels		SU
Motor vehicle sales establishments		SU
Parks and playgrounds	P	
Radio and television station, excluding transmission towers		SU
Recreation facility, public or private, as defined in Chapter 2 of this Title		SU
Retail shopping centers	P	
Urgent medical care center/clinic		SU
Any other similar use not specifically permitted in this Chapter, but which has substantially similar impacts on public services, traffic, parking and property values as the uses expressly permitted herein, is consistent with the trend in development within the District, and is complementary to the Village's reliance on non-property taxes to finance municipal operations.	P	

6-6B-4: Lot Sizes

Uses	Minimum Lot Area	Minimum Lot Width
Permitted Uses	30,000 sq. ft.	200 ft.
Automotive service/repair facility	30,000 sq. ft.	100 ft.
Motor vehicle sales establishment	30,000 sq. ft.	300 ft.
Planned Unit Developments (PUD)	By Village Board	By Village Board
Special Uses, all other	30,000 sq. ft.	200 ft.

6-6B-5: Building Setbacks

Uses	Front	Side	Corner Side	Rear
Permitted Uses	50 ft.	20 ft.	50 ft.	25 ft.
Special Uses, all others	50 ft.	20 ft.	50 ft.	25 ft.
Planned Unit Development (PUD)	By Village Board			

Where a side and/or rear yard abuts any residential zoning district, excluding the R5 District, a transitional yard measuring twice the minimum yard requirement shall be required. Landscaping or fence screening a minimum of seventy-five percent (75%) opacity shall be provided within such transitional yards. Transitional yards shall not contain any off-street parking or other structures, except driveways, sidewalks, and landscaping.

6-6B-6: Building Height

In the B2 District no building shall exceed three and one-half (3-1/2) stories or forty two feet (42') in height including rooftop equipment.

6-6B-7: Signs

Signs shall be subject to the regulations contained in Title 12 of this Code.

6-6B-8: Off-Street Parking and Loading

Off-street parking and loading facilities shall be provided as required in Chapter 11 of this Title. (Ord. 86-885-22)

6-6B-9: Landscaping

Landscaping shall be subject to the regulations contained in Title 13 of this Code



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	2020 Village-Sponsored Special Events Schedule
Petitioner:	Village of Lincolnshire
Action Requested:	Consideration of Proposed 2020 Village-Sponsored Special Events Schedule
Prepared By:	Tonya Zozulya – Planning & Development Manager
Staff Recommendation:	Consideration of the Proposed 2020 Village-Sponsored Special Events Schedule and Placement on the January 27, 2020, Regular Village Board Consent Agenda for Approval
Tentative Meeting Schedule:	Regular Village Board – January 27, 2020
Reports and Documents Attached:	N/A

Background

- The Village and various community partners host a number of major special events throughout the year. The Village’s Special Events Committee (“committee”), comprised of staff from all departments, meets regularly to plan and implement events. The committee will begin planning 2020 special events in January.

Village-Sponsored Events – For Board Approval

- The committee proposes the below 2020 schedule for Village-sponsored special events. Following Village Board approval of these dates, staff will notify community partners and publicize the events in various promotional materials.

Table 1: Village-Sponsored Events

Event	Date(s)	Location
Memorial Day	Monday, May 25	Spring Lake Park
Food Truck Fridays	May 29 - August 21	300 Knightsbridge Parkway
Red, White, & BOOM!	Friday, July 3 Saturday, July 4	Spring Lake Park
Heroes Night	Friday, August 28	North Park
Boo Bash	Friday, October 23	North Park
Holiday Tree Lighting	Friday, December 4	Village Green Center

Other Special Events – For Reference Only

- In addition to the above Village-sponsored special events, the following major community events are planned in the village by community partners this year. The schedule of these events does not require Village Board approval.

Table 2: Other Special Events

Event	Coordinating Organization	Date(s)	Location
Skate Night	Lincolnshire Sports Association	January 25 (rescheduled)	North Park
Lake County Restaurant Week	Visit Lake County	February 28 - March 8	Various restaurants
Lincolnshire Art Festival	Amdur Productions	August 15 - 16	Village Green Center



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Review of Closed Session Meeting Minutes
Petitioner:	Village of Lincolnshire
Action Requested:	Consideration of a Resolution Approving Closed Session Meeting Minutes and Authorizing the Village Clerk to Make Certain Closed Session Meeting Minutes Available to the Public for Inspection – Second Review – 2019 and Authorizing the Destruction of Certain Audio Recordings of Closed Session Minutes
Prepared By:	Brad Burke – Village Manager
Staff Recommendation:	Consideration and Placement on the January 27, 2020, Regular Village Board Consent Agenda for Approval
Budgeted Amount:	N/A
Actual Amount:	N/A
Level of Service Impact:	N/A
Tentative Meeting Schedule:	Regular Village Board – January 27, 2020
Reports and Documents Attached:	1) Draft Resolution Approving Certain Executive Session Minutes and Authorizing Destruction of Certain Audio Recordings 2) Executive Session Minutes for Review – October 15, 2019, and November 11, 2019

Background

- The Illinois Open Meetings Act (“OMA”) requires minutes be kept of all meetings of public bodies, whether open or closed (e.g., Executive Session). Minutes of closed meetings are required to be made available to the public only after the public body determines it is no longer necessary to keep such minutes confidential. In accordance with OMA, public bodies are required to review withheld minutes of closed meetings on a semi-annual basis. A determination is to be made in open session on the question of whether a need for confidentiality still exists with respect to all or part of the Executive Session Minutes reviewed.
- The last time Executive Session minutes were reviewed by the Village Board was July 8, 2019. In order to address Executive Session minutes, the Village Board is requested to consider various minutes as reflected in the exhibits to the attached resolution. The process of approving and determining the releasability of closed session minutes ensures the Village meets the intent of OMA.

RESOLUTION NO.

A RESOLUTION APPROVING CERTAIN CLOSED SESSION MEETING MINUTES AND AUTHORIZING THE VILLAGE CLERK TO MAKE CERTAIN CLOSED SESSION MEETING MINUTES AVAILABLE FOR PUBLIC INSPECTION SECOND REVIEW – 2019 AND AUTHORIZING THE DESTRUCTION OF CERTAIN AUDIO RECORDINGS OF CLOSED SESSION MINUTES

WHEREAS, the Board of Trustees of the Village of Lincolnshire have met from time to time in Executive Session for purposes authorized by the Illinois Open Meetings Act (the "Act"); and

WHEREAS, as required by the Act, the Village Clerk has kept written minutes of all such executive sessions; and

WHEREAS, pursuant to 5 ILCS 120/2.06 (d), the Board of Trustees have reviewed closed session minutes; and

WHEREAS, the Board of Trustees have determined that the attached list of minutes identified in **Exhibit A** are complete, accurate and shall be approved; and

WHEREAS, the Board of Trustees have determined that the attached list of minutes identified as **Exhibit B** no longer require confidential treatment and should be made available for public inspection; and

WHEREAS, the Open Meetings Act requires governmental bodies to audio or video record their closed meetings; and

WHEREAS, this governmental body has complied with that requirement; and

WHEREAS, for the verbatim record by audio tape of the closed session portion of the meetings set forth in Section 2 of this Resolution, at least eighteen (18) months have passed since the completion of those meetings, and this governmental body has approved written minutes for each of the closed session portions of the meetings set forth in Section 2;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF LINCOLNSHIRE, LAKE COUNTY, ILLINOIS, AS FOLLOWS:

Section 1: Based upon the statements made in the preamble to this Resolution: (a) the Board of Trustees of the Village of Lincolnshire hereby approve the minutes of the closed meetings listed on **Exhibit A**, and (b) the Board of Trustees of the Village of Lincolnshire hereby finds that the minutes of the closed meetings listed on **Exhibit B** are no longer necessary to keep confidential and order their release for public review, inspection and copying.

Section 2: Based upon the statements made in the preamble to this Resolution, the Board of Trustees of the Village of Lincolnshire hereby order the destruction of the verbatim record, such being an audio tape, of the closed session portions of all meetings which took place prior to June, 2018.

Section 3: This Resolution shall be in full force and effect from and after its adoption as provided by law.

ADOPTED this ____ day of _____, 2020 pursuant to a roll call vote as follows:

AYES:
NAYS:
ABSENT:
ABSTAIN:

Mayor Elizabeth J. Brandt

ATTEST:

Village Clerk Barbara Mastandrea

Exhibit A

The following meeting minutes are approved:

October 15, 2019

November 11, 2019

Exhibit B

The Following Meeting Minutes for Release:

None



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Tolling Agreement Related to IMET Losses Arising from First Farmers Financial
Petitioner:	Village of Lincolnshire
Action Requested:	Consideration of an Extension to Tolling Agreement related to the Illinois Municipal Investment Fund (IMET)
Prepared By:	Brad Burke – Village Manager
Staff Recommendation:	Consideration and Placement on the January 27, 2020, Regular Village Board Consent Agenda for Approval
Budgeted Amount:	N/A
Actual Amount:	N/A
Level of Service Impact:	N/A
Tentative Meeting Schedule:	Regular Village Board – January 27, 2020
Reports and Documents Attached:	1) Proposed Extension to Tolling Agreement to January 31, 2021 2) Approved Tolling Agreement

Background

- The Village of Lincolnshire has invested idle funds with the Illinois Metropolitan Investment Fund (IMET) for many years. On October 9, 2014, IMET withdrew \$141,186.19 from Lincolnshire's Convenience Fund account and placed the funds in a "restricted" account pending the recovery of dollars related to a case of securities fraud. In light of this fraud, a number of public entities negotiated a Tolling Agreement between IMET and those entities who participated in the Convenience Fund. The Village of Lincolnshire approved the original tolling agreement related to IMET losses on March 9, 2015. The original Tolling Agreement included a termination date of June 30, 2016. Subsequently, the Village Board took the following actions:
 - June 13, 2016 – approved extending the original tolling agreement to January 31, 2017
 - January 9, 2017 – approved a second extension to the tolling agreement to January 31, 2018
 - January 22, 2018 – approved a third extension to the tolling agreement to January 31, 2019
 - January 28, 2019 – approved a fourth extension to the tolling agreement to January 31, 2020
- Due to the ongoing nature of this matter and the lack of settlement, IMET provided the attached extension agreement to the original Tolling Agreement extending the termination date to January 31, 2021. Both staff and Village Attorney Simon believe it is in the Village's interest to hold the Tolling Agreement open. Both IMET and their investment counsel have professional liability insurance with whom the IMET participants may settle once the total distribution from the Receiver is known. Maintaining the Tolling Agreement ensures that IMET's counsel keeps Village Attorney Simon apprised of current events and seeks the Village's opinion (and those of other local counsel) from time to time. Since the result of the ongoing court process will not be known before the end of January



2020, Village Attorney Simon worked with IMET to prepare a new extension to the Tolling Agreement for 12 additional months to January 31, 2021.

- A copy of the proposed Tolling Agreement extension is attached. Village Attorney Simon and staff will be available at Monday night's Village Board meeting to answer questions regarding the proposed Tolling Agreement recommendation.

EXTENSION TO TOLLING AGREEMENT

This Extension to Tolling Agreement is made and entered into as of January 31, 2020, by and between Illinois Metropolitan Investment Fund ("IMET"), on the one hand, and the Village of Lincolnshire on the other hand (collectively "the Parties").

The Parties agree that Paragraph 7 of the tolling agreement by and between the Parties dated March 13, 2015 (the "Tolling Agreement") shall be amended to read as follows: "If not terminated earlier as provided in the 30 Day Notice provision of Paragraph 6, the Tolling Agreement shall terminate on January 31, 2021."

All of the other provisions of the Tolling Agreement remain unchanged.

Illinois Metropolitan Investment Fund



By: Randall M. Lending
One of its Attorneys

Dated: 12/11/19

Village of Lincolnshire

By:

Dated: _____

TOLLING AGREEMENT #2053

This Agreement ("Agreement") is made and entered into as of March 9, 2015, by and between Illinois Metropolitan Investment Fund ("IMET"), on the one hand, and **Village of Lincolnshire** ("Participant") on the other hand.

Participant believes they may have certain claims (the "Claims") against IMET relating to IMET's Convenience Fund's investments from May 16, 2013 through August 28, 2014 through Pennant Management, Inc. in a certain repurchase agreement where First Farmers Financial, LLC ("First Farmers") was the seller and which investments were purportedly collateralized by loans guaranteed by the United States Department of Agriculture ("USDA"), and IMET believes it has certain defenses (the "Defenses") to such Claims. However, neither Participant nor IMET wish to assert the Claims or Defenses at this time, and to defer, on the terms set forth herein, the consideration or pursuit of the Claims and Defenses *inter se*. Therefore, in consideration of the mutual promises stated in this Agreement, Participant and IMET (collectively, the "Parties" and individually a "Party") agree as follows:

1. Unless and until this Tolling Agreement is terminated or otherwise terminates pursuant to its terms, none of the Parties shall assert any of the Claims or Defenses against the other.

2. The period between the date of this Agreement and the Termination Date, as defined below in paragraph (6), shall not be included in determining the applicability of any statute of limitations, statute of repose, laches defense, rescission right, or any other right or defense based on the passage of time in any action or proceeding, or demand (whether pursuant to a filed complaint or otherwise) brought by or on behalf of Participant against IMET seeking relief based on the Claims and Defenses.

3. Nothing in this Agreement shall be deemed to revive any of the Claims and Defenses that are or were already barred on the date of this Agreement. Nothing in this Agreement, or in the circumstances which gave rise to this Agreement, shall be construed as an acknowledgment by any Party that any of the Claims and Defenses has or has not been barred, or is about to be barred, by the statute of limitations, laches or other defense based on the lapse of time.

4. Except as expressly provided herein, nothing contained herein shall constitute a waiver of any Claims, demands, causes of action, positions, rights, remedies and/or Defenses, in law and in equity, of any of the Parties. The sole purpose of this Agreement is to implement the tolling described in Paragraph 2 above. Further, nothing in this Agreement will be deemed to (a) create an affirmative obligation on behalf of any Party to take any action to recover any proceeds of the fraud or (b) preclude any Party from seeking, obtaining, or reviewing any other document or communication that it has a right to seek, obtain, or review.

5. This Agreement shall not operate as an admission of liability by any Party and IMET specifically denies that it engaged in any wrongdoing or is subject to any liability. Neither this Agreement, nor any action taken pursuant to this Agreement, shall be offered or received in evidence in any action or proceeding as an admission of liability or wrongdoing by any Party.

6. Any Party may terminate this Agreement on thirty (30) days written notice (the "30 Day Notice"), and may otherwise provide any notices required or elected hereunder, by causing such notice to be sent by messenger, fax or PDF e-mail to the Parties' at the following addresses:

To IMET Parties: Randall M. Lending
 Vedder Price P.C.
 222 N. LaSalle Street, Suite 2600
 Chicago, IL 60601
 (312) 609-7564 (tel)
 (312) 609-5005 (fax)
 rlending@vedderprice.com

To Participant: Village of Lincolnshire
 One Olde Half Day Road
 Lincolnshire, IL 60069
 Attn: Brad Burke
 bburke@lincolnshireil.gov

Any Party may change the address at which it should be given notice by giving written notice of such change of address to the other Party.

7. Notwithstanding the 30 Day Notice provision, the Parties agree that this Agreement shall not be terminated before June 30, 2015. If not earlier terminated as set forth herein, this Agreement shall terminate on June 30, 2016.

8. This Agreement comprises the entire agreement of the Parties with respect to the tolling of any and all time-related defenses or claims and it supersedes any prior agreements or understanding by or between the Parties concerning those matters. There are no agreements, covenants, conditions, or limitations of this Agreement that are not expressly stated herein. This Agreement may be modified, amended, or supplemented only by a written instrument signed by all of the Parties.

9. Each undersigned Party represents, warrants, and states that all legal action necessary for the effectuation and execution of this Agreement has been validly taken and that the individuals whose signatures appear below on behalf of each party are duly authorized to execute this Agreement on behalf of their respective Parties.

10. The Parties hereto agree that the mutual promises contained herein constitute good and valuable consideration, receipt of which is acknowledged.

11. This Agreement shall be interpreted in accordance with the substantive law of the State of Illinois, without application of choice of law rules. This paragraph shall apply only to disputes arising out of this Tolling Agreement and shall not be construed to modify any choice of law provision or analysis otherwise applicable in any other dispute between the parties to this

Tolling Agreement, and each party reserves the right to assert that other state or federal law may apply to such other potential disputes.

12. This Agreement shall take effect as to each Party upon a Party's respective signature to this Agreement as reflected below.

13. This Agreement may be executed in counterparts, each of which shall be considered an original and together shall be one and the same Agreement.

14. Except as may be required by law, the Parties agree to keep this Agreement confidential and to not to disclose the existence of this Agreement to any third person or make any public comment about the existence of this Agreement. Nothing herein shall preclude the Trustees or staffs of the Parties from discussing and/or approving this Agreement at public meetings or in executive sessions or otherwise in furtherance of their duties. Nothing herein shall preclude IMET from disclosing this tolling agreement to its insurance carrier(s), its accountants or as otherwise may be required by law.

**[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK –
SIGNATURE PAGE FOLLOWS]**

Illinois Metropolitan Investment Fund

Randall M. Lending

By: Randall M. Lending
One of its Attorneys

Dated: 3/16, 2015

Participant

Village of Lincolnshire

Bradley J. Burke

By: Brad Burke

Dated: MARCH 20, 2015

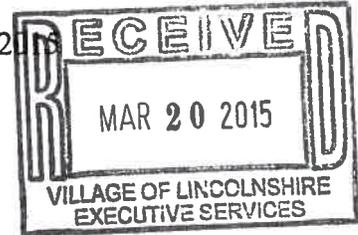
VEDDER PRICE.

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March 16, 2015



Cindy D. Koziol
Executive Services Administrative Assistant
Village of Lincolnshire
One Olde Half Day Road
Lincolnshire, IL 60069

Re: Tolling Agreement--IMET and Village of Lincolnshire

Dear Ms. Koziol:

As you requested, enclosed is my signed Tolling Agreement on behalf of IMET. Please let me know if you have any questions.

Very truly yours,


Randall M. Lending

RML/tr
Encl.

cc: Laura F. Allen, Executive Director, IMET
Brooke E. Conner



ITEM SUMMARY

Reviewing Body:	Committee of the Whole
Meeting Date:	January 13, 2020
Subject:	Personnel Policy Manual Update – Recreational Cannabis
Petitioner:	Village of Lincolnshire
Action Requested:	Consideration of Proposed Amendments to the Village of Lincolnshire Personnel Policies pertaining to the Drug-Free Work Place Policy and Recreational Cannabis
Prepared By:	Brad Burke – Village Manager
Staff Recommendation:	Consideration and Placement on the January 27, 2020, Regular Village Board Consent Agenda for Approval
Budgeted Amount:	N/A
Actual Amount:	N/A
Level of Service Impact:	N/A
Tentative Meeting Schedule:	N/A
Reports and Documents Attached:	1) Redlined version of Section 3.3 of the Drug-Free Work Place Policy of the Village of Lincolnshire Personnel Policies

Background

- On June 25, 2019, Governor Pritzker signed the Cannabis Regulation and Tax Act which permits the lawful use and sale of recreational cannabis by adults after January 1, 2020. As a result of the changes in State law pertaining to recreational cannabis, staff recommends several additions to Chapter 3 of the Village of Lincolnshire Personnel Policies pertaining to the Village’s existing Drug-Free Work Place Policy. Changes are intended to limit Village exposure and bring Village policies in line with changes in the law. The recommended amendments are attached. Village Attorney Simon prepared the draft language, which has been reviewed by department managers.

VILLAGE POLICIES

Chapter 3

3.1 ACCEPTANCE OF GIFTS

It is the policy of the Village that no employee shall accept any gift, gratuity, fees, rewards or other remuneration from any person or any organization related to employment by the Village. It is recognized that from time to time an individual may deliver a perishable gift of food, fruit, etc. to the Village. It is permissible to retain such an item.

3.2 APPEARANCE

Village employees are expected to be appropriately dressed for the type of work they are performing. Employees who have been issued uniforms will wear them according to departmental standards. Those not required to wear uniforms will report to work in attire which presents a professional image and in no way interferes with job performance or job safety. All employees should report to work neat and clean.

3.3 ALCOHOL AND DRUG ABUSE POLICY

Purpose

The Village of Lincolnshire has implemented an Alcohol and Drug Abuse Policy (the "Policy") in response to overwhelming evidence that alcohol and drug abuse has a detrimental impact on employees' health, job performance, safety, and efficiency. Since Village employees operate, supervise and maintain village facilities, programs and equipment for use by members of the public and perform services that may have a direct effect on the health and safety of members of the public and fellow employees, the Village wishes to maximize the health and safety of its citizens and employees.

This Policy also expresses the Village's desire to satisfy the requirements of the federal and state Drug Free Workplace Acts (41 U.S.C.A. § 701 *et seq.* and 30 ILCS 580/1 *et seq.*). In accordance with these statutes and concerns, the Village has resolved to maintain a drug-free workplace.

The purpose of this Policy is to inform employees of the Village's investigation, treatment and disciplinary policy relating to alcohol and drugs. As such, **all** Village employees will abide by its terms, as well as all applicable laws. As with all policies in this Manual, this Policy is subject to periodic addition, modification, or deletion.

The Policy does not replace any of the provisions or requirements of the Village's Controlled Substance and Alcohol Testing Policy for positions that require a Commercial Driver's License (CDL). See Alcohol and Drug Procedures for CDL Employees following this Policy.

Village employees who operate Village commercial motor vehicles and possess a CDL

have special responsibilities necessitated by the fact that they operate vehicles that require additional skill and attentiveness over that of non-commercial motor vehicles. As part of its continuing commitment to safety and to comply with federal law, the Village has established a controlled substance and alcohol testing policy for Village positions that require a CDL (see Alcohol and Drug Procedures for CDL Employees which follows at the end of this section). Both the Village and the federal government recognize that it is important to establish programs to help prevent accidents and injuries resulting from the misuse of alcohol or use of controlled substances by drivers of commercial motor vehicles. The Alcohol and Drug Procedures for CDL Employees is in addition to and supplements and complements rather than supersedes all other Village policies, rules, procedures and practices, including without limitation this Alcohol and Drug Abuse Policy. However, for persons to whom the Alcohol and Drug Procedures For CDL Employees applies, in the event of any conflict between any of the provisions of the Alcohol and Drug Procedures For CDL Employees and the provisions of any other Village policy, rule, procedure, or practice, the provisions of the Alcohol and Drug Procedures For CDL Employees will control.

Acts Prohibited

The manufacture, distribution, dispensation, possession, or use of a controlled substance, including cannabis in any form, medical marijuana and alcohol, is prohibited on Village property or while acting on behalf of the Village. The use of recreational cannabis is prohibited at all times for certified law enforcement officers, employees who must possess a valid CDL as a condition of their employment, and any employee whose position is funded through a federal grant.

Definitions

For purposes of this Policy, the following definitions apply:

1. "Alcohol" means any substance containing any form of alcohol, including but not limited to: ethanol, methanol, propanol, and isopropanol.
2. "Cannabis" is defined as provided in the Cannabis Control Act (720 ILCS 550/1 *et seq.*) which provisions are specifically incorporated in this Policy by reference.
3. "Controlled Substance" means:

For the purpose of applicants or employees applying for or holding positions that require a CDL or perform Public Safety Responsibility, a controlled substance in schedules I through V of section 812 of Title 21 of the United States Code, which provisions are specifically incorporated in this Policy by reference; and

For the purpose of all other applicants or employees, a controlled substance includes any illegal substance under Illinois law, or any lawful substance which is used in a manner inconsistent with its prescribed dosage or prescription.

4. "Criminal Drug Statute" means a criminal statute involving the manufacture, distribution, dispensation, possession, or use of any

controlled substance or cannabis.

5. "Village Manager" means the village manager for the Village of Lincolnshire.
6. "Village Property" means any building, office, common area, open space, vehicle, parking lot, or other area owned, leased, managed, used, or controlled by the Village. Village Property also includes the property of others when presence thereon by the Village employee is related to employment with the Village.
7. "Drugs" mean prescription/OTC Drugs and controlled substances, including cannabis in any form and medical marijuana.
8. "Medical Facility" means any physician, laboratory, clinic, hospital, or other similar entity.
9. "On Call" means the employee is scheduled with at least 24 hours' notice by the Village to be on standby or otherwise responsible for performing tasks related to his or her employment either at the Village's premises or other previously designated location by his or her employer or supervisor to perform a work-related task.
10. "Policy" means this Alcohol and Drug Abuse Policy of the Village of Lincolnshire.
11. "Possess" means to have either in or on an employee's person, personal effects, desk, files, or other similar area.
12. "Prescription/OTC Drugs" means prescription drugs (including medical marijuana) and over-the-counter ("OTC") drugs obtained legally and being used in the manner (including dosage) and for the purpose for which they were prescribed or manufactured.
13. "Public Safety Responsibility" means a position in which the nature of the employee's duties is such that impaired perception, reaction time, or judgment may place the employee or members of the public or other employees at risk of serious bodily harm, or the employee is responsible for the administration or enforcement of alcohol/drug policies. As example and not by way of limitation, employees with public safety responsibility may include police officers and similar positions.
14. "Under the Influence" or "Impaired" means the employee is affected by alcohol or drugs in any determinable manner. A determination of being under the influence can be established by a professional opinion, scientifically valid test, layperson's opinion, or the statement of a witness. For cannabis, this determination will be made based on whether the employee manifests while working or on-call specific, articulable symptoms of decreased or lessened performance of the duties or tasks of the employee's job position, including: symptoms of

the employee's speech, physical dexterity, agility, coordination, demeanor, irrational or unusual behavior, or negligence or carelessness in operating equipment or machinery; disregard for the safety of the employee or others, or involvement in any accident that results in serious damage to equipment or property or personal injury; disruption of a production or manufacturing process; or carelessness that results in any injury to the employee or others.

Voluntary Treatment

It is the responsibility of each employee to seek assistance before alcohol or drug problems lead to disciplinary action or violations of policies, rules of conduct or performance standards. The Village will not discipline an employee who voluntarily seeks treatment for a substance abuse problem if the employee is not in violation of the Village's drug and alcohol policy or other rules of conduct and standards. Seeking such assistance will not be a defense for violating the Village's Alcohol and Drug Abuse Policy, nor will it excuse or limit the employee's obligation to meet the Village's policies, rules of conduct, and standards including, but not limited to, those regarding attendance, job performance, and safe and sober behavior on the job. Employees who suffer from alcohol or drug abuse are encouraged to consult voluntarily with Village management and/or the Village's Employee Assistance Program ("EAP") and undergo appropriate medical treatment. Participation in such treatment will be at the employee's expense, although initial EAP visits are free and some of these expenses may be covered under the employee's group health plan. Employees should consult with the Village Manager's Office for details. The Village will attempt to keep such voluntary discussions and medical treatment confidential in accordance with this Policy.

Screening and Testing

Pre-employment Testing. The Village may require applicants whose job functions require them to hold a CDL license or engage in any Public Safety Responsibility to be drug screened or tested on a conditional post-offer, pre-employment basis as part of its hiring process. However, pre-employment testing will not include testing for alcohol or cannabis, absent a federal, state, or local law requiring the Village to do so.

Reasonable Suspicion Testing. The Village will require screening or testing of an employee when that employee exhibits conduct or behavior that raises a reasonable suspicion the employee is under the influence of, or is impaired by, drugs, including cannabis in any form, or alcohol. (See Definition of "Under the Influence" or "Impaired" above.) The supervisor(s) who observes or receives information about the conduct or behavior that led to the request for reasonable suspicion testing, within a reasonable timeframe of observing or learning about the behavior or conduct, will document the objective, articulable signs of reasonable suspicion on a form provided by the Village.

Random Testing. The Village requires random screening or testing of employees whose job functions require them to hold a CDL license.

Post-accident or Post-incident Testing. The Village will require the screening or testing of any employee following a workplace accident or injury that results in property damage to Village or third-party property, personal injury to another

employee or third-party, or any personal injury to the employee. When an accident or incident occurs, the Village may send all employees who may have contributed to the accident or injury for post-accident or post-incident testing, not just the employee injured (unless he or she was the only person who contributed to the accident or injury).

Post-rehabilitation Program Testing. The Village may require screening or testing of an employee during and after participation in an alcohol or drug counseling or rehabilitation program to ensure compliance with the recommended treatment and conditions of continued employment.

The Testing Process. A medical facility selected by the Village at the Village's expense will conduct drug or alcohol screening or testing. The screening or testing may require an analysis of the employee's breath, urine, saliva and/or blood or such similar substance as the medical facility may recommend. Employees who undergo alcohol or drug screening or testing will have the opportunity, prior to the collection of a specimen or other testing, to disclose the use of prescription/OTC drugs, including medical marijuana, and to explain the circumstance of their use. If an initial test is positive, the facility will conduct a second test from the same sample. A confirmed positive drug and/or alcohol test may result in disciplinary action, up to and including discharge.

Opportunity to Contest. After the Village receives a confirmed, positive drug or alcohol test and/or information indicating that the employee manifests specific, articulable symptoms that demonstrate impairment or being under the influence, the employee will have a reasonable opportunity to contest the basis of the Village's determination. However, the Village will make a final decision at its sole and exclusive discretion.

Consent Forms Required. The Village requires each employee to sign a consent form, a copy of which is included with this Policy. The Village will require prospective employees applying for positions that require a CDL or pre-employment drug testing to sign a consent form prior to taking the pre-employment drug screening.

The Village may also require each employee and prospective employee to sign a separate consent form requested by the medical facility conducting the screening or testing. Refusal to sign any requested consent form will result in non-hire or disciplinary action up to and including dismissal, as deemed appropriate by the Village, in its sole discretion, under the circumstances.

Treatment

If the medical facility recommends treatment, the Village may, depending on the circumstances as determined in its sole discretion, give the employee an opportunity to undergo treatment offered by a clinic or trained professional mutually acceptable to the Village and the employee.

Participation in such treatment will be at the employee's expense (and may or may not be covered by the employee's health insurance plan). The employee must enter the treatment program within ten (10) days from the time of recommendation of treatment. The Village may reinstate the employee provided that the employee submits a statement issued by the medical facility certifying successful completion of

the treatment program, that the employee is released to return to work, and that the employee agrees to all conditions of reinstatement as determined by the Village, which may include, but is not limited to, future alcohol and/or drug testing.

Use of Prescription/OTC Drugs

Any employee holds a CDL license or has any Public Safety Responsibility and who has taken a prescription/OTC drug (including medical marijuana) must report the use of such prescription/OTC drug to his or her immediate supervisor if the prescription/OTC drug may cause drowsiness or if it may alter judgment, perception, or reaction time. While the Village will not penalize an employee solely for his or her status as a registered qualifying patient under the Compassionate Use of Medical Cannabis Program Act or any similar law, any employee who is a registered qualifying patient is nevertheless required to comply with this Policy. The burden is on the employee to ascertain from the employee's doctor or pharmacist whether the prescription/OTC drug may have such a potential side effect or whether the employee may perform his or her job duties safely while using the prescription/OTC drug. The Village will retain the information in a confidential manner and only disclose it to persons who need to know which may include employee's direct supervisor, department manager, and village manager. The employee's immediate supervisor, after conferring with the department head, will decide whether the employee may safely continue to perform the job while using the prescription/OTC drug. Failure to declare the use of such prescription/OTC drugs may be cause for discipline up to and including dismissal.

Notice of Convictions

Any employee who is convicted of violating any federal or state criminal drug statute must notify the Village Manager or his designee within five (5) days of such conviction. For purposes of this notice requirement, a conviction includes a finding of guilt, a no contest plea, and/or an imposition of sentence by any judicial body for any violation of a criminal statute involving the unlawful manufacture, distribution, sale, dispensation, possession or use of any controlled substance or cannabis. Failure to notify the Village Manager may subject the employee to disciplinary action, up to and including dismissal.

Discipline/Penalties for Violation

1. The Village has the right to discipline any employee suspected of being impaired by or under the influence of drugs, including cannabis in any form, or alcohol during working hours or any on-call period.
2. An employee who reports to work or is found during working hours to be or to have been under the influence of alcohol, controlled substances, or cannabis or who manufactures, possesses, uses, sells, or dispenses alcohol, controlled substances, or cannabis while on Village property or while acting on behalf of the Village, is convicted of a drug related crime, causes financial or physical damage to the Village property, its employees or patrons as the result of alcohol or drug abuse, or fails to report the use of prescription/OTC drugs in accordance with this Policy, will be disciplined in accordance with the Disciplinary Action Section of the Village's Personnel Policy Manual. In addition to or in the alternative, depending on the circumstances as determined by the Village in its sole discretion, the Village may require the

employee to successfully complete an alcohol and/or drug abuse counseling or rehabilitation program approved for such purposes by the Village and by a federal, state, or local health department, law enforcement or other appropriate agency. An employee who participates in a treatment program will be expected to meet job performance standards and comply with all rules established by the Village. Participation in a treatment program will not protect the employee from disciplinary actions should job performance remain unsatisfactory.

3. In addition to the examples of misconduct that may subject an employee to disciplinary action contained in this Policy and the Manual, the Village will discipline an employee up to and including dismissal for the following:
 - (1) if the employee refuses to submit to diagnosis, testing or screening upon request of the Village;
 - (2) if the employee tampers in any way with the specimen given to the medical facility for purposes of alcohol or drug screening or testing;
 - (3) if the medical facility recommends treatment and the employee refuses to undergo such treatment;
 - (4) if, while undergoing treatment, the employee fails or refuses to follow the course of treatment;
 - (5) if the employee, during the course of or following treatment, is again under the influence of alcohol or drugs in violation of this Policy; or,
 - (6) if the employee fails to notify the Village Manager or his designee of a conviction for violating any federal or state Criminal Drug Statute in accordance with the "Notice of Conviction" section of this policy.

Inspections

To assure employees comply with the prohibition on manufacturing, distributing, dispensing, possessing or using alcohol, controlled substances or cannabis (including medical marijuana), employees may be subject to inspection as follows:

1. Lockers, desks, files, vehicles, equipment and other containers and property owned or leased by the Village and which the Village permits an employee to use during employment are and remain the property of the Village at all times, and employees have no reasonable expectation of privacy regarding such property. The Village does not permit employees to keep controlled substances, cannabis (including medical marijuana) or alcohol in or on such property.
2. Any such property reasonably suspected of having or holding such substances is subject to search by the Village.
3. The Village will treat any refusal to submit to such an inspection as an act of insubordination, which may result in disciplinary action up to and including dismissal.

Records

The Village will maintain medical records relating to alcohol or drug abuse, diagnosis, and treatment confidential and in a medical file separate from the regular personnel files. Access will be limited to those who need to know. The Village will not disclose these records to persons outside the Village without the employee's consent unless disclosure of the records is necessary for legal or insurance purposes or the law requires it.

PLEASE READ AND SUBMIT TO HR THE CONSENT FORM ON THE NEXT PAGE

CONSENT TO DRUG AND/OR ALCOHOL SCREENING OR TESTING

I hereby voluntarily consent to submit to drug and/or alcohol screening or testing by a physician, clinic, hospital, laboratory or medical facility chosen by the Village of Lincolnshire (the "Village") at the Village's expense to determine if I have alcohol or any controlled substance or cannabis in my system. I hereby consent to the physician, clinic, hospital, laboratory, or medical facility taking and analyzing a sample or specimen of my breath, urine, saliva, blood and other similar substance. I also authorize the physician, clinic, hospital, laboratory or medical facility to disclose his/her/its findings, conclusions and opinions regarding the drug and/or alcohol screening or testing to a Village official or a designated representative but to no other person without my written consent. If the results of such testing indicate I have violated the Village's Alcohol and Drug Abuse Policy, I understand I will be subject to non-hire or disciplinary action up to and including immediate discharge.

If I test positive for a drug that may be legally prescribed for prescription use (including medical marijuana), I hereby further consent to allow the Medical Review Officer of the medical facility that administered the test to contact my physician or pharmacist to verify my reported use of legally prescribed drugs. I authorize my physician or pharmacist to provide the Village or its agents with any current prescription information or physician's letters authorizing the use of any such medicines, which may explain the positive test results, and I will execute any required consent or authorization forms. I understand the legal use of certain prescription or over-the-counter drugs may disqualify me from certain jobs due to safety risks.

I also confirm I will cooperate with any disclosure authorization requirements the physician, clinic, laboratory or medical facility has implemented pursuant to applicable law (including the Health Insurance Portability and Accountability Act of 1996, as amended (HIPAA)), that relate to its ability to disclose findings, conclusions and opinions, or other protected health information associated with the drug and/or alcohol screening or testing to a Village official or a designated representative. I hereby further confirm I will cooperate with any disclosure authorization requirements that my physician or pharmacist implemented pursuant to applicable law (including HIPAA) to allow it to share information with the medical facility or Village regarding my reported use of prescription/OTC drugs in accordance with the Village's Alcohol and Drug Abuse Policy.

In consideration of my employment or continued employment, I hereby release and agree to hold the Village of Lincolnshire and its elected officials, Trustees, officers, members and agents harmless against any and all claims, charges or causes of action whatsoever I now have or may have in the future that may arise from this testing or from any investigation or personnel action related to or arising out of any such testing or screening.

I also acknowledge receiving, reading and understanding the Village's Alcohol and Drug Abuse Policy. I understand that, in accordance with this policy, failure to execute this document and submit to drug and/or alcohol screening or testing, or failure to report to the Village the use of prescription/OTC drugs as required by the policy, may result in non-hire or disciplinary action up to and including termination. I further acknowledge I have read this consent form carefully, and I am signing of my own free will.

Employee Name: _____ Date: _____
(Print)

Employee Signature: _____

Witness Signature: _____

- I agree to the screening or testing I will not agree to the screening or testing

3.4 EQUAL OPPORTUNITY EMPLOYMENT POLICY

It is the policy of the Village that race, color, religion, sex, age, national origin, sexual orientation, marital status, veteran's status or disability, or any other status protected by applicable laws, is not and will not be considered in any personnel or management decisions. Implementation of Equal Employment Opportunity shall include:

- A. All recruiting, hiring, training, and promoting for all job classifications is done without regard to race, color, religion, sex, age, national origin, sexual orientation, marital status, veteran's status or disability, or any other status protected by applicable laws, except where a bona fide occupational qualification exists. All decisions on employment are made to further the principle of equal employment.
- B. All promotion decisions will continue to be made in accordance with Equal Employment Opportunity principles, and only valid job requirements will be used.
- C. All other personnel actions such as compensation, benefits, transfers, layoffs, return from layoffs, and Village sponsored training will be administered without regard to race, color, religion, sex, age, national origin, sexual orientation, marital status, veteran's status or disability, or any other status protected by applicable laws, except when a bona fide occupational qualification exists.

Persons with disabilities who are otherwise qualified for the job may request reasonable accommodations by directing their request either to the Department Manager's or to the Village Manager's offices.

The Village Manager or his designee is charged with the overall responsibility for the administration of equal employment opportunity and nondiscrimination policies of the Village.

3.5 HIRING POLICY

The Village shall not employ family members (see Chapter 2, Definitions-Family) of elected officials, the Village Manager, or Department Managers for full time, part time, or non-seasonal positions.

Family members of elected officials or of all employees may be employed as seasonal employees. The Village shall not employ family members of the Village Manager, or

Department Managers, where such seasonal employee would be within same department.

The Village shall not employ family members for any position where the person hired would be under the direct supervision of a family member.

3.6 LABOR ACTIVITY

Village employees shall not engage in a strike. "Strike" includes the concerted failure to report for duty, willful absence from one's position, unauthorized holidays, sickness unsubstantiated by a physician's statement, the stoppage of work, or the abstinence in whole or in part from the full, faithful, and proper performance of the duties of employment for the purposes of inducing, influencing or coercing a change in conditions, compensation, rights, privileges or obligations of employment.

3.7 MEDIA RELATIONS

The Mayor and Board of Trustees shall be the primary spokesperson of the Village on all official actions by the Village. When it is found that they are not readily available, the Village Manager or Acting Village Manager shall be the primary spokesperson on any matters of the Village and of the Village staff, but the Communications Manager may respond to questions when able, or refer questions to a Department Manager and other Supervisory Personal. Department Managers and other Supervisory Personnel may confer with the media on those matters affecting their department.

3.8 OUTSIDE EMPLOYMENT

It must be realized that employment with the Village is the employee's primary responsibility. Therefore, our full-time employees are asked to refrain from working elsewhere if at all possible. Should you find it necessary to take an additional job, a letter stating the conditions of the second position must be approved by the Department Manager and the Village Manager. This should be done prior to acceptance of any outside position.

The Village reserves the right to limit and/or prohibit outside employment. Outside employment is prohibited if it interferes with working hours or overtime requirements of the employee's position; if it involves the use of Village uniforms, facilities, equipment, or supplies; if it involves the use of official information not available to the public; if it may reasonably be construed by the public to be an official act of the Village; if it reflects adversely on the employee or the Village; or if it is in conflict with the employee's position with the Village.

3.9 POLITICAL ACTIVITY

All Village residents are entitled to equal treatment by Village employees. The political opinions and affiliations of any resident shall in no way affect the amount or quality of service received from the Village. An individual's political affiliation, preference or opinion will not in any way influence the appointment, retention or promotion of a Village employee.

Political activities in regard to state, local, and national offices are not prohibited, but

such activities must be confined to non-working hours and the employee shall not use an official position for the purpose of political coercion or influence.

During work hours, an employee shall not directly or indirectly demand, solicit, collect or receive any assessment, subscription or contribution whether voluntary or involuntary, intended for any political purpose whatsoever from fellow employee or from the general public.

3.10 SAFETY POLICY

The Village is concerned with the safety and welfare of its employees. Its goal as an employer is to provide a safe working environment.

It is the intention of the Village to administer an effective loss prevention program to protect employees and Village property. Department Managers, Supervisory personnel and employees of the Village are asked to make safety a matter of continuing concern.

Within the operational activities of the Village there may be exposure to personal injury or property damage. A review of operations should include consideration of risks which are inherent in the operation. While accidents are unplanned, proper planning can minimize them. Emphasis on loss prevention techniques, the refinement of work processes and safe working conditions have been shown to significantly reduce injuries, property damage and working interruption. Each employee is charged with the responsibility of supporting and cooperating with the safety/loss prevention program. Adherence to the established safety rules and procedures, along with contributing to the maintenance of a safe workplace, will be considered in an employee's performance evaluation.

3.11 DISCRIMINATION, HARASSMENT AND SEXUAL HARASSMENT POLICIES

It is the policy of the Village to provide a work environment that is free of unlawful harassment of any kind, including sexual, racial, religious or ethnic harassment.

Harassment and Discrimination - Harassment consists of unwelcome conduct, whether verbal, physical, or visual, that is based upon a person's protected status such as gender, color, race, religion, national origin, age, physical or mental disability, or other protected group status.

The Village will not tolerate harassing conduct that affects tangible job benefits, that interferes unreasonably with an individual's work performance, or that creates an intimidating, hostile or offensive working environment. Such harassment may include, for example, jokes about another person's protected status, or kidding, teasing or practical jokes directed at a person based on his protected status.

Any incident of perceived harassment or discrimination based on an individual's race, color, religion, national origin, ancestry, age, disability, gender or any other legally protected characteristic should be reported as soon as possible to a Supervisor, Human Resources, Department Manager, or the Village Manager.

Any harassing or discriminating behavior directed towards a non-employee by an employee during working hours or while on Village property will be treated as if the harassment was directed towards an employee.

Any such report or complaint shall be investigated and processed in the manner provided below.

Complaint Procedure - All employees have a duty to report any suspected discrimination or harassment by a Village employee or a non-employee while on Village property or while conducting Village business to their immediate Supervisor. The report may be made to the Human Resources representative or the Village Manager if it involves their Supervisor. If the complaint involves the Human Resources Manager, the employee can report directly to the Village Manager. If the Village Manager is the subject of the complaint, the employee can make their report to the Mayor. The Supervisor who is first notified shall inform the Human Resources representative and the Village Manager of the suspected harassment within 24 hours of when the report was received, unless either are the subject of the complaint in which case the Supervisor shall inform only the Village Manager if the Human Resources Manager is the subject of the complaint, or the Mayor if the Village Manager is the subject of the complaint.

Investigation – Except when the complaint is against the Human Resources Manager or the Village Manager, a Human Resources representative and the Village Manager or designated representative shall begin to investigate the suspected discrimination or harassment within three working days of notification. The investigation shall include an interview with the employee(s) who made the initial report and the person(s) towards whom the suspected harassment was directed if they are different people. The employee(s) suspected of the harassment shall be interviewed if the Human Resources representative and the Village Manager determine that there is sufficient evidence to believe that some form of discrimination or harassment occurred. Any other persons who have information regarding the alleged discrimination or harassment may also be interviewed. Both Human Resources representative and the Village Manager will be present at all interviews. In the case of a complaint against the Human Resources Manager, the Village Manager or designee, along with another designated representative for the Village, will conduct the investigation. In the case of a complaint against the Village Manager, the Mayor or designee and another representative for the Village shall conduct the investigation.

Written Investigation Report - The investigating representative shall prepare a written investigation report within ten working days of their notification of the suspected harassment unless extenuating circumstances prevent them from doing so. The investigation report shall include a finding that discrimination or harassment occurred, harassment did not occur, or there is inconclusive evidence as to whether discrimination or harassment occurred. A copy of the investigation report, as well as all formalized interview notes, will be retained in a separate investigation file in the Human Resources Department or with the Mayor as appropriate. All documents will be labeled "Privileged and Confidential Prepared for Counsel, in Anticipation of Litigation" and submitted for legal review.

The results of the investigation including the initial report should be sent to the employee(s) to whom the suspected harassment was directed, and the employee (s) suspected of the harassment. Any disciplinary action which results will be placed in the appropriate employee(s) personnel file. Those employees will also be advised that they may appeal the findings of the investigation by submitting a written request for review to the Human Resources representative within 15 working days.

Notification - Human Resource representative shall notify all other parties who were informed of the investigation results that an appeal has been filed within three working days of the appeal's receipt. The Human Resources representative or the Mayor or designee chooses a neutral third party familiar with the Village and competent in such procedures. The neutral party shall interview the employee(s) who filed the appeal and may interview all other persons deemed necessary. The employee or non-employee accused may suggest additional witnesses to be interviewed on his/her behalf. All other employees who were informed of the investigation results who were not re-interviewed by the neutral third party may request to be re-interviewed by same if they desire. The neutral party shall issue a written review and will inform all appropriate parties of the results within ten working days of receipt of the review request. The written review shall include a finding that discrimination or harassment occurred, discrimination or harassment did not occur, or there is inconclusive evidence as to whether discrimination or harassment occurred.

Disciplinary Action - any employee who, after an investigation, is determined to have discriminated against or harassed any employee based on the employee's race, color, religion, national origin, ancestry, age, disability, gender or any other legally protected characteristic will be subject to disciplinary action, up to and including dismissal.

Sexual Harassment - Any kind of sexual harassment destroys the atmosphere and does not further the business mission of the Village. It is the policy of the Village that no employee's work or emotional well-being should suffer because of sexual harassment. The Village will not tolerate any sexually related conduct by any employee, vendor, customer or supplier which harasses, disrupts, embarrasses, intimidates, offends or threatens another person. Any employee, vendor, customer or supplier who sexually harasses another person during work hours, while on Village property and/or while conducting Village business shall be subject to the strictest disciplinary measures available to the Village under the circumstances, up to and including employment termination.

The following are guidelines the Village will follow:

All employees are expected to act in ways in which establish a professional work atmosphere free of sexual harassment and sexual discrimination. Each Department Manager shall ensure that the workplace is free of sexual harassment. All employees have a duty to report any suspected sexual harassment by a Village-employee, or a non-employee while on Village property or when Village business is being conducted, to the appropriate Department Manager even if they are not the victim. An employee's rights and status with the Village shall not in any way be harmed due to any good faith report of suspected sexual harassment, nor shall any retaliation against such employee be tolerated.

No Supervisor or non-employee shall threaten or insinuate that an employee's refusal to submit to sexual advances, or any type of sexual harassment, will adversely affect his or her employment in any way including evaluations, wages, advancement, duties, shifts, disciplinary matters or benefits.

Any other sexually-oriented behavior by an employee which is unwelcome by another person is prohibited. Such conduct may include, but is not limited to:

- A. Repeated sexual flirtations, advances, staring or propositions;
- B. Verbal abuse of a sexual nature, including sexually related comments or jokes, requests for sexual favors, graphic or degrading comments about a person's appearance or sexually-degrading words to describe a person;
- C. Sexually-suggestive body movements directed towards a person;
- D. Any uninvited physical contact which is sexual or offensive, such as patting, pinching, groping, or constant brushing against another's body; and

D.The display of sexual-suggestive pictures or objects in the workplace other than necessary in the normal course of business. Any sexual harassing behavior directed towards a non-employee by an employee during working hours or while on Village property will be treated as if the harassment was directed towards an employee.

3.12 PROHIBITION ON RETALIATION FOR REPORTING SEXUAL HARASSMENT ALLEGATIONS

The Village shall not take any retaliatory action against any municipal employee due to a employee's:

- 1. Disclosure or threatened disclosure of any violation of this policy,
- 2. The provision of information related to or testimony before any public body conducting an investigation, hearing or inquiry into any violation of this policy, or
- 3. Assistance or participation in a proceeding to enforce the provisions of this policy.

For the purposes of this policy, retaliatory action means the reprimand, discharge, suspension, demotion, denial of promotion or transfer, or change in the terms or conditions of employment of any municipal employee that is taken in retaliation for a municipal employee's involvement in protected activity pursuant to this policy.

No individual making a report will be retaliated against even if a report made in good faith is not substantiated. In addition, any witness will be protected from retaliation.

Similar to the prohibition against retaliation contained herein, the State Officials and Employees Ethics Act (5 ILCS 430/15-10) provides whistleblower protection from retaliatory action such as reprimand, discharge, suspension, demotion, or denial of promotion or transfer that occurs in retaliation for an employee who does any of the following:

- 1. Discloses or threatens to disclose to a supervisor or to a public body an activity, policy, or practice of any officer, member, State agency, or other State employee

that the State employee reasonably believes is in violation of a law, rule, or regulation,

2. Provides information to or testifies before any public body conducting an investigation, hearing, or inquiry into any violation of a law, rule, or regulation by any officer, member, State agency or other State employee, or
3. Assists or participates in a proceeding to enforce the provisions of the State Officials and Employees Ethics Act.

Pursuant to the Whistleblower Act (740 ILCS 174/15(a)), an employer may not retaliate against an employee who discloses information in a court, an administrative hearing, or before a legislative commission or committee, or in any other proceeding, where the employee has reasonable cause to believe that the information discloses a violation of a State or federal law, rule, or regulation. In addition, an employer may not retaliate against an employee for disclosing information to a government or law enforcement agency, where the employee has reasonable cause to believe that the information discloses a violation of a State or federal law, rule, or regulation. (740 ILCS 174/15(b)).

Complaint Procedure - All employees have a duty to report any suspected sexual harassment by a Village employee or a non-employee while on Village property or while conducting Village business to their immediate Supervisor. The report may be made to the Human Resources representative or the Village Manager if it involves their Supervisor. The Supervisor who is first notified shall inform the Human Resources representative and the Village Manager of the suspected harassment within 24 hours of when the report was received.

Investigation – The Human Resources representative and the Village Manager or designated representative shall begin to investigate the suspected sexual harassment within three working days of notification. The investigation shall include an interview with the employee(s) who made the initial report and the person(s) towards whom the suspected harassment was directed if they are different people. The employee(s) suspected of the harassment shall be interviewed if Human Resources representative and the Village Manager determine that there is sufficient evidence to believe that some form of sexual harassment occurred. Any other persons who have information regarding the alleged sexual harassment may also be interviewed. Both Human Resources representative and the Village Manager will be present at all interviews.

Written Investigation Report - The Human Resources representative and Village Manager shall prepare a written investigation report within ten working days of their notification of the suspected harassment unless extenuating circumstances prevent them from going so. The investigation report shall include a finding that sexual harassment occurred, sexual harassment did not occur, or there is inconclusive evidence as to whether sexual harassment occurred. A copy of the investigation report, as well as all formalized interview notes, will be retained in a separate investigation file in the Human Resources Department. All documents will be labeled "Privileged and Confidential Prepared for Counsel, in Anticipation of Litigation" and submitted for legal review. The results of the investigation including the initial report, should be sent to the employee(s) to whom the suspected harassment was directed, and the employee (s) suspected of the harassment. Any disciplinary action which results will be placed in the appropriate employee(s) personnel file. Those

employees will also be advised that they may appeal the findings of the investigation by submitting a written request for review to the Human Resources representative within 15 working days.

Notification - The Human Resource representative shall notify all other parties who were informed of the investigation results that an appeal has been filed within three working days of the appeal's receipt. The Human Resources representative chooses a neutral third party familiar with the Village and competent in such procedures. The neutral party shall interview the employee(s) who filed the appeal and may interview all other persons deemed necessary. The employee or non-employee accused may present witnesses on his/her behalf. All other employees who were informed of the investigation results may appear before the neutral party to discuss the merits of the appeal if they desire. The neutral party shall issue a written review and will inform all appropriate parties of the results within ten working days of receipt of the review request. The written review shall include a finding that sexual harassment occurred, sexual harassment did not occur, or there is inconclusive evidence as to whether sexual harassment occurred.

Disciplinary Action - shall be brought against any employee found to have engaged in sexual harassment of any person during working hours, while on Village property or while conducting Village business. The employee shall receive any disciplinary measure appropriate for the circumstances, up to and including termination. If a non-employee is found to have engaged in sexual harassment, his/her employer will be formally notified.

3.12 SMOKE-FREE WORKPLACE

The municipal buildings and vehicles in the Village of Lincolnshire are smoke-free workplaces. Additionally, smoking is prohibited within twenty (20) feet from entrances, exits, windows that open and building ventilation intakes of all municipal buildings.

3.13 SOLICITATION AND/OR DISTRIBUTION OF LITERATURE

Solicitation and/or distribution of literature to employees by non-employees on Village property during working time are prohibited. Solicitation and distribution of literature may not interfere with Village work or interfere with the business of the public with the Village. Solicitation or distribution of literature by employees on Village property during working time is prohibited. Work time does not ordinarily include lunch time, break time or other designated non-work periods.

3.14 STORAGE AREA/EQUIPMENT SEARCH POLICY

The term storage area includes any area on Village owned property for storage of employee's personal property such as lockers, locker rooms, offices, and closets. The term equipment includes any Village owned or leased device used for storage such as vehicles, desks and file cabinets.

Employees using Village storage areas or equipment should have no expectation of privacy in any such area or equipment as to any item of the employee's personal property kept in any such area or equipment. Village storage areas and equipment are subject to search by Village Supervisors at any time without notice. Employees may store their personal property in Village lockers and equipment only if the

property is reasonably related to the employee's job or the employee's coming to and from work.

3.15 USE OF VILLAGE VEHICLES/PERSONAL VEHICLES

Equipment and vehicles essential in accomplishing job duties are expensive and may be difficult to replace. When using Village property, employees are expected to exercise care, ensure proper maintenance, and follow all operating instructions, safety standards, and guidelines.

Employees should notify your Supervisor if any equipment, machines, tools or vehicles appear to be damaged, defective, or in need of repair. Prompt reporting of damages, defects, and the need for repairs could prevent deterioration of equipment and possible injury to employees or others. You should also ask your Supervisor any questions you may have about your responsibility to maintain and care for equipment or vehicles used on the job.

The improper, careless, negligent, destructive or unsafe use or operation of equipment or vehicles, as well as excessive or avoidable traffic and parking violations, can result in disciplinary action, up to and including dismissal.

It is understood that from time to time, most Village employees may use their own personal vehicle to run an errand or attend a seminar, or for other valid reasons to conduct Village business. Because of this, all employees will have their driver's license checked through the Illinois Secretary of State's Office for validity once each year. Any employee who drives a Village vehicle is obligated to advise his Supervisor if his driver's license has been suspended, revoked or canceled for any reason.

The Village also may provide cars for those employees whose work requires their extensive use. Such cars are maintained and operated at Village expense. In some cases, when an employee needs a vehicle to attend a seminar or meeting, respond to an emergency situation or as otherwise agreed, permission may be granted by Department Manager for an employee to drive the assigned car to the employee's home. Each Department Manager, before granting permission, must have a clear understanding with the employee involved that the vehicle is to be used for Village business and minimal incidental personal use.

Whenever possible, Village vehicles will be used by employees traveling to and from required training opportunities.

Employees may be charged for damage to a Village vehicle when it is determined by the Department Manager that the employee was grossly or maliciously responsible for the loss or damage.

3.16 VIOLENCE IN THE WORKPLACE

The Village strongly believes that all employees should be treated with dignity and respect. Acts of violence will not, under any circumstances, be tolerated by the Village. Any instances of violence must be reported to the employee's Supervisor and/or Department Manager without delay. All complaints of violence in the

workplace shall be promptly investigated by the Village.

The Village of Lincolnshire will promptly respond to any incident or suggestion of violence and will involve local law enforcement authorities as necessary. Any violation of this policy shall result in disciplinary action, up to and including immediate termination of employment.

3.17 WEAPONS POLICY

Except for members of the Police Department acting within the scope of their employment, the Village strictly prohibits and does not tolerate any employee to carry weapons at any Village facility, on any Village property, in an Village vehicle, or at any public gathering or special event conducted on property open to the public that requires the issuance of a permit from the Village, including any Village-sponsored event. For the purpose of this policy, any personal vehicle being used in the course of employment when two or more employees are passengers shall be considered a Village vehicle while transporting employees acting within the scope of their employment.

Any employee bearing a license issued by the Illinois State Police authorizing such person to carry concealed firearms, as defined in the Firearm Concealed Carry Act, shall be permitted to carry a concealed firearm on or about his or her person within a personal, non-Village owned vehicle into the parking area of any otherwise prohibited area and may store a firearm or ammunition concealed in a case within a locked vehicle or locked container out of plain view within the vehicle in the parking area.

Weapons include visible and concealed weapons, including those for which the owner has the necessary permits. Weapons can include firearms, knives with blades longer than three (3) inches, explosive materials, or any other objects that could be used to harass, intimidate, or injure another individual.

Employees who violate this policy are subject to immediate discharge. If you know of an employee in possession of a weapon on Village property, you are encouraged to report such possession or use to your Supervisor or Department Manager. If you feel uncomfortable doing so, or if your Supervisor or Department Manager is the source of the problem, or ignores the problem, you should feel free to discuss the problem with the Village Manager.

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